

Minutes of Pre-Bid Meeting – 19 Dec 2025

1. The pre-bid meeting was held on 19 December 2025 at NLC Headquarters, Rawalpindi, with the Chairman NDMS in the Chair.
2. Following the opening remarks by the Chairman NDMS, Brig Muhammad Yousaf, Retd, Director NDMS conducted the meeting. The various queries raised by the bidders were discussed, and the corresponding decisions were taken. These decisions have now been incorporated into the amended bidding documents, and Addendum no. 1 in the Tender Packages are being uploaded on NLC & NDMS website and are also circulated to the participants.

Rawalpindi

19 December 2025

3. PRESENT - Attendees – NDMS Pre-Bid Meeting (19 Dec 2025)

a. NDMS / NLC / Ports Representatives

- 1) Maj Gen Farrukh Shahzad Rao – Chairman NDMS / Director
- 2) Brig Nasir Zia (Retd) – COO, NLC
- 3) Mr. Touseef Alam Khan – CEO NDMS / Director
- 4) Brig Muhammad Yousaf (Retd) – Director NDMS
- 5) Brig Saeed Haroon (Retd) – Dir Sp NLC
- 6) Commander Shahid Hafiz (Retd) – CPO NDMS / Director Channel Dredging, PQA
- 7) Capt Raiz Ahmed (Retd) – Chief Hydrographer, KPT
- 8) Mr. Ahmed Rana – NLC
- 9) Mr. Asim Rauf – GM Legal, NLC

- 10) Col Tahir Naseem (Retd) – GM Procurement NLC
- 11) Mr. Mansoor-ur-Rehman – SM Business Coordination NLC

b. Bidders / Other Organizations Participants

- 1) Mr. Bart Paul G. Rumes – M/s Boskalis
- 2) Ms Sarwat Gul – Karsaz, Local Rep, M/s Boskalis
- 3) Mr. Usman Ahmed Mian – M/s Jan De Nul
- 4) Mr. She Zonghao – M/s CHEC
- 5) Brig Naweed (Retd) – M/s Steam Marine Limited
- 6) Mr. Gregory Robert R Mossoux – Area (Resident) Manager Commercial Management M/s DEME Dredging
- 7) Mr. Dilshad Akhtar – AWT
- 8) Mr. Hermanus Wouter Gerritsma, M/s Van Oord Middle East Limited (UAE) – Zoom Link
- 9) Mr. Joffrey Herve Fabrice Cary, M/s Van Oord Middle East Limited (UAE) – Zoom Link
- 10) Mr. Omer Adil Jaffer, M/s Van Oord Middle East Limited (UAE) – Zoom Link
- 11) Mr. Syed Ali Hasan, M/s Van Oord Middle East Limited (UAE) – Zoom Link
- 12) Mr. Abdullah Rasheed Hashmani, M/s Van Oord Middle East Limited (UAE) – Zoom Link

4. Queries discussed during the meeting and as received from different firms prior to the pre-bid meeting along with response / decision are as under:

General Clarification/Queries

S. No.	Reference	General Clarification	NDMS Response
1.	Invitation to Bid	Conditional or deviating offers	<p>It is explicitly clarified that partial, incomplete, conditional, contingent, or alternative offers shall not be accepted.</p> <p>Any bid submitted on such a basis shall be treated as non-responsive and liable to rejection.</p> <p>This requirement constitutes an essential and integral condition of the bidding guidelines and bidding documents.</p>

Boskalis Queries & NDMS Response

S. No.	Reference	Bidder's Queries	NDMS Response
1.	Invitation to Bid	Referring Package B it is specified that minimum hopper capacity must be 21,000 m ³ . Is there a maximum allowed hopper capacity?	A minimum hopper capacity of 21,000 m ³ is acceptable. Bidders may offer hopper capacities greater than 21,000 m ³ . PQA and KPT survey reports are attached.
2.	Invitation to Bid	Kindly be informed that tender period is too short to elaborate a substantial responsive bid and at risk of not being able to timely obtain bid security from an acceptable local bank. In the interest of increasing competition, we politely request an extension of the bid submission date with 4 weeks. Also, it would be preferred to have bid submission on a working day instead of a Saturday. Additionally, please also confirm the location for the bid submission.	As per Tender Document
3.	Invitation to Bid	Referring Package B, kindly considering lowering Bid Security amount to USD 75,000 to avoid unnecessary bank costs.	As per Tender Document
4.	Invitation to Bid	Several brokers are contacting us seeking TSHDs commitment letters. We recommend to only accept bids from the actual Owners of the TSHDs assuring direct commitment, and not from intermediary entities such as brokers.	Refer to (IB. 11.2)
5.	ITB	Kindly allow that foreign Owners may finalize obtaining valid registrations (including NTN, STRN) and tax numbers latest before arrival of TSHD(s) in Pakistan.	Refer to (IB. 2.2.1.2) / Proof of submission of application be provided and registration be made prior to signing of Contract without affecting tender / procurement timelines.

S. No.	Reference	Bidder's Queries	NDMS Response
6.	ITB	Please allow for 2 weeks bid finalization time from the last date of receiving response to clarification requests and from the last date of receiving any Addendum to the tender documents.	As per Tender Document
7.	ITB	<p>To consider the actual split of costs of operating our TSHDs worldwide, kindly adjust to making payments on a USD 80% / PKR 20% basis, as it used to be under the dredging contracts executed for PQA in the past. Further on, kindly also correct that the PKR portion should be paid based on the exchange rate prevailing on the dates of invoices.</p> <p>Kindly confirm that a Letter of Credit will be opened by the Charterers' bank in a format to be accepted by the Owners' bank, for the full amount of the charter agreement as a precondition to start mobilizing the TSHD(s).</p>	<p>Currency Composition – Package A & B</p> <p>The payment currency composition for Packages A and B has been revised to USD 60% and PKR 40%.</p> <p>The financial evaluation criteria have been amended accordingly to reflect this revision.</p> <p>Two Letters of Credit shall be established: One foreign LC in USD, and One inland LC in PKR.</p>
8.		<p>We kindly request that Charterers are in charge of temporary import and payment of related customs duties and taxes for the TSHDs he would like to temporarily charter. If not, kindly clarify as per current customs law a TSHD: can still be considered as "construction machinery" as it used to be in previous contracts with KPT and PQA, or is now considered as "a ship".</p> <p>We have consulted 3 customs clearance agents for the same and none is capable of providing a firm and clear response causing huge cost uncertainty as the difference between interpreting as "construction machinery" and "as ship" runs into several millions of USD.</p> <p>As numbers often help to get a clear view, assuming a declared TSHD import value of USD 20 million, kindly share an actual calculation of the temporary import customs duties and taxes to be paid upfront and the portion for which a bond is acceptable.</p>	<p>Custom Duties & Applicable Taxes</p> <p>Clarification currently being sought from the Customs Authorities regarding applicable customs duties shall be uploaded and notified to all bidders upon receipt.</p> <p>All other taxes, duties, levies, and statutory charges shall be applicable in accordance with the relevant prevailing laws and regulations.</p>
9.		Considering the periods for formalizing the charter agreement(s), opening of Letter of Credit and mobilization and that charters may	No fuel price escalation shall be applicable for a period of 120 days from the Effective Date of the Contract.

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		become extendable, kindly allow for a fuel price escalation mechanism.	In the event of any extension of this period, specific adjustable variables may be reviewed and revised with mutual consent of the Parties. Refer Clause IB.9.6, IB.32.4, IB.34.8
10.		For demonstrating relevant experience, we suggest deleting the wording "marine construction requiring heavy marine plant".	Refer Clause IB.10.4.1
11.		Kindly accept "intent to JV"-letter for bidding purposes with subsequent mandatory submission of both a valid and binding legalized JV agreement and a PoA for lead partner, before and as a precondition for signing the charter party agreement(s).	As per Tender Document
12.		Kindly advise the intended date for signing the charter agreement. We recommend disconnecting this date from the start date for mobilization of TSHD. This is because most, if not all, our TSHDs are currently busy and some very good ones may become available maybe few weeks or a month after signing the agreement. In addition, the larger the hopper capacity the shorter the execution duration, therefore independent from start date a larger TSHD may achieve earlier completion. To be consistent, we recommend deleting the evaluation criteria that a TSHD must be available.	As per Tender Document
13.		To increase competition, we recommend deleting the evaluation criterium age \leq 5 years. TSHDs employed for maintenance dredging works have a lifetime up to 40 years. Original builder, preventive maintenance and repairs, periodic scheduled drydocking including engine overhaul are of significant more importance than age.	As per Tender Document

S. No.	Reference	Bidder's Queries	NDMS Response
14.		We read that the scope can be increased with up to 365 days without adjustment to demobilization rates. Kindly confirm that any such increase will be in direct continuation of the initial scope of 120 days.	Yes with mutual consent
15.		ITB 24.3.2 reads "No additional compensation shall be payable for variations within the permitted percentage (5%) range". The reading of this seems to conflict with ITB 24.1 Adjustment of Service Requirements. Kindly confirm that any increase of days required shall be paid for from the first until the last additional days required.	No change.
16.		Regarding permits, approvals and the like, kindly confirm that Charterers will obtain all project related permits/approvals and Owners will obtain equipment related permits/approvals.	As per Tender Document. / Refer to IB.32.3, IB. 10
17.		Referring ITB 34.2 kindly provide most recent bathymetric survey drawing and data (XYZ) of the various dredging areas to be dredged? It is our understanding that the Port Qasim capital dredging scope includes very shallow layers (alternate channel and slopes widening), very stiff clay and shale materials which cannot be dredged by the specified TSHDs. Kindly clarify how this will be dealt with, also considering that shallow layers in the alternate channel need to be removed before these TSHDs can be deployed for further deepening.	The survey data for Port Qasim Authority (PQA) and Karachi Port Trust (KPT) are attached herewith and shall form an integral part of the bidding documents. Amendment – Schedule A (Construction Schedule), Paragraph 1 Changed to: "Whole Works (Maintenance Dredging)"

S. No.	Reference	Bidder's Queries	NDMS Response
18.		<p>We are confused about the use of both a Contract Agreement and the use of a Time Charter Party Agreement. The Bidding Data Sheet clearly defines the scope as Time Charter of TSHD and therefore the use of a Time Charter Party Agreement should be sufficient, while the Contract Agreement is to be used between the Charterers (NDMS) and its ultimate clients (PQA, KPT). Otherwise, taxes will apply both on the Contract Agreement (up to 20.5% taxes as per our tax advisor) in addition to a 6% withholding tax on charter payments under the Time Charter Party Agreement. Adding the taxes applicable on the contract agreement between NDMS and its clients, and the temporary import customs duties and taxes the total tax burden will be over 50% of the budget. Therefore, we strongly recommend limiting the contractual relationship to a Time Charter Party Agreement between NDMS as Charterers and the Owners of the TSHDs.</p>	<p>The charter party arrangement has been changed to a Time Charter Contract.</p> <p>Appendix-L has been updated accordingly and is attached herewith as an integral part of these minutes.</p> <p>The contract document has been amended to reflect this revision.</p>
19.		<p>Appendix I – Dredging Methodology and Execution Plan, understanding is that Charterers will provide the necessary instructions to the Owners for smooth execution of the dredging works as per the Charterers priorities and sequencing. In addition, the Charterers will provide daily survey drawings allowing the Owners to monitor the dredging works. Kindly confirm our understanding.</p>	<p>A joint survey involving the Owner, the concerned Port Authority, and NDMS shall be carried out as and when required by NDMS, including pre-, interim, and post-surveys. The Owner shall conduct a minimum of three (03) surveys within ten (10) days at its own arrangement and cost, and shall share the complete survey reports with NDMS.</p>
20.		<p>Appendix J – Dredging Superintendent, considering tasks (including training of NDMS staff), skills and experience required, we recommend including a small team of 2 to 3 superintendents and a project engineer to be included in the daily hire rate per TSHD.</p>	<p>The Owner shall provide the services of a qualified and experienced team comprising a Project Engineer and a Dredging Superintendent to work in close coordination with the Charterer (NDMS) during the dredging project as mentioned in the relevant appendix.</p>

S. No.	Reference	Bidder's Queries	NDMS Response
21.	Conditions of Contract	Conditions of Contract, please be informed that FIDIC Red Book may be used for the contractual relationship between NDMS and its ultimate clients, however, is not fit and never used as part of a time charter of TSHD. Kindly replace the FIDIC Red Book with the commonly used standard BIMCO supply time charter format.	The charter party arrangement has been changed to a Time Charter Contract.
22.		If there is any retention on mobilization / charter / demobilization payments, kindly replace it with a retention money bond in order to keep project cash flow balanced.	No Bond is acceptable as retention money.
23.		It's uncommon that an Engineer has to certify charter payments. If required, kindly assure that such certification and the actual payment of hire is executed within 28 days from the date of the monthly hire invoices. Also, mobilization / final hire invoice / demobilization shall be paid within 28 days.	As per Tender Document The minimum production requirement shall be fulfilled by the vessel owner. The existing sixty-nine (69) days clause is hereby amended and replaced with twenty-eight (28) days.
24.		Please allow for the fair principle that interest will apply for late payments to avoid that Owners suffer from negative project cash flow having to pay interest himself.	As per Tender Document
25.		Kindly delete liquidated damages on project completion date as this is not used under charter party agreements.	No change
26.		The list insurances (such as breach of professional duty, fit for purpose) may be related to the contract between NDMS and its ultimate clients. This list requires simplification to adjust to the commonly used insurances under time charters.	Appendix-M has been amended accordingly. All specialised dredging and project-specific insurance requirements, including CAR and other non-standard insurance provisions, have been deleted. The insurance framework has been rationalised and aligned strictly with

S. No.	Reference	Bidder's Queries	NDMS Response
			<p>the standard insurance regime customarily applicable under Time Charter arrangements.</p> <p>The revised Appendix-M forms an integral part of these minutes and is attached.</p>
27.		Kindly consider neutral rules and location for arbitration.	As per Tender Document
28.		<p>Particular Conditions Part B – Special Provisions and reading Contractor as Owners of the TSHD, there is an “artificial” shift of many obligations common under a works contract to a time charter agreement.</p> <p>These obligations are commonly not part of a time charter and of the daily hire rate. For legal and fiscal reasons, it is strongly recommended to use a common standard time charter format, for example BIMCO supply time and limit the main duty of the Owners to time chartering its TSHDs.</p>	As per Tender Document
28.		<p>Particular Conditions Part B – Special Provisions, clause 2.7 regarding temporary import, it's ambiguous and a huge financial risk reading that temporary import of TSHD may be exempted from import duties and taxes. This exemption is to be confirmed before submission of bids. In absence of such confirmation all such import duties and taxes are to be included in the charter proposal or to be made payable by the Charterers.</p>	<p>This clause shall be governed and applied in accordance with the prevailing Customs Laws and regulations of Pakistan.</p>
29.		<p>Particular Conditions Part B – Special Provisions, clauses about Engineer, the described role of the Engineer is typically for a works contract and does not fit and never used for time chartering.</p> <p>Please delete such clauses.</p>	As per Tender Document

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30.		<p>It's not acceptable that the Charterers ultimate clients become co-beneficiary of any Performance Security to be provided by the Owners. The Owners duty is limited to time chartering his TSHD(s) to the Charterers and it's not common practice to request a performance security under a time charter agreement. The Charterers have additional duties and responsibility under his contract agreement with the ultimate clients and such additional duties and responsibility are not be transferred to the Owners of the TSHDs. Therefore, delete this clause regarding Performance Security.</p>	<p>Clause 4.2 amended and co-beneficiary deleted. Now Owners issued Performance Security in the name of NDMS only</p>
31.		<p>Particular Conditions Part B – Special Provisions, clause 4.4 Contractors Document, please delete entire clause as surveying is not part of the Time Charter Party Agreement.</p>	<p>A joint survey involving the Owner, the concerned Port Authority, and NDMS shall be carried out as and when required by NDMS, including pre-, interim, and post-surveys. The Owner shall conduct a minimum of three (03) surveys within ten (10) days at its own arrangement and cost, and shall share the complete survey reports with NDMS.</p>
32.		<p>Particular Conditions Part B – Special Provisions, clause 4.8 Health and Safety Obligations, the Charterers (as contractor under the contract with the Port Authorities (PQA and KPT)) carry the obligation to assure safety of the Engineer's staff. Obviously, the Owners shall ensure safe operations of its TSHD under the time charter.</p>	<p>Refer to Clause (4.8) Health and Safety Obligations - As per Tender Document</p>
33.		<p>Kindly confirm that sales tax is not applicable on charter payments.</p>	<p>Sales Tax is applicable</p>
34.		<p>Particular Conditions Part B – Special Provisions, clause 4.20 Progress Reports, the Charterers are responsible for reporting and execution planning towards the ultimate clients, the Owners of the TSHD can provide time charter activities records.</p>	<p>No change</p>

S. No.	Reference	Bidder's Queries	NDMS Response
35.		Q35) Particular Conditions Part B – Special Provisions, clause 6.6 Engagement of Staff and Labour, Charterers to specify which staff and labour the Owners of the TSHD has to provide and hence include in the daily hire rate. Housing and office rent for such staff and labour can be included on use basis only, i.e. such housing and offices cannot be handed over to the Charterers nor to the Port Authorities (PQA and KPT) upon completion of the time charter.	Housing is not required for Port Authority staff.
36.		Particular Conditions Part B – Special Provisions, clause 6.7 Health and Safety of Personnel, notwithstanding that as Owners we shall provide health and safety services for our crew and staff, it is understood that the Charterers will provide health and safety services to their own staff and if required to the staff and involved personnel of the Engineer and the Port Authorities (PQA and KPT).	TSHD owner is responsible for all Health and Safety services
37.		Epidemics and Pandemics are to be treated as force majeure. The Owners will make utmost efforts to minimize the impact. However, any loss of time and increase of cost following instructions from the Charterers shall be compensated. Please confirm.	Please refer to the amended Appendix L attached.
38.		Particular Conditions Part B – Special Provisions, clause 7.1 Manner of Execution the proposed paragraphs to be added are not acceptable as Owners are not part of the production commitments made by the Charterers to the ultimate clients. Kindly delete.	Production penalties are already mentioned in the Tender Documents, however, Without prejudice to the foregoing, in the event any dredger becomes non-operational, the Contractor shall replace the dredger with an equivalent or superior unit within ten (10) days, at no additional cost to the Employer.

S. No.	Reference	Bidder's Queries	NDMS Response
39.		Particular Conditions Part B – Special Provisions, clause 7.7 Ownership of Plant and Materials is not relevant as the scope of tender is time charter of a TSHD. Hence there is no scope of any Plant and Materials. In the event of delayed departure of the TSHD upon completion of the time charter due to late approval from Engineer and/or Port Authorities (PQA and KPT), such delay shall be compensated by the Charterers applying the daily standby rate. The optional sale of the TSHD, either to the Charterers or the Port Authorities (PQA and KPT) shall be subject to negotiations and agreement on the selling price. In absence of such agreement the TSHD purchase option shall become nil and void.	Clause 7.7 has been amended.
40.		Particular Conditions Part B – Special Provisions, clause 8.3 Programme, the Charterers will be responsible for the programme.	NDMS will provide shipping traffic schedule
41.		Particular Conditions Part B – Special Provisions, clause 12.2 Method of Measurement, quantity is read as number of days. Kindly confirm.	Payments shall be made on the basis of jointly conducted surveys.
42.		The Owners will have the right to terminate the charter party agreement in the event of delayed and/or non-payment of charter invoices. Kindly confirm.	As per Tender Document
43.		Insurances to be Provided, it is clarified that Owners have no liability for the works and a CAR insurance is never applicable under a time charter agreement.	Appendix-M has been amended accordingly. All specialised dredging and project-specific insurance requirements, including CAR and other non-standard insurance provisions, have been deleted.
44.		DAB clauses are not relevant for a charter party agreement. Appropriate dispute resolution, including amicable settlement is to be incorporated in the time charter agreement reflecting the Owners scope consisting of chartering a TSHD.	As per Tender Document

S. No.	Reference	Bidder's Queries	NDMS Response
45.		Particular Conditions Part B – Special Provisions, clause 28 Coordination Meeting, we fail to understand reading that Charterers will only participate in coordination meetings with Engineer and Port Authorities (PQA and KPT) if deemed necessary. Owners insist that the Charterers take the lead in such meetings and shall only invite the Owners to participate if deemed necessary. Please confirm.	NDMS to take lead role
46.		Schedule A – Construction Schedule includes scope and obligations which are part of the contract between the Charterers and the Port Authorities (PQA and KPT) such as but not limited to planning, sequencing, phasing, camp and Engineer facilities, workshop, confined disposal facilities, surveying, which are all not part of the scope of time chartering a TSHD. Kindly delete this Schedule A from being part of the Time Charter Party Agreement.	No change as the contract period is for 120 days.
47.		Schedule B – Method of Performing the Works, we understand this is provided for information purposes only (as it also refers to one of our competitors). Within the guidelines of this Schedule B, the Charterers will provide under the time charter agreement the necessary dredging instructions enabling the Owners to optimize deployment of the chartered TSHD(s).	No response needed
48.		Schedule D – Organization Chart, Charterers to inform the Owners which project staff members are to be provided and included for in the daily hire rate.	The Owner shall provide the services of a qualified and experienced team comprising a Project Engineer and a Dredging Superintendent to work in close coordination with the Charterer (NDMS) during the dredging project as mentioned in the relevant appendix.

S. No.	Reference	Bidder's Queries	NDMS Response
49.	Appendix L – Time Charter Party Agreement	Clauses 4 and 5.2, either a separate mobilization and demobilization sum are to be paid, or alternatively the charter period starts from the port of departure including the sailing time to Pakistan and ends in the port of destination including the sailing time from Pakistan. Kindly inform.	Mobilisation and demobilisation costs are to be included in the Bid Price, and no additional payment shall be made in this regard.
50.		Clause 6.2 delete the wording "... payments shall be made on the basis of joint hydrographic survey ...". Under a Time Charter Party Agreement payments are based on number of days worked. Also there is no surveying scope for the Owners. Please confirm.	As per Tender Document
51.		Clause 9, all surveying scope shall be arranged by and paid for by the Charterers. Kindly confirm. Under a time charter it makes little sense to enter into disputes regarding volume determinations as payments are time based and not quantity based.	Relevant amendments have been made.
52.		Clause 12.1, Charterers to provide any applicable environmental constraints latest 2 weeks before bid submission date enabling Owners to estimate any impact on timing and cost.	These will be provided by NDMS.
53.		CAR insurance covering the works is to be arranged by the Charterers based on the value of their contracts with the Port Authorities (PQA and KPT). Thank you for confirming. Under the time charter it is clarified that any insurance for survey equipment breakdown is covering the survey equipment on board of the TSHD. Full insurance policies cannot be provided due to non-disclosure commitments; however, insurance certificates, and if required proof on insurance premiums, will be provided.	Appendix-M has been amended accordingly. All specialised dredging and project-specific insurance requirements, including CAR and other non-standard insurance provisions, have been deleted.
54.	Terms of Reference	Clause 3.3 Charter Terms reads "... All customs, taxes, duties, applicable stamp duty on the Agreement, port charges, permits, ..., port clearances and permissions are the sole responsibility of the	Clarification has been sought from Pakistan Customs and shall be uploaded and notified to all bidders as and when received.

S. No.	Reference	Bidder's Queries	NDMS Response
		<p>Bidder." and "Employer bears no responsibility for delays or costs related to regulatory processes."</p> <p>Clause 6 Mobilization & Demobilization reads "All costs of mobilization/demobilization, towage, agents, permits, port dues, taxes and customs are the full responsibility of the Bidder".</p> <p>Clause 7 Health, Safety, Environmental (HSE) Compliance reads "Bidder responsible for environmental compliance and all penalties for violations".</p> <p>Please delete all of the above wording as it is in conflict with the draft Time Charter Party Agreement. The latter Agreement reflects the correct and commonly used split of responsibilities under time chartering.</p>	All other applicable duties, taxes, levies, and statutory charges shall be governed in accordance with the relevant prevailing laws and regulations.
55.		<p>Clause 3.4 Reporting & Deliverables it is clarified that daily production reports, weekly hydrographic survey results and as-dredged maps & validated quantities will be elaborated and provided by the Charterers to the Port Authorities (PQA and KPT). From own practice and experience, the Owners recommend daily surveying.</p>	A joint survey involving the Owner, the concerned Port Authority, and NDMS shall be carried out as and when required by NDMS, including pre-, interim, and post-surveys. The Owner shall conduct a minimum of three (03) surveys within ten (10) days at its own arrangement and cost, and shall share the complete survey reports with NDMS.
56.		<p>Clause 9.2 Financial Evaluation (65%), in principle the larger the TSHD the higher the daily rate.</p> <p>However, the larger the TSHD the shorter the duration. How will this be considered for the financial evaluation?</p>	As per Tender Document
57.		<p>Clause 10 Deliverables from Bidder reads "Volume calculations and validated surveys". This is to be provided by the Charterers as it is part of his scope, thank you for confirming.</p>	Survey reports are attached to these minutes and form an integral part of the bidding documents.
58.		<p>Clause 11 Deliverables Required from Bidders (with Bid). Kindly clarify "Compliance matrices"?</p> <p>Please confirm the Execution Plan is part of the instructions to be provided by the Charterers to the Owners.</p>	Compliance with all applicable technical and contractual requirements of the Contract is mandatory.

S. No.	Reference	Bidder's Queries	NDMS Response
59.		Mandatory Bidder Responsibilities, (b) Regulatory, Financial and Logistical Compliance, Bidders must independently ensure, to be deleted. The split of such responsibilities is correctly reflected in the draft Time Charter Party Agreement.	Please refer to amended Appendix L.
60.		Mandatory Bidder Responsibilities, (c) Survey & Reporting Obligations to be deleted as this is part of the scope of the Charterers. From own practice and experience, the Owners recommend daily surveying.	Ref to answer to Para 19
61.		Clause 14.2 Common Technical Documents Required, please note that part of these documents are not commonly to be provided for bidding purposes due to their confidential nature and therefore for internal use only. There is also no link between many of these documents and the evaluation criteria. Kindly reduce this list to a minimum.	All applicable documents are to be submitted
62.		<p>Clause 15.4 Payment Terms, bullet (7) to be deleted as payments are time based and not survey (quantity) based.</p> <p>Clause 15.4.1 Retention 5%, kindly facilitate replacement by a retention money bond for balanced project cash flow purpose.</p> <p>Clause 15.4.2. no advance payment; kindly facilitate a 10% advance payment for balanced project cash flow purpose. In addition, the upfront to be paid customs and taxes related to the temporary import of the TSHDs shall be paid directly by the Charterers to the customs authorities.</p>	<p>As per Tender Document</p> <p>As per Tender Document</p> <p>As per Tender Document</p>

S. No.	Reference	Bidder's Queries	NDMS Response
63.		<p>Clause 15.6 Pricing Rules and Conditions: please allow for fuel price escalation mechanism,</p> <p>delete the wording that charter rate shall be inclusive of mobilization and demobilization as these have to be quoted as separate lump sum components in the Schedule of Prices (Clause 15.5.1),</p> <p>delete the wording that Employer shall not be responsible for temporary importation delays, port dues, pilotage, towage, customs as the split of such responsibilities is correctly reflected in the draft Time Charter Party Agreement,</p> <p>the wording "All risk of vessel operation remains with the Bidder" is interpreted as equipment related risk, this as project related risks remain with the Charterers.</p>	<p>Fuel adjustment shall remain fixed for a contract period of one hundred and twenty (120) days and shall be subject to mutual review in the event of any extension of the contract.</p> <p>Ref to answer to Para 49</p> <p>As per Tender Document</p> <p>As per Tender Document</p>
64.		Clause 16.4 Production KPIs, we read these as daily and weekly productions averaged over a determined execution window. Kindly indicate the hopper capacity used as basis for these KPIs. Please also clarify for which dredging scope these KPIs will be monitored: maintenance or capital dredging, nature of soils to be dredged, sailing distance to offshore disposal or pumping distance for onshore disposal, execution durations, ...	The bathymetric survey data for Port Qasim Authority (PQA) and Karachi Port Trust (KPT) relevant to this project are attached herewith and shall form an integral part of the bidding documents.
65.	Preamble to BoQ & BoQ	Clause 1.2, under the Time Charter Party Agreement instructions must be given by the Charterers, not the Engineer. Kindly confirm. Engineer?	Engineer will be from NDMS .
66.		Clause 5.1, kindly provide an overview, with indication of percentages, of all federal and provincial taxes applicable on a Time Charter Party Agreement.	All applicable taxes, duties, levies, and statutory charges shall be payable in accordance with the prevailing tax laws and regulations. Bidders are advised to consult their own tax and other professional advisors to obtain all relevant information in this regard.

Bidding Documents for
Time Charter Dredging Vessel & Hiring of Survey Boat

S. No.	Reference	Bidder's Queries	NDMS Response

S. No.	Reference	Bidder's Queries	NDMS Response
67.		A. Personnel, do we also need to quote a daily rate per Dredging Superintendent? And for one Project Engineer?	The Owner shall provide the services of a qualified and experienced team comprising a Project Engineer and a Dredging Superintendent to work in close coordination with the Charterer (NDMS) during the dredging project as mentioned in the relevant appendix.

Van Oord Queries & NDMS Response

S. No.	Reference	Bidder's Queries	NDMS Response
01		The tender is intended to be a time charter contract with a production threshold; however, it refers to FIDIC Red Book standard terms & conditions. We believe the two are incompatible. Please confirm that other internationally prevailing and industry-standard terms & conditions for time charter such as BIMCO or the IADC charter contracts will be considered instead.	Please refer to the amended Appendix L attached.
02		The tender stipulates bids are to be submitted by 10th January 2026, however, queries if any may be submitted 7 days prior, which we understand to be the 3 rd of January, and not as stipulated in 15.5 (3). Please clarify.	As per Tender Document
03		Given the extensive documentation requested and the fact that feasibility of this tender relies on the answer to point 1), which is yet to be provided, Extension of Time for Bid Submission is requested until (4) weeks after receipt of the final round of queries, so at least 01-Feb-2026.	As per Tender Document
04		One of the risks identified in tender at reference B vis #7. INTEGRATED RISK MANAGEMENT PLAN #3 #1 refers to deployment of dredger within 10 years, please clarify.	Deployment within the contractual time frame is mandatory.
05		One of the specifications identified in tender at reference B vis #14 DETAILED TECHNICAL SPECIFICATIONS FOR TSHD DREDGERS #14.1.3.1 refers to twin suction system, unlike the same specification in tender at reference A that only requires single suction system. We believe that dredgers with either single or twin suction system are suitable for the job provided that they are able to meet the guaranteed productivity requirements. Please confirm.	With reference to Clause 14.1.3.1: For Package-A, due to the lower hopper size/capacity, a minimum of one (01) suction pipe is required. Provision of more than one suction pipe may be offered and would be considered advantageous in terms of higher production. For Package-B, in view of the increased hopper size/capacity, a twin suction system is required.

S. No.	Reference	Bidder's Queries	NDMS Response
			A twin suction system is the preferred configuration and has been added accordingly in Package A.
06		<p>One of the specifications identified in tender at reference A vis #14 DETAILED TECHNICAL SPECIFICATIONS FOR TSHD DREDGERS #14.1.1 Vessel Particulars and Class Requirements #4 speaks of requiring mandatory structural survey summary + UTM report + dry[1]docking certificate (not older than 24 months) for those vessels older than 10 years. However, the requirement for vessels between 5 – 10 years is not specified and neither is any other possible document such as valid class certificate mentioned as being acceptable. Please advise whether class certification for vessels between 5 – 10 years or 10 years and older will suffice for their acceptance</p>	Relevant clause amended.

Response to the Queries Received from M/s DEME separately via email dated 21 Dec 2025

Item	Package	Section	Subsection nr.	Subsection name	Page	Bidder's Query	Employer's Reply
1	Package A&B	IB	9	Currency	43	Employer foresees a payment 50% in PKR and 50% in USD. As our vessels are foreign vessel all costs related to the operation of the vessel is in USD, only fuel and some minor local travel and food costs can be paid in PKR. For a normal dredging operation with offshore dumping, the split is around 70% in USD and 30% in PKR. As it is not possible to export PKR, we would like to seek NMDS' support to review the split to 70% USD - 30% PKR.	Please refer to the attached minutes of the pre-bid meeting. It has been agreed that the ratio will now be 60:40 USD:PKR.
2	Package A &B	Schedule A	1.1	project timeline and phasing	103	Being a time charter, can you confirm that the phasing of the works is an Employer/Owner responsibility?	This will fall under the purview of the Employer.
3	Package A &B	Schedule B	2.9, 2.10, 2.11, 2.12	Dredging limitations	109,110	Being a time charter, can you confirm that these clauses are not applicable.	Please refer to the attached minutes of the pre-bid meeting. Appendix L addresses the matter of Time Charter.

Bidding Documents for
Time Charter Dredging Vessel & Hiring of Survey Boat

4	Package A &B	Schedule A	1	Work plan	102	Can you confirm that the scope of the charter is only maintenance dredging and that only loose sediment or soft clay should be dredged? Please note that if harder material is to be dredged another method or average productions should be defined.	The scope of charter is only maintenance dredging works
5	Package A &B	Schedule B	3	Maintenance Dredging of Approach Channel	110	Can the Employer share a recent survey of the KPT and PQA dredging areas to assess the most suitable vessel to be offered for this project.	The bathymetric surveys are attached with the pre-bid documents.
6	Package A &B	Schedule B	3	Maintenance Dredging of Approach Channel	110	Can the Employer share the design of the area to be dredged to assess the most suitable vessel to be offered for this project?	Design of navigation channel containing bathymetric data is attached
7	Package A &B	Schedule D & E			121-122	Being a time charter, can you confirm those sections are not applicable?	Please refer to Appendix L.
8	Package A &B	Schedule F		Performance security	53	Since the charterer already puts a lot of measures inside the specifications to ensure the owners performance (see section 16 of the TOR) adding a performance bond to this contract will unnecessarily increase the costs for the Charterer. Therefore we propose to remove this requirement.	Submission of the performance bond is mandatory.

9	Package A &B	Appendix G/K/L		Form of Agremeent/Conditions of contract/time charter party		The tender document contains both a Form of Contract Agreement (Appendix G), another Contract Agreement based on Fidic Red Book particular conditions (for Build only Contracts) in Appendix K and a Time Charter Party Agreement in Appendix L. Can you confirm that Appendix G and K can be disregarded and that only Appendix L shall apply?	Please refer to the attached minutes of the pre-bid meeting. Appendix L addresses the matter of Time Charter.
10	Package A&B		5.4	hire and payment	125	Please confirm that Charterer should be replaced by Owner in this clause	
11	Package A&B	Appendix L.	9	Surveys	126	It is our understanding that any survey works shall be done under package C and paid by the Owner in case of Package A and B. Please confirm that this clause is not applicable	This will fall under the purview of the Employer.
12	Package A&B	Appendix L.	10.1	Permits, customs, port and local formalities	126	We propose to shift the obtainment of permits for dredging and disposal works to the Owner, Charterer shall assist the Owner in obtaining those permits by providing the required input.	NDMS shall obtain approval for dredging and disposal works
13	Package A&B	Appendix L.	10.1	Permits, customs, port and local formalities	126	Charges for the disposal of the dredged material should be owner responsibility. All other port, pilotage and custom charges shall be for	There is no charges for disposal of dredged material at designated dumping site

Bidding Documents for
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						the Charterer. Please confirm this understanding	
14	Package A&B	TOR	14.1.1	Vessel age	142	For the second bullet of point 4) regarding the vessel age, we would propose to increase the limit to provide additional information to > 20 years as this is the minimum lifespan in the market for high efficiency dredges you are requesting for this tender.	Bidder can propose the age but NDMS preference remains under 10 years.
15	Package A&B	TOR	14.1.7	Performance guarantees	144	Can you please define the difference between availability and utilization KPI?	For clarity, Availability means the equipment is ready to work, while utilization means how much the equipment is actually used for work.
16	Package A&B	TOR	14.1.7	Performance guarantees	144	Fuel efficiency KPI is not part of the list of section 16, we propose to remove it.	As per tender documents
17	Package A&B	TOR	14.4	performance requirements	145	We propose to change the first bullet "24 hours" into "1 month" as the KPI is measured over a month.	Noted
18	Package A&B	TOR	15.9	Bid submission format	149	Employer requests contractor to include the off-hire policy acceptance within the bid. Can Employer share the policy or format with Contractor?	CAR insurance has been removed from the requirement.
19	Package A&B	TOR	15.9	Bid submission format	149	in the bid submission format, can the Employer confirm that the Summary Price Sheet	The requirements of all costs are clearly specified and needs to be followed.

						(grand total) correpsonds to the Bill of Quantities?	
20	Package A &B	TOR	16.3.1	Availability	151	<p>Can you confirm that the off-hire conditions are the only conditions where no hire is applicable?</p> <p>Can you confirm that other delays linked to the dredging operation like delays due to traffic, bunkering operations, taking on board supplies and spare parts, clearing of obstructions, stop on order, etc. are considered as on hire conditions?</p>	All delays that are to the bidders account are specified. Bunkering etc also fall under this category.
21	Package A &B	TOR	16.3.1	Availability shortfall penalties	152	<p>Is our understanding correct that in case:</p> <p>a) the vessel achieves an availability of 90%, the vessel shall be paid at 90% of the monthly charter rate</p> <p>b) the vessel achieves an availability of 80%, the vessel shall be paid at 77.5% of the monthly charter rate (80% for working - 5x0.5 % penalty)</p> <p>In case the vessel achieves an availability of 70%, it is not clear to which threshold the penalty applies. Can you please clarify with a concrete example?</p>	The penalty will be equivalent to full day of charter hire in case the availability is less than 75% to 60 %.

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Time Charter Dredging Vessel & Hiring of Survey Boat

22	Package A &B	TOR	16.7.1	Production shortfall penalties	153	Are the listed production shortfall penalties to be applied to: a) the actual paid monthly charter rate (which can be below or above 85%), or b) the charter rate assuming 85% availability	Yes
23	Package A &B	TOR	16.9	Repeated failure	154	Can you please clarify how KPI failure is defined under this clause as there are 7 different KPI's defined. Can we suggest to link it to not achieving 2 months in a row the two main KPI's, ie availability and production?	Please specify which specific item you refer to.
24	Package A &B	TOR	16.10 16.6	Surveys	152/154	Survey is part of package 3, we cannot be held liable for survey inaccuracies. We propose to remove this KPI under 16.6 and 16.10	This is the responsibility of NDMS.
25	Package A &B	TOR	16.10	Consolidated KPI schedule	154	for the availability kpi, the penalty basis "0.3 to 0.5% for 1% shortfall" is contradicting with the table in 16.3.1. Can you please clarify which values are applicable?	The penalty basis/value 0.5% for 1% shortfall is correct.
26	Package A	TOR	17.1	general provision	154	a) What does POL stand for? b) the clause mentions the purchase of both TSHD's, but section 17 is not part of the TOR of package B. Can you kindly confirm whether this section is only valid for the Package A TSHD or both? c) Is the pricing of this option	Petroleum, oil and lubricants. Purchase option has been corrected and it is only for Package A.

						mandatory to be quoted in this package or can it be considered as optional?	
27	Package A&B	TOR	17.3	purchase price determination mechanism	154	Can you provide the revised BOQ or specific form to include these options in the Financial proposal	Final document is being sent with the minutes of the pre-bid minutes.
28	Package A &B	BOQ	B	Contingencies. F1 Fuel	158	Can employer clarify the following: a) should we put the under Qty the expected quantity of fuel to be consumed over the project b) should that quantity include fuel during mob and demob? c) in case fuel is paid by the employer, can employer confirm that the currency split for the charter rate excluding fuel shall be revised increasing the USD part to reflect the omission of the fuel which was covered under the PKR part?	All costs are to the bidder's account.
29	Package A &B	BOQ	B	Contingencies. F2 spare parts/emergency repairs	158	Can you please define the provisional sum to be filled in under this amount? Is it a provisional sum we could claim from in case of emergency repairs? Under which conditions?	Please refer to clause 13.4.

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30	Package A&B	BOQ		Bill of quantities	159	Can employer confirm that the quoted prices should be excluding of Sales tax and that sales tax shall be applied only at the time of invoicing?	All costs are to be clearly stated.
31	Package A, B, C	General				Further to the several queries raised by contractors and the points still to be clarified by the Employer and considering the upcoming festive season in Europe, we respectfully ask an extension of time of 4 weeks in order to finalize all the deliverables including the requested justifications and to work out the most competitive proposal for the Employer.	Time extension will not be possible.

Response to the Queries Received from M/s Steam Marine Limited separately via email dated 23 Dec 2025

S. No.	Reference	Bidder's Queries	NDMS Response
1.	Instructions to Bidders	<p>We understand that employer needs to assess the relevant capabilities and experience of the bidders to perform the requested activities and services. We agree to the list of requested information, but we would like request to remove the minimum requirements of 100 Million USD turnover, completed minimum dredging contracts >50 million USD in last 5 years and operated minimum 3 dredgers of required class. We would like to request to remove these minimum requirements to prevent disqualification of bidders and/or non-opening of the financial proposal of the bid, whilst the Tender Bid scores very well commercially (and technically) and complies with the objectives of the requested services.</p>	<p>The stated minimum qualification requirements shall remain unchanged and mandatory.</p> <p>No relaxation shall be permitted.</p>

For any further queries and clarifications and Survey Reports in dxf & xyz format, please contact on following email ID:

procurement@ndms.pk

Appendix L: TIME CHARTER PARTY AGREEMENT

13,500m³ TSHD

(TRADE / DREDGING / TSHD)

This Time Charter Party (the “Charter party”) is made on this day of _____, 2026.

Between:

(1) M/s. _____ Dredging Company, a company incorporated under the laws of _____ having its registered office at _____ (hereinafter called the “Owners”), of the one part;

and

(2) M/s. National Dredging & Marine Services (Pvt) Ltd., (NDMS), a company incorporated under the laws of Pakistan having its registered office at _____ (hereinafter called the “Charterers”), of the other part.

Whereas the Owners own and operate the Trailing Suction Hopper Dredger described below and the Charterers require the vessel for dredging operations at Port *define*;

Now it is agreed as follows:

1. Description of Vessel

1.1 The Owners shall place at the Charterers’ disposal the Trailing Suction Hopper Dredger (TSHD) named “_____” (the “Vessel”), with a hopper capacity of approximately 13,500 m³, classed with _____, built in _____ and otherwise in a seaworthy, efficient and thoroughly manned condition.

1.2 Particulars of Vessel (for reference):

Type: Trailing Suction Hopper Dredger (TSHD)

Hopper capacity: 13,500 m³ (approx.)

LOA / Breadth / Draft: _____ / _____ / _____

Dredging equipment: Trailing suction pipes, drag arms, pumps, overflow, monitoring equipment, DG PS/survey system, etc.

Employment, Area and Purpose: *TO BE FILLED IN*

2.1 The Vessel is hereby chartered by the Owners to the Charterers on a time charter basis for a continuous period of four (4) months (the “Charter Period”), commencing on the

date of delivery as defined in Clause 4 below, for the purpose of dredging the Port define channel (the “Works”).

- 2.2 The permitted dredging area is the _____ AND DEFINE (approx. length _____) and associated turning areas and approaches within the Port limits as designated by the Port Authority or the Charterers’ surveyors (the “Operational Area”).
- 2.3 Dumping / Disposal of dredged material shall be at designated disposal grounds up to a average distance of 8.7 nautical miles (approx.) from the dredging area, or such other approved disposal sites as may be agreed between the parties and local authorities (the “Dumping Grounds”).
- 2.4 The intended volume of material to be dredged during the Charter Period is approximately _____ million (NUMBER) cubic meters (the “Estimated Volume”). This is an estimate only and does not form a guaranteed minimum or maximum unless otherwise agreed in writing.

3. Charter Period and Extension

- 3.1 The Charter Period shall be four (4) consecutive months, commencing on delivery and expiring at the expiry time on the date four months thereafter, unless terminated earlier in accordance with Clauses of this Charterparty. The Charterer will have the right to extend these at the same terms and conditions for an additional 12 calendar months.
- 3.2 If completion of the Works requires time in excess of the Charter Period through no fault of the Owners, the Charterers shall have the option to extend the Charter Period by mutual agreement on the same terms and rates or such other terms as may be agreed.

4. Delivery and Redelivery

- 4.1 Delivery: The Vessel shall be delivered by the Owners to the Charterers by arrival and commencement of operations at _ (place of delivery) on or about __ (date) or as mutually agreed, fully certificated, in class, and in a thoroughly efficient, manned and operational condition ready for immediate dredging operations.
- 4.2 Redelivery: On expiry or earlier termination of the Charter Period, the Charterers shall redeliver the Vessel to the Owners at Port (port/place) or such other place as mutually agreed, in the same order and condition as at delivery, fair wear and tear excepted.

5. Hire and Payment

- 5.1 Hire Rate: The Charterers shall pay to the Owners a time charter hires rate of USD _____ per day (or alternative currency) payable in arrears in monthly installments of USD/PKR _____ each payable on 28th day of the next month subject to certification of invoice by The Engineer to Owners’ nominated bank account.

5.2 Mobilization / Demobilization: Unless included in the hire, any mobilization and demobilization costs, including repositioning the Vessel to/from the Operational Area, fuel, tugs, port charges, and crew overtime incurred for such movement shall be for the account of the Owners as agreed: [specify]. (If the parties wish, fix a lump-sum mobilization fee).

(a) The successful bidder shall bear and pay all applicable stamp duty, as required under the laws of the Province of Sindh, on the Contract.

5.3 Security for Hire: The Charterers shall provide a bank guarantee / standby letter of credit in the amount of USD (equivalent to days' hire) prior to delivery as security for the payment of hire and other sums due under this Charterparty.

5.4 Demurrage / Overtime: Any delays to operations caused by the Charterers, including but not limited to suspensions, restricted working, or failure to provide permits, shall not relieve the Charterers from paying hire for such periods. Similarly, if overtime is required by the Charterers outside agreed working hours, overtime rates shall apply as agreed in **Appendix A**.

6. Performance and Productivity

6.1 Productivity Target: The Owners warrant that the Vessel is capable of reasonable productivity under normal working conditions. The Parties acknowledge the Estimated Volume of m³ is subject to site conditions, material type (e.g., sand, silt, clay, mud), weather, tidal and hydrographic conditions and that productivity cannot be guaranteed. **Dredging Methodology & Execution Plan have to be submitted along with the proposal as per Appendix-G based on Port Requirement.**

6.2 Performance Monitoring: The progress and productivity shall be monitored by daily logs, hopper logs, GPS/dredge monitoring records, and monthly progress reports, which both parties shall make available. Joint survey(s) shall be carried out as per **Clause 9. (All payments shall be made on the basis of joint hydrographic surveys and joint data processing)**

6.3 Weather and Force Majeure: Adverse weather, sea conditions, or force majeure events that prevent safe or effective dredging shall suspend operations without liability to either party for the period affected, except that hire shall continue unless otherwise agreed.

7. Voyage, Speed, Fuel and Bunkers

7.1 The Charterers shall have the right to direct the Vessel's employment within the Operational Area for the purpose of performing the Works, subject to safety, class and statutory requirements.

7.2 Fuel / Bunkers: The Owners shall provide fuel/bunkers necessary for normal vessel operation. The allocation of fuel consumption and cost shall be: [choose one: included in hire / Charterers to pay at cost / Owners to supply and Charterers reimburse on bunker

survey]. Fuel for the dredging plant (pumps) shall be supplied by: [specify]. Any additional fuel consumed as a result of orders outside normal operations shall be for the Charterers' account.

8. Crew, Manning and Working Hours

- 8.1 Manning: The Owners shall provide a competent crew and master, sufficient to operate the Vessel and dredging equipment in safe and efficient manner and in accordance with international regulations and class requirements. The Owner shall provide the services of a qualified and experienced Dredging Superintendent to work in coordination with the Charterer during contract period as mentioned at Conditions of Contract.
- 8.2 Working Hours: Normal working hours shall be [e.g., 24 hours/day; 7 days/week] as required for the Works, subject to local law, safety and environmental considerations. Overtime and shift arrangements shall be agreed in Conditions of Contract.

9. Surveys, Measurement and Reporting

- 9.1 Pre-commencement and Post-completion Surveys: Joint hydrographic surveys shall be carried out prior to commencement and upon completion of the Works by mutually agreed independent surveyor(s) to determine baselines, pre-dredge volumes, and final volumes.
- 9.2 Interim Surveys: Interim progress surveys shall be carried out at agreed intervals (e.g., weekly/fortnightly/monthly) or upon reasonable request to measure dredged volumes and productivity.
- 9.3 Survey Costs: All surveying activities required under the Contract shall be arranged and paid for by the Charterer, as payments are made on a time-charter re-measurable basis and surveys are intended for monitoring, verification, and reconciliation rather than quantity-based payment determination.

10. Permits, Customs, Port and Local Formalities

- 10.1 The Charterers shall obtain and pay for all necessary permits, licenses and authorizations from local authorities required specifically for the dredging works and dumping/disposal of dredged materials, unless otherwise agreed.
- 10.2 The Charterers shall pay or reimburse port, pilotage, customs and local authority charges related to the dredging operations and the disposal of dredged material, unless otherwise instructed or required by local law to be paid by Owners.

11. Insurance and Indemnities

11.1 Insurance by Owners: The Owners shall maintain:

Hull & Machinery and P&I insurance covering third party liabilities and crew in customary cover and amounts and keeping the Vessel classed and certificated;

War, strikes and loss of hire insurance as applicable (specify whether Charterers or Owners to pay war risk premiums during operations in specified waters).

- 11.2 Insurance by Charterers: The Charterers shall effect and maintain appropriate dredging liability insurance, including pollution liability and removal of wreck, covering the operations and obligations of the Charterers and their appointed agents for the duration of the Works, with limits not less than USD _____ per event (or as required by local authorities).
- 11.3 Indemnities: Each party shall indemnify the other against liabilities, losses, costs or damages arising out of their own negligence, willful misconduct, breach of this Charterparty, or failure to obtain required permits. The Charterers shall indemnify and hold harmless the Owners from liabilities arising from the disposal/dumping of dredged material at the designated sites, except to the extent caused by Owners' negligence.

12. Pollution, Removal of Wreck and Environmental Compliance

- 12.1 The parties shall comply with all applicable international and local environmental laws and regulations relating to dredging, disposal of spoil, and protection of marine environment. The Charterers shall provide details of permitted disposal sites and any applicable environmental constraints.
- 12.2 If any dumping/disposal causes contamination or pollution for which the Owners are held liable, the Charterers shall cooperate and indemnify Owners, except where liability arises from Owners' breach.
- 12.3 Removal of Wreck: If any part of the Vessel or equipment becomes stranded /abandoned as a result of dredging operations, the party responsible shall promptly remove same in accordance with applicable law at its cost.

13. Off-Hire

- 13.1 The Vessel shall be off-hire during periods when it is unable to perform due to breakdowns of main dredging equipment, major machinery, or defects not due to Owners' negligence, collisions, or other events making the Vessel unfit for operations. Repair time reasonably required shall be off-hire to the extent the Vessel cannot perform dredging operations.
- 13.2 The Vessel shall not be off-hire for stoppages caused by the Charterers (e.g. suspension of works, lack of permits, restricted disposal grounds). In such cases hire shall continue.
- 13.3 Off-hire calculation: Off-hire shall be calculated pro rata on a daily basis (24-hour day).

14. Suspension and Termination

- 14.1 Either party may suspend operations or terminate the Charter party if the other party commits a serious breach of its obligations and fails to remedy within thirty (30) days after receipt of written notice.
- 14.2 The Owners may terminate if the Charterers fail to pay hire when due or fail to provide required security within agreed time.
- 14.3 The Charterers may terminate if the Vessel is not delivered by the agreed delivery date (or by agreed extension) and the delay is due to Owners' failure, subject to Owners having reasonable allowance for mobilization / breakdowns or force majeure.
- 14.4 Upon termination, parties shall settle outstanding accounts, arrange redelivery, and conduct final surveys.

15. Loss, Damage and Repairs

- 15.1 The Charterers shall be responsible for loss of or damage to the Owners' dredging gear and equipment caused by the Charterers' negligence or improper use and shall reimburse Owners for repair or replacement costs, except for fair wear and tear or damage caused by Owners' negligence.
- 15.2 Major repairs required to the Vessel which make her unfit for operations shall be for Owners' account and time off-hire. Minor repairs caused by Charterers' operations shall be for Charterers' account.

16. Sub-Contracting and Assignment

- 16.1 The Charterers shall not sub-contract the dredging operations in whole to third parties without the prior written consent of the Owners, which consent shall not be unreasonably withheld. The Owners shall have the right to subcontract technical/survey services.
- 16.2 Neither party shall assign or transfer its rights and obligations under this Charter party without prior written consent of the other (not to be unreasonably withheld), except that Owners may assign hire receivables to finance parties provided Charterers are promptly notified.

17. Notices

- 17.1 All notices required or permitted shall be in writing and delivered by hand, courier, email (with confirmation), or registered mail to the addresses stated herein or such other address as a party may notify.

18. Governing Law and Dispute Resolution

18.1 Notwithstanding anything contained to the contrary, This Charter party agreement shall be governed by and construed in accordance with the laws of Pakistan.

18.2 Should any dispute arise between the parties in connection with this agreement, such dispute shall not be settled, otherwise than through settlement and arbitration by following the below procedure.

- a). In case of any dispute, any party (Disputing Party) may give a notice to the other party stating details of such dispute.
- b). Within 15 days of the date of such notice, by the disputing party, the Charterer and the Owner shall hold negotiations at the project management level for amicable settlement of such dispute.
- c). If the parties are unable to resolve such dispute through amicable settlement within 15 days of the commencement of negotiations for amicable settlement mentioned above, any un resolved dispute shall be referred for decision of Chairman/CEOs of both the parties who will decide such dispute within 7 days, from referral of dispute to them.

18.3 In case the Chairman/CEOs of both the parties are unable to resolve any dispute within the timeline mentioned herein above, such dispute shall be referred for arbitration.

18.4 Each party shall appoint one arbitrator whereas Hydrographer of Pakistan (HOP) or his nominee shall act as third arbitrator.

18.5 The arbitration shall be conducted in accordance with Arbitration Act 1940.

18.6 The parties agree to the exclusive jurisdiction of the courts at Karachi.

18.7 The Owner shall continue to perform its contractual obligations during the negotiations for amicable settlement and during the arbitration as the case may be.

19. General Provisions

19.1 Entire Agreement: This Charter party contains the whole agreement between the parties and supersedes any prior agreements.

19.2 Severability: If any provision is held invalid, the remainder shall continue in full force and effect.

19.3 Force Majeure: Neither party shall be liable for failure to perform due to events beyond reasonable control (e.g. acts of God, war, strikes, and government action). The affected party shall notify the other promptly and take reasonable steps to mitigate.

19.4 Confidentiality: Both parties shall keep confidential commercial terms and operational details except as required by law or as necessary to perform the Works.

Appendices (to be attached and form part of this Charter party)

- A. Payment schedule, hire rate particulars, overtime rates, mobilization / demobilization terms.
- B. Detailed scope of works, dredging sections, depth, tolerances, and dredge lines.
- C. Dumping / disposal ground coordinates, environmental restrictions, and permits.
- D. Survey procedures, as advised by the Charterer.
- E. Insurance minimum limits and required certificates.
- F. Crew and manning matrix, working hours and overtime terms.
- G. Dredging Methodology and Execution Plan
- H. Dredging Superintendent responsibilities

Execution

Signed for and on behalf of Owners:

Name: _____

Title: _____

Date: _____

Signed for and on behalf of Charterers:

Name: _____

Title: _____

Date: _____

APPENDIX M: INSURANCES

Bidder's LIABILITY & CREW INSURANCE

Coverage Requirements:

Coverage Type		Minimum Limit
Bidder's LIABILITY		
Per Person		USD 5,000,000
Per Incident		USD 25,000,000
Aggregate		USD 50,000,000
CREW COMPENSATION		
Death/Permanent Disability		Per flag state requirements
Medical Expenses		Unlimited (statutory)
Sick Wages		Per MLC 2006/ITF standards
Loss of Personal Effects		USD 25,000 per person
WORKERS COMPENSATION (Shore Staff if applicable)		
Coverage		Per local law requirements

REQUIRED INSURANCE CERTIFICATES

Mandatory Certificates & Documentation:

Primary Certificates (Must be onboard):

No.	Certificate	Issuer
1	HULL & MACHINERY INSURANCE	
	Certificate of Insurance	Insurance Broker
	Cover Note	Underwriters
	Full Policy Wording	Insurers
	Endorsements & Amendments	Insurers
2	PROTECTION & INDEMNITY	
	P&I Club Certificate (Blue Card)	P&I Club
	Certificate of Entry	P&I Club
	Full Cover Terms	P&I Club
	Territorial Limits Confirmation	P&I Club
3	WAR RISKS INSURANCE	
	Hull War Risks Certificate	War Risks Insurers
	P&I War Risks Certificate	P&I Club
	JWC Approval (if required)	Insurers
4	MARINE POLLUTION INSURANCE	
	CLC Certificate (if >1000 GT)	Flag State/Insurers
	Bunker Convention Certificate	Flag State/Insurers
	Wreck Removal Certificate	Flag State/Insurers
5	BIDDERS LIABILITY/CREW	
	Bidder's Liability Certificate	Insurers
	Workers Comp. (if applicable)	Local Insurers

Appendix L: TIME CHARTER PARTY AGREEMENT

21,000m³ TSHD

(TRADE / DREDGING / TSHD)

This Time Charter Party (the “Charter party”) is made on this day of _____, 2026.

Between:

(1) M/s. _____ Dredging Company, a company incorporated under the laws of _____ having its registered office at _____ (hereinafter called the “Owners”), of the one part;

and

(2) M/s. National Dredging & Marine Services (Pvt) Ltd., (NDMS), a company incorporated under the laws of Pakistan having its registered office at _____ (hereinafter called the “Charterers”), of the other part.

Whereas the Owners own and operate the Trailing Suction Hopper Dredger described below and the Charterers require the vessel for dredging operations at Port *define*;

Now it is agreed as follows:

1. Description of Vessel

1.1 The Owners shall place at the Charterers’ disposal the Trailing Suction Hopper Dredger (TSHD) named “_____” (the “Vessel”), with a hopper capacity of approximately 21,000 m³, classed with _____, built in _____ and otherwise in a seaworthy, efficient and thoroughly manned condition.

1.2 Particulars of Vessel (for reference):

Type: Trailing Suction Hopper Dredger (TSHD)

Hopper capacity: 21,000 m³ (approx.)

LOA / Breadth / Draft: _____ / _____ / _____

Dredging equipment: Trailing suction pipes, drag arms, pumps, overflow, monitoring equipment, DG PS/survey system, etc.

Employment, Area and Purpose: *TO BE FILLED IN*

2.1 The Vessel is hereby chartered by the Owners to the Charterers on a time charter basis for a continuous period of four (4) months (the “Charter Period”), commencing on the

date of delivery as defined in Clause 4 below, for the purpose of dredging the Port define channel (the “Works”).

- 2.2 The permitted dredging area is the _____ AND DEFINE (approx. length _____) and associated turning areas and approaches within the Port limits as designated by the Port Authority or the Charterers’ surveyors (the “Operational Area”).
- 2.3 Dumping / Disposal of dredged material shall be at designated disposal grounds up to a average distance of 8.7 nautical miles (approx.) from the dredging area, or such other approved disposal sites as may be agreed between the parties and local authorities (the “Dumping Grounds”).
- 2.4 The intended volume of material to be dredged during the Charter Period is approximately _____ million (NUMBER) cubic meters (the “Estimated Volume”). This is an estimate only and does not form a guaranteed minimum or maximum unless otherwise agreed in writing.

3. Charter Period and Extension

- 3.1 The Charter Period shall be four (4) consecutive months, commencing on delivery and expiring at the expiry time on the date four months thereafter, unless terminated earlier in accordance with Clauses of this Charterparty. The Charterer will have the right to extend these at the same terms and conditions for an additional 12 calendar months.
- 3.2 If completion of the Works requires time in excess of the Charter Period through no fault of the Owners, the Charterers shall have the option to extend the Charter Period by mutual agreement on the same terms and rates or such other terms as may be agreed.

4. Delivery and Redelivery

- 4.1 Delivery: The Vessel shall be delivered by the Owners to the Charterers by arrival and commencement of operations at _ (place of delivery) on or about __ (date) or as mutually agreed, fully certificated, in class, and in a thoroughly efficient, manned and operational condition ready for immediate dredging operations.
- 4.2 Redelivery: On expiry or earlier termination of the Charter Period, the Charterers shall redeliver the Vessel to the Owners at Port (port/place) or such other place as mutually agreed, in the same order and condition as at delivery, fair wear and tear excepted.

5. Hire and Payment

- 5.1 Hire Rate: The Charterers shall pay to the Owners a time charter hires rate of USD _____ per day (or alternative currency) payable in arrears in monthly installments of USD/PKR _____ each payable on 28th day of the next month subject to certification of invoice by The Engineer to Owners’ nominated bank account.

5.2 Mobilization / Demobilization: Unless included in the hire, any mobilization and demobilization costs, including repositioning the Vessel to/from the Operational Area, fuel, tugs, port charges, and crew overtime incurred for such movement shall be for the account of the Owners as agreed: [specify]. (If the parties wish, fix a lump-sum mobilization fee).

(a) The successful bidder shall bear and pay all applicable stamp duty, as required under the laws of the Province of Sindh, on the Contract.

5.3 Security for Hire: The Charterers shall provide a bank guarantee / standby letter of credit in the amount of USD _ (equivalent to __ days' hire) prior to delivery as security for the payment of hire and other sums due under this Charterparty.

5.4 Demurrage / Overtime: Any delays to operations caused by the Charterers, including but not limited to suspensions, restricted working, or failure to provide permits, shall not relieve the Charterers from paying hire for such periods. Similarly, if overtime is required by the Charterers outside agreed working hours, overtime rates shall apply as agreed in **Appendix A**.

6. Performance and Productivity

6.1 Productivity Target: The Owners warrant that the Vessel is capable of reasonable productivity under normal working conditions. The Parties acknowledge the Estimated Volume of _____ m³ is subject to site conditions, material type (e.g., sand, silt, clay, mud), weather, tidal and hydrographic conditions and that productivity cannot be guaranteed. **Dredging Methodology & Execution Plan have to be submitted along with the proposal as per Appendix-G based on Port Requirement.**

6.2 Performance Monitoring: The progress and productivity shall be monitored by daily logs, hopper logs, GPS/dredge monitoring records, and monthly progress reports, which both parties shall make available. Joint survey(s) shall be carried out as per **Clause 9. (All payments shall be made on the basis of joint hydrographic surveys and joint data processing)**

6.3 Weather and Force Majeure: Adverse weather, sea conditions, or force majeure events that prevent safe or effective dredging shall suspend operations without liability to either party for the period affected, except that hire shall continue unless otherwise agreed.

7. Voyage, Speed, Fuel and Bunkers

7.1 The Charterers shall have the right to direct the Vessel's employment within the Operational Area for the purpose of performing the Works, subject to safety, class and statutory requirements.

7.2 Fuel / Bunkers: The Owners shall provide fuel/bunkers necessary for normal vessel operation. The allocation of fuel consumption and cost shall be: [choose one: included in hire / Charterers to pay at cost / Owners to supply and Charterers reimburse on bunker

survey]. Fuel for the dredging plant (pumps) shall be supplied by: [specify]. Any additional fuel consumed as a result of orders outside normal operations shall be for the Charterers' account.

8. Crew, Manning and Working Hours

- 8.1 Manning: The Owners shall provide a competent crew and master, sufficient to operate the Vessel and dredging equipment in safe and efficient manner and in accordance with international regulations and class requirements. The Owner shall provide the services of a qualified and experienced Dredging Superintendent to work in coordination with the Charterer during contract period as mentioned at Conditions of Contract.
- 8.2 Working Hours: Normal working hours shall be [e.g., 24 hours/day; 7 days/week] as required for the Works, subject to local law, safety and environmental considerations. Overtime and shift arrangements shall be agreed in Conditions of Contract.

9. Surveys, Measurement and Reporting

- 9.1 Pre-commencement and Post-completion Surveys: Joint hydrographic surveys shall be carried out prior to commencement and upon completion of the Works by mutually agreed independent surveyor(s) to determine baselines, pre-dredge volumes, and final volumes.
- 9.2 Interim Surveys: Interim progress surveys shall be carried out at agreed intervals (e.g., weekly/fortnightly/monthly) or upon reasonable request to measure dredged volumes and productivity.
- 9.3 Survey Costs: All surveying activities required under the Contract shall be arranged and paid for by the Charterer, as payments are made on a time-charter re-measurable basis and surveys are intended for monitoring, verification, and reconciliation rather than quantity-based payment determination.

10. Permits, Customs, Port and Local Formalities

- 10.1 The Charterers shall obtain and pay for all necessary permits, licenses and authorizations from local authorities required specifically for the dredging works and dumping/disposal of dredged materials, unless otherwise agreed.
- 10.2 The Charterers shall pay or reimburse port, pilotage, customs and local authority charges related to the dredging operations and the disposal of dredged material, unless otherwise instructed or required by local law to be paid by Owners.

11. Insurance and Indemnities

11.1 Insurance by Owners: The Owners shall maintain:

Hull & Machinery and P&I insurance covering third party liabilities and crew in customary cover and amounts and keeping the Vessel classed and certificated;

War, strikes and loss of hire insurance as applicable (specify whether Charterers or Owners to pay war risk premiums during operations in specified waters).

- 11.2 Insurance by Charterers: The Charterers shall effect and maintain appropriate dredging liability insurance, including pollution liability and removal of wreck, covering the operations and obligations of the Charterers and their appointed agents for the duration of the Works, with limits not less than USD _____ per event (or as required by local authorities).
- 11.3 Indemnities: Each party shall indemnify the other against liabilities, losses, costs or damages arising out of their own negligence, willful misconduct, breach of this Charterparty, or failure to obtain required permits. The Charterers shall indemnify and hold harmless the Owners from liabilities arising from the disposal/dumping of dredged material at the designated sites, except to the extent caused by Owners' negligence.

12. Pollution, Removal of Wreck and Environmental Compliance

- 12.1 The parties shall comply with all applicable international and local environmental laws and regulations relating to dredging, disposal of spoil, and protection of marine environment. The Charterers shall provide details of permitted disposal sites and any applicable environmental constraints.
- 12.2 If any dumping/disposal causes contamination or pollution for which the Owners are held liable, the Charterers shall cooperate and indemnify Owners, except where liability arises from Owners' breach.
- 12.3 Removal of Wreck: If any part of the Vessel or equipment becomes stranded /abandoned as a result of dredging operations, the party responsible shall promptly remove same in accordance with applicable law at its cost.

13. Off-Hire

- 13.1 The Vessel shall be off-hire during periods when it is unable to perform due to breakdowns of main dredging equipment, major machinery, or defects not due to Owners' negligence, collisions, or other events making the Vessel unfit for operations. Repair time reasonably required shall be off-hire to the extent the Vessel cannot perform dredging operations.
- 13.2 The Vessel shall not be off-hire for stoppages caused by the Charterers (e.g. suspension of works, lack of permits, restricted disposal grounds). In such cases hire shall continue.
- 13.3 Off-hire calculation: Off-hire shall be calculated pro rata on a daily basis (24-hour day).

14. Suspension and Termination

- 14.1 Either party may suspend operations or terminate the Charter party if the other party commits a serious breach of its obligations and fails to remedy within thirty (30) days after receipt of written notice.
- 14.2 The Owners may terminate if the Charterers fail to pay hire when due or fail to provide required security within agreed time.
- 14.3 The Charterers may terminate if the Vessel is not delivered by the agreed delivery date (or by agreed extension) and the delay is due to Owners' failure, subject to Owners having reasonable allowance for mobilization / breakdowns or force majeure.
- 14.4 Upon termination, parties shall settle outstanding accounts, arrange redelivery, and conduct final surveys.

15. Loss, Damage and Repairs

- 15.1 The Charterers shall be responsible for loss of or damage to the Owners' dredging gear and equipment caused by the Charterers' negligence or improper use and shall reimburse Owners for repair or replacement costs, except for fair wear and tear or damage caused by Owners' negligence.
- 15.2 Major repairs required to the Vessel which make her unfit for operations shall be for Owners' account and time off-hire. Minor repairs caused by Charterers' operations shall be for Charterers' account.

16. Sub-Contracting and Assignment

- 16.1 The Charterers shall not sub-contract the dredging operations in whole to third parties without the prior written consent of the Owners, which consent shall not be unreasonably withheld. The Owners shall have the right to subcontract technical/survey services.
- 16.2 Neither party shall assign or transfer its rights and obligations under this Charter party without prior written consent of the other (not to be unreasonably withheld), except that Owners may assign hire receivables to finance parties provided Charterers are promptly notified.

17. Notices

- 17.1 All notices required or permitted shall be in writing and delivered by hand, courier, email (with confirmation), or registered mail to the addresses stated herein or such other address as a party may notify.

18. Governing Law and Dispute Resolution

18.1 Notwithstanding anything contained to the contrary, This Charter party agreement shall be governed by and construed in accordance with the laws of Pakistan.

18.2 Should any dispute arise between the parties in connection with this agreement, such dispute shall not be settled, otherwise than through settlement and arbitration by following the below procedure.

- a). In case of any dispute, any party (Disputing Party) may give a notice to the other party stating details of such dispute.
- b). Within 15 days of the date of such notice, by the disputing party, the Charterer and the Owner shall hold negotiations at the project management level for amicable settlement of such dispute.
- c). If the parties are unable to resolve such dispute through amicable settlement within 15 days of the commencement of negotiations for amicable settlement mentioned above, any un resolved dispute shall be referred for decision of Chairman/CEOs of both the parties who will decide such dispute within 7 days, from referral of dispute to them.

18.3 In case the Chairman/CEOs of both the parties are unable to resolve any dispute within the timeline mentioned herein above, such dispute shall be referred for arbitration.

18.4 Each party shall appoint one arbitrator whereas Hydrographer of Pakistan (HOP) or his nominee shall act as third arbitrator.

18.5 The arbitration shall be conducted in accordance with Arbitration Act 1940.

18.6 The parties agree to the exclusive jurisdiction of the courts at Karachi.

18.7 The Owner shall continue to perform its contractual obligations during the negotiations for amicable settlement and during the arbitration as the case may be.

19. General Provisions

19.1 Entire Agreement: This Charter party contains the whole agreement between the parties and supersedes any prior agreements.

19.2 Severability: If any provision is held invalid, the remainder shall continue in full force and effect.

19.3 Force Majeure: Neither party shall be liable for failure to perform due to events beyond reasonable control (e.g. acts of God, war, strikes, and government action). The affected party shall notify the other promptly and take reasonable steps to mitigate.

19.4 Confidentiality: Both parties shall keep confidential commercial terms and operational details except as required by law or as necessary to perform the Works.

Appendices (to be attached and form part of this Charter party)

- A. Payment schedule, hire rate particulars, overtime rates, mobilization / demobilization terms.
- B. Detailed scope of works, dredging sections, depth, tolerances, and dredge lines.
- C. Dumping / disposal ground coordinates, environmental restrictions, and permits.
- D. Survey procedures, as advised by the Charterer.
- E. Insurance minimum limits and required certificates.
- F. Crew and manning matrix, working hours and overtime terms.
- G. Dredging Methodology and Execution Plan
- H. Dredging Superintendent responsibilities

Execution

Signed for and on behalf of Owners:

Name: _____

Title: _____

Date: _____

Signed for and on behalf of Charterers:

Name: _____

Title: _____

Date: _____

APPENDIX M: INSURANCES

Bidder's LIABILITY & CREW INSURANCE

Coverage Requirements:

Coverage Type		Minimum Limit
Bidder's LIABILITY		
Per Person		USD 5,000,000
Per Incident		USD 25,000,000
Aggregate		USD 50,000,000
CREW COMPENSATION		
Death/Permanent Disability		Per flag state requirements
Medical Expenses		Unlimited (statutory)
Sick Wages		Per MLC 2006/ITF standards
Loss of Personal Effects		USD 25,000 per person
WORKERS COMPENSATION (Shore Staff if applicable)		
Coverage		Per local law requirements

REQUIRED INSURANCE CERTIFICATES

Mandatory Certificates & Documentation:

Primary Certificates (Must be onboard):

No.	Certificate	Issuer
1	HULL & MACHINERY INSURANCE	
	Certificate of Insurance	Insurance Broker
	Cover Note	Underwriters
	Full Policy Wording	Insurers
	Endorsements & Amendments	Insurers
2	PROTECTION & INDEMNITY	
	P&I Club Certificate (Blue Card)	P&I Club
	Certificate of Entry	P&I Club
	Full Cover Terms	P&I Club
	Territorial Limits Confirmation	P&I Club
3	WAR RISKS INSURANCE	
	Hull War Risks Certificate	War Risks Insurers
	P&I War Risks Certificate	P&I Club
	JWC Approval (if required)	Insurers
4	MARINE POLLUTION INSURANCE	
	CLC Certificate (if >1000 GT)	Flag State/Insurers
	Bunker Convention Certificate	Flag State/Insurers
	Wreck Removal Certificate	Flag State/Insurers
5	BIDDERS LIABILITY/CREW	
	Bidder's Liability Certificate	Insurers
	Workers Comp. (if applicable)	Local Insurers

PROJECT ENGINEER (DREDGING)

The Project Engineer (Dredging) shall be responsible for technical, managerial, and operational aspects of dredging project ensuring that project is completed efficiently and safely from inception to completion. He shall work in close coordination with Dredging Superintendent and M/s NDMS (the Charterer) for successful completion of the project (maintenance dredging works). His responsibilities includes but not limited to following:

1. Project Planning and Design

- i. **Site Assessment:**
Evaluate the dredging site.
- ii. **Design Development:**
In coordination with Dredging Superintendent collaborate with M/s NDMS to develop dredging plans and methodologies.

2. Survey & Measurements:

Coordinate pre &post and interim dredging surveys, verify quantities

3. Project Management

- i. **Scheduling:**
Create and maintain project timelines, ensuring that milestones are met.
- ii. **Resource Allocation:**
Manage resources including equipment, materials, and personnel.
- iii. **Risk Management:**
Identify potential risks and develop mitigation strategies.

4. Technical Oversight

- i. **Equipment Management:**
Oversee the selection and maintenance of dredging equipment.
- ii. **Methodology Implementation:**
Ensure that dredging methods are executed according to the project specifications and safety standards.
- iii. **Quality Control:** Monitor the quality of work and ensure compliance with regulatory standards.

5. Communication and Coordination

- i. **Stakeholder Engagement:**
Communicate with NDMS to ensure alignment on project goals.
- ii. **Reporting:**
Prepare and present progress reports to stakeholders.

6. Health, Safety, and Environmental Compliance

- i. **Safety Protocols:**
Implement safety measures and ensure adherence to health and safety regulations.
- ii. **Environmental Protection:**
Monitor environmental compliance and manage the impact of dredging activities on local ecosystems.

7. Field Operations

- i. **Site Supervision:**
Oversee daily operations at the dredging site to ensure work is progressing as planned.
- ii. **Problem Solving:**
Address and resolve any issues that arise during the dredging process.

8. Documentation and Record Keeping

i. Project Documentation:

Maintain accurate records of project activities, changes, and communications.

ii. Regulatory Compliance:

Ensure that all necessary documentation is in place and update.

9. Background of Project Engineer:

i. Extensive dredging experience (10+ years)

ii. Previous roles as senior engineer

iii. Strong technical and leadership skills

iv. Maritime certifications may be required

Appendix---

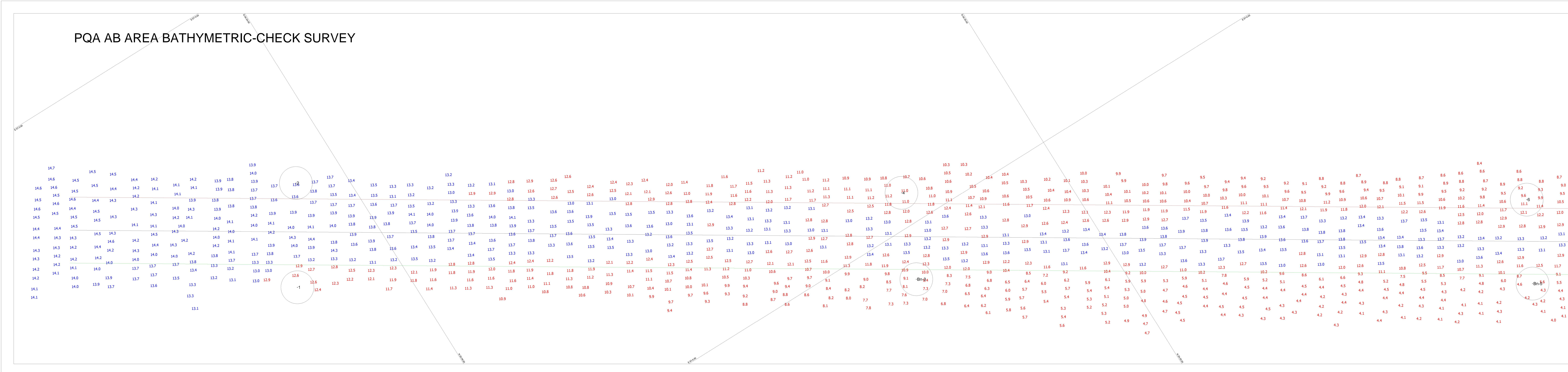
DREDGING SUPERINTENDENT

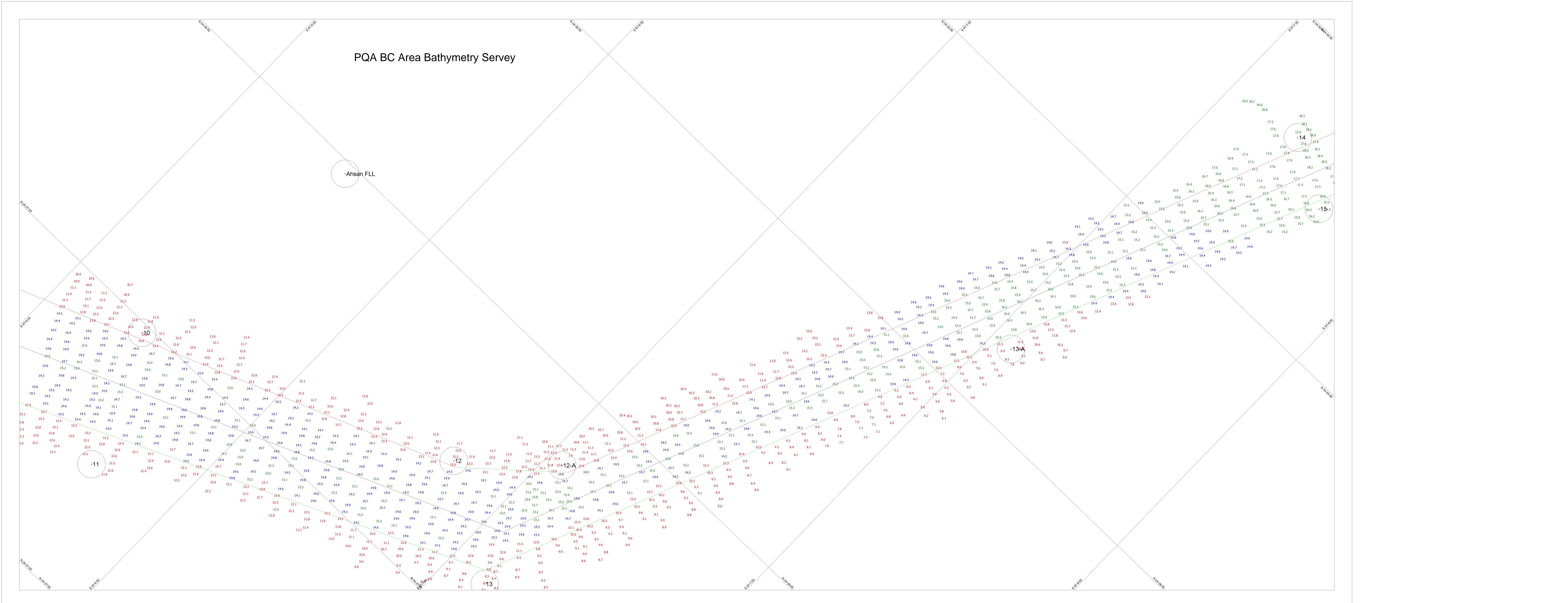
1. The Dredging Superintendent shall be responsible for overseeing dredging operations, ensuring that project is completed efficiently and safely from inception to completion. He shall work in close coordination with Project Engineer and M/s NDMS (the Charterer) for successful completion of the project (maintenance dredging works). His responsibilities includes but not limited to following:

- a. **Operational Oversight:**
 - i. Supervision of day-to-day dredging operation
 - ii. Ensure that maintenance dredging project meet production targets and schedules
 - iii. Monitor dredge equipment performance and efficiency
- b. **Technical Management:**
 - i. Review and discuss dredging plans and methods with NDMS Project Manager
 - ii. Ensure compliance with technical specifications
 - iii. Make decisions on dredging procedures and equipment deployment in consultation with NDMS Project Manager
- c. **Safety & Compliance:**
 - i. Enforce safety protocols and regulations
 - ii. Ensure environmental compliance
 - iii. Conduct safety meetings and audits
- d. **Personnel Management:**
 - i. Supervise dredge masters, engineers, and crew
 - ii. Coordinate staffing and crew rotations
 - iii. Provide training and support for dredging staff and NDMS Team
- e. **Client & Stakeholder Relations:**
 - i. Liaise with clients and authorities
 - ii. Report on progress and resolve issues
 - iii. Attend project meetings
- f. **Quality Control:**
 - i. Monitor survey data and dredging accuracy
 - ii. Ensure work meets contract specifications
 - iii. Review and approve production reports in consultation with NDMD Project Manager
- g. **Problem Solving:**
 - i. Identify and address operational challenges or delays.
 - ii. Implement corrective actions to improve efficiency and productivity

2. **Background of Dredging Superintendent:**

- i. Extensive dredging experience (10+ years)
- ii. Previous roles as dredge master or senior engineer
- iii. Strong technical and leadership skills
- iv. Maritime certifications may be required





292000E

296000E

LAYOUT & COORDINATES

Reference Points	Easting	Northing
1	291749.60	2736857.62
2	296133.10	2741930.10
3	296739.60	2742790.30
4	296933.50	2743791.40
5	296897.71	2743863.33
6	296960.18	2743894.91
7	296283.48	2745233.60
8	296586.70	2745367.30
9	296981.00	2745296.80
10	297138.00	2744986.10
11	296953.80	2744639.00
12	297423.50	2743709.90
13	297423.50	2743527.10
14	297295.30	2742963.80
15	297103.00	2742593.30
16	296209.01	2741558.77
17	291976.76	2736661.32

**MAINTENANCE DREDGING OF APPROACH
CHN, TIPU SULTAN CHN & SOUTH WHARF
BASIN**

Scale: 1 cm = 220.00 Meters
250 500 1000 1500 2000 Meters

OPS/HYD/D/001

292000E

296000E

2744000N

2740000N

2744000N

2740000N

KPT OPS-HYD-D-002 SAPTL Berths

292000E

296000E

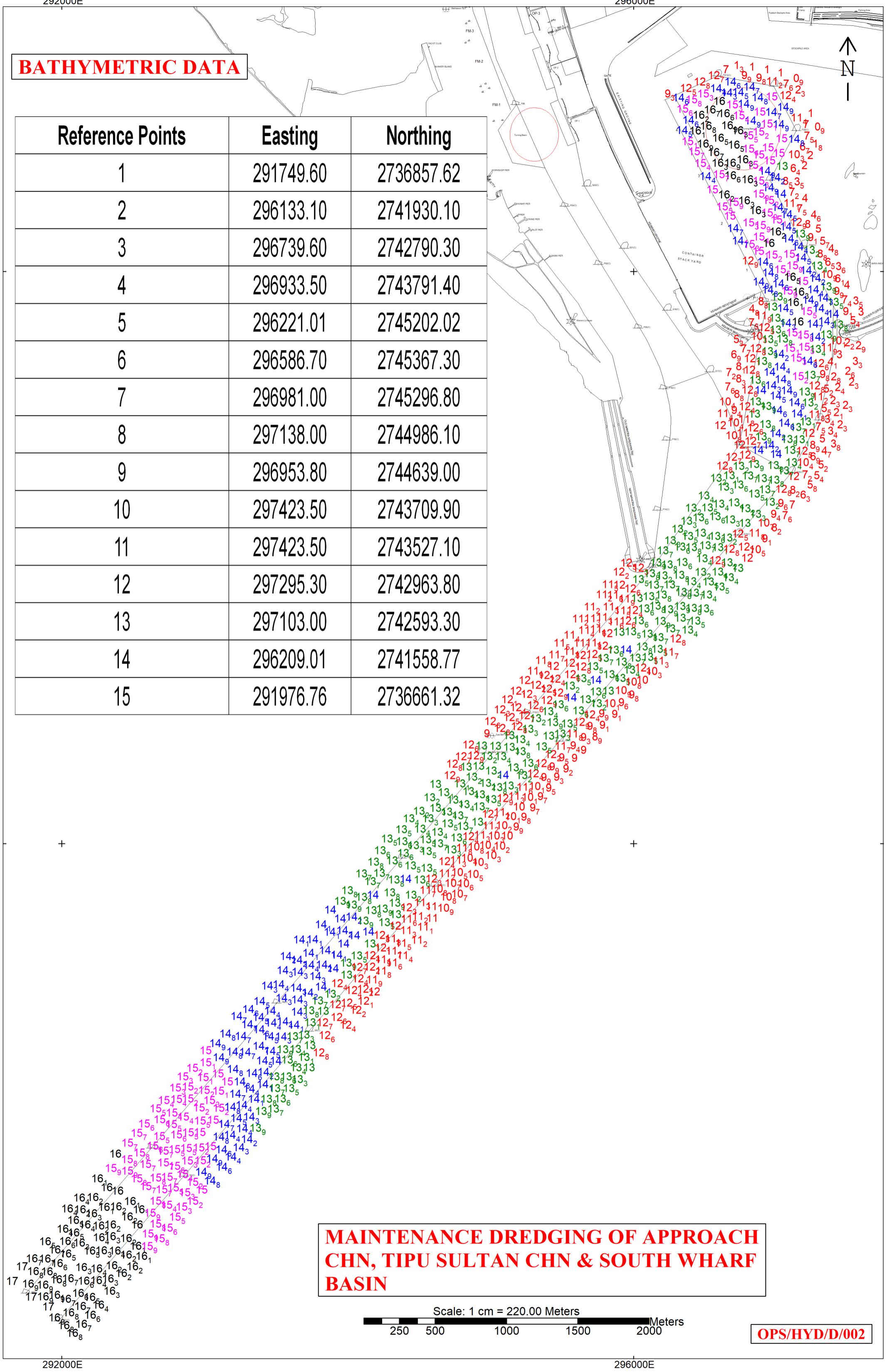
BATHYMETRIC DATA

Reference Points	Easting	Northing
1	291749.60	2736857.62
2	296133.10	2741930.10
3	296739.60	2742790.30
4	296933.50	2743791.40
5	296221.01	2745202.02
6	296586.70	2745367.30
7	296981.00	2745296.80
8	297138.00	2744986.10
9	296953.80	2744639.00
10	297423.50	2743709.90
11	297423.50	2743527.10
12	297295.30	2742963.80
13	297103.00	2742593.30
14	296209.01	2741558.77
15	291976.76	2736661.32

**MAINTENANCE DREDGING OF APPROACH
CHN, TIPU SULTAN CHN & SOUTH WHARF
BASIN**

Scale: 1 cm = 220.00 Meters

OPS/HYD/D/002



288000E

KPT OPS-HYD-D-003

292000E

296000E

2744000N

2740000N

2736000N

2732000N

2728000N

**LAYOUT & COORDINATES
DISTANCE TO DISPOSAL GROUND**

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+

+

+

+

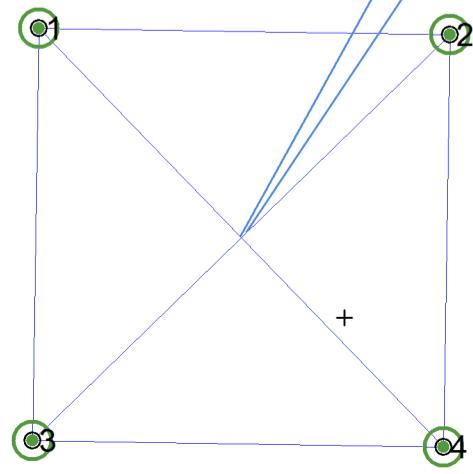
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**MAINTENANCE DREDGING OF APPROACH
CHN, TIPU SULTAN CHN & SOUTH WHARF
BASIN**

Scale: 1 cm = 440.00 Meters

OPS/HYD/D/003

288000E

292000E

296000E

Meters

2744000N
2740000N
2736000N
2732000N
2728000N

REF POINTS	EASTING	NORTHING
1	286224.93	2729684.26
2	288614.97	2729647.67
3	286188.00	2727284.18
4	288578.45	2727247.62