

National Dredging & Marine Services (NDMS)
CORRIGENDUM No. 02 dated 31 Jul 2026
TO THE BIDDING DOCUMENT

Tender Description	Procurement of Trailing Suction Hopper Dredger (TSHD), 10,000 m ³ Hopper Capacity
Tender Reference No.	03/ TSHD Hopper Capacity 10,000 M3/NDMS/2026
Employer	National Dredging & Marine Services (NDMS)
Bidding Document Dated	July 02, 2026
Basis of Issuance	Pre-Bid Meeting minutes and written comments received from prospective bidders

1. PREAMBLE

1.1 This Corrigendum is issued by Port Qasim Authority (PQA) / National Dredging & Marine Services (NDMS) pursuant to comparative queries raised and comments received from prospective bidders during the Pre-Bid Meeting held in respect of the above-referenced Tender.

1.2 Two specific concerns were raised in relation to the originally advertised eligibility and evaluation criteria: (i) that restricting eligibility to vessels not more than three (3) years of age, combined with a fixed Hopper Capacity band of 10,000 m³ to 11,000 m³, could result in limited market participation if a compliant vessel is not readily available within these narrow parameters; and (ii) that any relaxation of these parameters, if granted without a compensating mechanism, would place bidders offering larger and/or newer vessels at a significant commercial disadvantage under the existing 50% Technical / 50% Financial evaluation split.

1.3 Having considered the above, the Employer has decided to relax the Vessel Age and Hopper Capacity eligibility parameters, while simultaneously introducing compensating technical scoring mechanisms and revising the Technical/Financial weightage, as set out in the amendments below.

1.4 This Corrigendum forms an integral part of the Bidding Document referenced above. Except as expressly amended herein, all other terms, conditions, specifications, and provisions of the Bidding Document shall remain valid, binding, and unchanged. In case of any conflict between this Corrigendum and the original Bidding Document, the provisions of this Corrigendum shall prevail.

1.5 For the avoidance of doubt, wherever this Corrigendum amends a vessel dimensional or technical parameter (including, without limitation, Beam, Design Draft, Maximum Working Draft, Maximum Docking Draft, Moulded Depth, Length Overall (LOA), and Dredge Pump Installed Power), such amendment shall apply uniformly to every instance in which that parameter appears in the Bidding Document, including but not limited to Section III (Eligibility Criteria), the Principal Particulars summary table, Clause 37.1.2 (Principal Dimensions), Clause 37.15.1 (Technical Submission Checklist), Clause 37.19 (Summary Compliance Table), and any other clause, table, drawing, or annexure of the Bidding Document referencing the same parameter — notwithstanding that the specific Amendment below may, for brevity, expressly cite only certain of these clause references.

2. AMENDMENT NO. 1 — SECTION III: ELIGIBILITY CRITERIA (PASS/FAIL) — ITEM 1 (VESSEL AGE)

Clause 3.2, Serial No. 1 of Section III is hereby amended as follows:

	Existing Provision	Revised Provision (Corrigendum)
Text	Vessel Age — not more than three (3) years old at Tender Closing Date. Builder's Certificate, Classification Society delivery record, or Delivery Certificate required.	Vessel Age — not more than five (5) years old at Tender Closing Date. Builder's Certificate, Classification Society delivery record, or Delivery Certificate required. Year of build and delivery date to be clearly stated. Vessels exceeding five (5) years of age at Tender Closing Date shall be declared non-responsive and disqualified at this stage.

3. AMENDMENT NO. 2 — SECTION III: ELIGIBILITY CRITERIA (PASS/FAIL) — ITEM 4 (HOPPER CAPACITY)

Clause 3.2, Serial No. 4 of Section III is hereby amended as follows:

	Existing Provision	Revised Provision (Corrigendum)
Text	Hopper capacity 10,000 m ³ (+10% Max).	Hopper capacity 10,000 m ³ ± 10% (i.e., a minimum of 9,000 m ³ and a maximum of 11,000 m ³). Vessels offering a Hopper Capacity of less than 9,000 m ³ shall be declared non-responsive and disqualified at this stage.

4. AMENDMENT NO. 3 — SECTION V, CLAUSE 5.2, CATEGORY A.1 — VESSEL AGE SCORING

The Vessel Age scoring criterion under Category A.1 ("Year of build / delivery — closer to new scores higher"), currently scored to a maximum of 100 points, is hereby revised in view of the extended age eligibility window (up to five (5) years) granted under Amendment No. 1 above. The maximum attainable score of 100 points for this criterion, and the overall Category A weighting (200 points / 20%), remain unchanged. Only the internal scoring bands are revised, as follows:

Vessel Age at Tender Closing Date	Score (Max. 100)
0 – 0.50 years	100
0.51 – 1.00 years	90
1.01 – 1.50 years	80
1.51 – 2.00 years	70
2.01 – 2.50 years	60
2.51 – 3.00 years	50
3.01 – 3.50 years	40
3.51 – 4.00 years	30
4.01 – 4.50 years	20
4.51 – 5.00 years	10
More than 5.00 years	Not Eligible (disqualified under Section III, Item 1)

Note: Evaluation method and evidentiary requirement (Builder's Certificate mandatory) remain unchanged from the original Bidding Document.

5. AMENDMENT NO. 4 — SECTION V, CLAUSE 5.2, CATEGORY C.3 — HOPPER CAPACITY (CONSEQUENTIAL AMENDMENT)

As a consequential amendment arising from the relaxation of Hopper Capacity eligibility under Amendment No. 2, the flat scoring line item under Category C.3 ("Hopper, Overflow & Bottom Doors") is amended as follows, so that the full range of newly eligible vessels remains capable of being scored:

	Existing Provision	Revised Provision (Corrigendum)
Text	Hopper capacity: 10,000 - 11,000 m ³ — 14 points (Max)	Hopper capacity: 9,000 – 11,000 m ³ — 14 points (Max), flat, applicable to all Bidders meeting the eligibility criterion under Section III, Item 4 (as amended)

6. AMENDMENT NO. 5 — SECTION V — NEW HOPPER CAPACITY BONUS (ADDITIONAL 100 POINTS)

In order to ensure that Bidders offering larger vessels within the newly eligible Hopper Capacity range are not commercially disadvantaged relative to Bidders offering smaller, newer vessels, an additional Hopper Capacity Bonus of up to 100 points is hereby introduced. This Bonus is additive and sits above the existing 1,000-point Technical Score total; it does not replace, and is not deducted from, any existing category weighting. Consequently, the maximum attainable Technical Score under this Tender is revised from 1,000 points to 1,100 points (1,000 base points + 100 bonus points).

The Hopper Capacity Bonus shall be computed as follows:

Hopper Capacity (m ³)	Bonus Points (Max. 100)
Less than 9,000	Not Eligible (disqualified under Section III, Item 4)
9,000	5
9,100	10
9,200	20
9,300	30
9,400	40
9,500	50
9,600	60
9,700	70
9,800	80
9,900	90
10,000 and above	100 (capped)

Formula: Bonus Points = MIN [100, MAX (0, (Hopper Capacity in m³ – 9,000) ÷ 100 × 10)]

Bonus points shall be computed pro-rata for capacities falling between the whole 100 m³ increments listed above, and verified from the Bidder's Capacity Plan, Tank Table, or Classification Society-approved Capacity Booklet, in the same manner as the existing eligibility verification under Section III, Item 4. (Exemption Note: 9000 to 9050 m³ will receive 5 points)

7. AMENDMENT NO. 6 — SECTION V, CLAUSE 5.3 — TECHNICAL EVALUATION SUMMARY TABLE

Clause 5.3 (Technical Evaluation Summary Table) is amended to add the Hopper Capacity Bonus as a separate additive line, as follows:

Cat.	Category	Max Pts
A	Vessel Age, General Condition & Classification	200
B	Propulsion, Speed & Maneuvering	160
C	Dredging System — Arms, Pumps, Hopper & Doors	160
D	Discharge, Jet Pump & Rainbow System	100
E	Electrical Plant & Generating Sets	100
F	Auxiliary Machinery & Environmental Systems	60
G	Navigation, Communication & Automation	60
H	Deck Machinery, Safety & LSA	60
I	Accommodation, HVAC & Crew Welfare	40
J	Contractor Capability & After-Sales Support	60
—	SUB-TOTAL (Base Technical Score)	1,000
Bonus	Hopper Capacity Bonus (Additional — Amendment No. 5)	100
—	TOTAL MAXIMUM ATTAINABLE TECHNICAL SCORE	1,100

8. AMENDMENT NO. 7 — SECTION V, CLAUSE 5.4 — TECHNICAL QUALIFICATION THRESHOLD (CLARIFICATION)

For the avoidance of doubt, the minimum Technical Qualification Threshold of 700 points (70%) required to qualify for opening of the Financial Proposal, as set out in Clause 5.4, continues to be assessed against the Base Technical Score of 1,000 points only. The Hopper Capacity Bonus (Amendment No. 5) does not count towards this qualification threshold and is added only after a Bidder has qualified, for the purpose of computing the Final Combined Score under Section VI.

9. AMENDMENT NO. 8 — SECTION VI, CLAUSE 6.2 — EVALUATION PHILOSOPHY (CONSEQUENTIAL AMENDMENT)

The reference to vessel age in Clause 6.2 is amended consequential to Amendment No. 1:

	Existing Provision	Revised Provision (Corrigendum)
Text	"...which encompasses a broad asset base ranging from newly built vessels to ships up to three (3) years of age..."	"...which encompasses a broad asset base ranging from newly built vessels to ships up to five (5) years of age..."

10. AMENDMENT NO. 9 — SECTION VI, CLAUSE 6.3 — WEIGHTED SCORING FORMULA

Clause 6.3 is hereby amended to revise the Technical/Financial weightage from a 50%/50% split to a 60%/40% split, in order to give appropriate weight to the enhanced technical differentiation (vessel condition, age, and capacity) introduced by this Corrigendum:

Component	Existing Weightage	Revised Weightage
Technical Proposal Score	50%	60%
Financial Proposal Score	50%	40%
Combined Total	100%	100%

Revised Formula: Final Score = (Technical Score × 60%) + (Financial Score × 40%)

11. AMENDMENT NO. 10 — SECTION VI, CLAUSE 6.6 — COMBINED SCORE RANKING (CONSEQUENTIAL AMENDMENT)

Clause 6.6 is amended consequential to Amendment Nos. 5 and 9. Since the maximum attainable Technical Score is now 1,100 points (base 1,000 + bonus 100) rather than 1,000 points, the normalization divisor in the Combined Score formula is revised from 10 to 11, so that the Technical Score component continues to be expressed on a 0–100 scale consistent with the Financial Score:

	Existing Provision	Revised Provision (Corrigendum)
Text	Combined Score = (Technical Score ÷ 10 × 0.50) + (Financial Score × 0.50)	Combined Score = (Technical Score ÷ 11 × 0.60) + (Financial Score × 0.40) Where "Technical Score" is the Bidder's total score inclusive of the Hopper Capacity Bonus (Amendment No. 5), subject to the Bidder having first met the Technical Qualification Threshold of 700 points on the Base Technical Score alone (Amendment No. 7).

12. AMENDMENT NO. 11 — CLAUSE 37.15.1 — TECHNICAL SUBMISSION CHECKLIST (CONSEQUENTIAL AMENDMENT)

	Existing Provision	Revised Provision (Corrigendum)
Text	"Confirmation of vessel age (not more than three (3) [years] old at Tender Closing Date)."	"Confirmation of vessel age (not more than five (5) years old at Tender Closing Date)."

13. AMENDMENT NO. 12 — CLAUSE 37.19 — SUMMARY COMPLIANCE TABLE (CONSEQUENTIAL AMENDMENT)

Specification Section	Existing Key Requirement	Revised Key Requirement
Vessel Age	Brand New or up to 3 years old	Brand New or up to 5 years old
Principal Dimensions	Within stated envelope; hopper 10,000 m ³ (+10% Max)	Within stated envelope; hopper 10,000 m ³ ± 10% (9,000 m ³ – 11,000 m ³ Max/Min)

14. AMENDMENT NO. 13 — SECTION 37.17 — NEW SUB-CLAUSE 37.17.2: PERFORMANCE-BASED DREDGING OUTPUT REQUIREMENT & LIQUIDATED DAMAGES

Since payments to dredging projects are assessed on a volume basis through bathymetric surveys, and the Supplier bears sole responsibility for Operations, Maintenance and Manning throughout the 36-month O&M Period, a dedicated performance mechanism is required so that NDMS is not exposed to shortfalls in dredging output arising from vessel non-availability (machinery/technical defects) or crew underperformance. The following new sub-clause is inserted in Section 37.17, immediately following Clause 37.17.1(C) (Documentation & Reporting) and before Clause 37.18 (Insurance Requirements):

37.17.2 Performance-Based Dredging Output Requirement & Liquidated Damages

(a) Annual Dredging Output Requirement. The Supplier shall achieve a minimum production of 7,000,000 m³ (seven million cubic meters) of dredged material per Contract Year during the 36-month O&M Period, subject to the continuous availability in the deployment area (as provided by the Employer/NDMS) of sufficient dredge able area and volume of material within the design parameters of the TSHD, including depth, reach, and soil characteristics suitable for trailing suction hopper operations OR as agreed during the contract finalization as per the dredger capacity and given OEM standards.

(a) Measurement & Verification. Cumulative dredged volume shall be measured and verified through independent pre- and post-dredging bathymetric surveys, consistent with the methodology used for the Employer's client billing, and reconciled against the Annual Dredging Output Requirement at each Contract Year anniversary. The Supplier shall have the right to be present at, and to countersign the results of, all such surveys.

(b) Permissible Deductions. The Annual Dredging Output Requirement shall be reduced pro-rata for time reasonably lost due to: (i) Force Majeure events; (ii) Employer-caused delays, including non-availability of dredging area, disposal site, permits, or instructions; (iii) scheduled maintenance windows permitted under Clause 37.17.1(A) and the routine monthly / one-month annual maintenance allowance clarified elsewhere in this Corrigendum; and (iv) any other cause not attributable to the Supplier, its crew, or its equipment. The burden of substantiating that a shortfall arises from a permissible cause under this sub-clause shall rest with the Supplier.

(c) Liquidated Damages for Shortfall. Where actual dredged volume achieved in a Contract Year, after applying the permissible deductions under sub-clause (d), falls short of the Annual Dredging Output Requirement due to (i) vessel non-availability arising from machinery/technical defects, breakdown, or unplanned downtime attributable to the Supplier's maintenance failure, negligence, or failure to provide adequate spares/crew, or (ii) crew underperformance or failure to achieve reasonably attainable production despite the vessel being operational, the Supplier shall be liable to pay Liquidated Damages calculated in accordance with sub-clause (f) below.

Basis for Calculation of LDs — Restricted to O&M/Manning Component Only

	Existing Provision	Revised Provision (Corrigendum)
Text	GCC 23 (Liquidated Damages) is expressed generally by reference to "Contract Price" / "delivered price of the delayed Goods or unperformed Services," without distinguishing between the vessel supply (capital) component and the O&M/Manning component.	For the avoidance of doubt, Liquidated Damages assessed under new Clause 37.17.2 for shortfall in the Annual Dredging Output Requirement shall be calculated solely as a percentage of the Operations & Maintenance (O&M) / Manning component of the Contract Price — i.e., the value attributable to the "O&M / Crew Cost" payment line under Clause 6.7 ("% of Contract Price less Cost of Crew and O&M" being the separate, capital/vessel component) — and shall in no case be calculated against, or deducted from, the vessel supply/capital component of the Contract Price. This restriction applies only to LDs assessed under Clause 37.17.2; LDs assessed under GCC 23 for

		pre-delivery delay continue to be calculated as presently defined and are not affected by, or cumulative with, LDs under Clause 37.17.2.
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(d)Rate & Cap. Liquidated Damages under this Clause shall accrue at a fixed rate of one percent (1%) of the pro-rata O&M/Manning Contract Value corresponding to the shortfall, for each five (5) percentage points, or part thereof, by which actual production falls short of the Annual Dredging Output Requirement in that Contract Year, subject to a maximum aggregate cap of ten percent (10%) of the total O&M/Manning component of the Contract Price for that Contract Year — without prejudice to the Employer's other remedies, including termination for persistent or gross non-performance under GCC Clause 15. Both the 1% rate and the 10% cap have been confirmed by the Employer and are final.

(e) Deduction Mechanism. Liquidated Damages assessed under this Clause shall be deducted from the Supplier's immediately following quarterly O&M/Manning invoice payable under GCC 35, or, if insufficient, recovered from the Performance Guarantee referred to in GCC 24.

15. AMENDMENT NO. 14 — GCC 35 (PAYMENT TERMS) — CONSEQUENTIAL AMENDMENT

The "Payment for Warranty Period / Manning Period" provision under GCC 35 is amended to cross-refer to the new performance mechanism:

	Existing Provision	Revised Provision (Corrigendum)
Text	"The contract value for the operation and maintenance period shall be paid in equal quarterly instalments. The Contractor shall submit quarterly invoices for the Manning, operation and Maintenance charges of the TSHD."	"The contract value for the operation and maintenance period shall be paid in equal quarterly instalments, subject to deduction of any Liquidated Damages assessed against the Supplier under Clause 37.17.2 (Performance-Based Dredging Output Requirement & Liquidated Damages) for that quarter/Contract Year. The Contractor shall submit quarterly invoices for the Manning, Operation and Maintenance charges of the TSHD, net of any such deductions."

16. AMENDMENT NO. 15 — SECTION III / PRINCIPAL PARTICULARS / CLAUSE 37.1 — MAXIMUM BEAM (CONSEQUENTIAL TO MULTIPLE SECTIONS)

The Maximum Beam (Moulded) eligibility parameter, appearing in three places in the Bidding Document, is amended uniformly as follows:

	Existing Provision	Revised Provision (Corrigendum)
Text	Beam (Moulded): Maximum 22.5 m — appearing in (i) Section III Eligibility Criteria ("Beam $\leq$ 22.5 m"); (ii) the Principal Particulars summary table ("Beam: Maximum 22.5 m"); and (iii) Clause 37.1.2 Technical Specification ("Beam (Moulded): Maximum 22.5 m").	Beam (Moulded): Maximum 23.0 m — amended uniformly in all three locations referenced.

17. AMENDMENT NO. 16 — CLAUSE 15.5 — SECOND PRE-BID MEETING DATE & TIME

	Existing Provision	Revised Provision (Corrigendum)
Text	Pre-Bid Meetings: July 9, 2026 (1130 hrs) and July 17, 2026.	Pre-Bid Meetings: July 9, 2026 (1130 hrs) [First Meeting — unchanged] and July 23, 2026 (Thu), 1200 Hours [Second Meeting — revised]. Venue remains HQ NLC, Harding Road, Rawalpindi, unless separately notified.

18. AMENDMENT NO. 17 — CLAUSE 15.5 — BID SUBMISSION DEADLINE (AND CONSEQUENTIAL EVALUATION SCHEDULE)

The Bid Submission Deadline is extended by fourteen (14) calendar days. Since the Bidding Document itself provides that Technical Bid Opening occurs "immediately after bid closing on the same day," and that the subsequent Technical Evaluation, TER announcement, and Financial Bid Opening dates are tentative, all downstream stages are shifted pro-rata by the same fourteen (14) days for internal consistency:

Stage	Existing Date	Revised Date
Bid Submission Deadline	Aug 3, 2026 (Mon), 1130 Hours	Aug 17, 2026 (Mon), 1200 Hours
Technical Bid Opening	Aug 3, 2026 (Mon), 1200 Hours	Aug 17, 2026 (Mon), 1230 Hours
Technical Evaluation Period (tentative)	Aug 4 – 11, 2026	Aug 18 – 25, 2026 (tentative)
Announcement of Technical Evaluation Report (tentative)	Aug 13, 2026 (Thu)	Aug 27, 2026 (Thu) (tentative)
Final Financial Bid Opening (tentative)	Aug 20, 2026 (Thu)	Sep 3, 2026 (Thu) (tentative)

19. AMENDMENT NO. 18 — GCC 9 — DELIVERY PERIOD (RESTRUCTURED)

GCC 9 (Delivery Period), presently a single 30-day milestone from LOA/Contract Signing to CIF delivery, is restructured into two sequential milestones as follows:

	Existing Provision	Revised Provision (Corrigendum)
Text	GCC 9 — Delivery Period: Mobilization and CIF delivery within 30 days after issuance of LOA/Signing Contract (whichever is earlier).	GCC 9 — Delivery Period (Restructured): (i) The vessel shall be ready for Site/Factory Acceptance Test (SAT/FAT) within fifteen (15) days after issuance of the LOA/Signing of Contract (whichever is earlier); and (ii) CIF delivery (arrival at Karachi) shall be completed within forty-five (45) days after successful SAT/FAT and formal acceptance by the NDMS team. The aggregate indicative delivery timeline from LOA to CIF delivery is accordingly revised from 30 days to up to 60 days, subject to timely SAT/FAT completion and NDMS acceptance.

20. AMENDMENT NO. 19 — GCC 23 (SCC) — LIQUIDATED DAMAGES FOR LATE DELIVERY (BASIS RESTRICTED TO VESSEL/CAPITAL COMPONENT)

For consistency with the restriction already established under Clause 37.17.2 (Amendment No. 13) — whereby Liquidated Damages for O&M-period output shortfall are calculated solely against the O&M/Manning component of the Contract Price — GCC 23 (as particularized in the SCC) is amended so that Liquidated Damages for late delivery of the vessel are calculated solely against the vessel supply/capital component of the Contract Price, since the O&M/Manning component is not operative or relevant until the vessel arrives at Karachi. The rate is also fixed at a flat one percent (1%), superseding the existing 1–2% range, so that a single, unambiguous rate applies uniformly to both LD mechanisms in this Corrigendum:

	Existing Provision	Revised Provision (Corrigendum)
Text	GCC 23 (SCC) — Liquidated Damages: "...the Bidder shall pay to the Procuring Agency as Liquidated Damages at a rate of 1–2% of the Contract value, in accordance with the extent of performance failure..."	GCC 23 (SCC) — Liquidated Damages for Late Delivery: "...the Bidder shall pay to the Procuring Agency as Liquidated Damages, for late delivery of the vessel under GCC 9, at a fixed rate of one percent (1%) of the vessel supply/capital component of the Contract Price (as defined under Clause 6.7, i.e., excluding the O&M/Crew Cost component), for each week or part thereof of delay until actual CIF delivery, up to a maximum aggregate cap of ten percent (10%) of the vessel supply/capital component of the Contract Price. Once this maximum is reached, the Procuring Agency may consider termination of the Contract pursuant to GCC Clause 14/15, without prejudice to recovery under the Performance Guarantee (GCC 24) for any loss in excess of this cap."

21. AMENDMENT NO. 20 — SECTION III / PRINCIPAL PARTICULARS — MINIMUM DREDGE PUMP INSTALLED POWER

Further to discussions with prospective Bidders, the minimum installed dredge pump power eligibility criterion is amended as follows, in Section III (Eligibility, Item 7) and the Principal Particulars summary table:

	Existing Provision	Revised Provision (Corrigendum)
Text	Dredge pump installed power: minimum 2,300 kW per pump (total $\geq$ 4,600 kW).	Dredge pump installed power: minimum 2,100 kW per pump (total $\geq$ 4,200 kW).

22. AMENDMENT NO. 21 — CLAUSE 37.1.2 / PRINCIPAL PARTICULARS — DESIGN DRAFT (CONFIRMED UNCHANGED), MAXIMUM WORKING DRAFT & KS&EW DOCKING DRAFT CONSTRAINT

Further to the Employer's official written request, KS&EW has now confirmed in writing the docking-related draft parameters applicable to Dock No. 1. Based on this response: (i) the Design Draft range

specified in the original Bidding Document is confirmed unchanged; and (ii) two further draft-related parameters — not previously specified in the Bidding Document — are hereby clarified for Bidders' information, distinguishing the vessel's normal design/operating draft from its maximum working (loaded) draft at sea and its maximum permissible draft when docking at KS&EW

Parameter	Value	Applicability / Basis
Design Draft (Moulded)	6.0 m – 7.0 m (unchanged)	Standard design/operating condition per Clause 37.1.2 of the original Bidding Document; confirmed unchanged.
Maximum Working (Loaded) Draft	Up to 8.0 m	Maximum draft attainable during full-hopper dredging operations at sea.
Maximum Permissible Docking Draft — KS&EW Dock No. 1	Up to 6.5 m (under normal tidal condition of 2.4 m)	Binding operational constraint confirmed by KS&EW for periodic dry-docking/maintenance of the vessel. Bidders/Suppliers must ensure the vessel's draft at the time of docking does not exceed this figure.
LOA	Section III (Eligibility Item 13): "Length Overall (LOA) not more than 135 m." Principal Particulars / Clause 37.1.2: "LOA / Length Overall (LOA): Not more than 135 m."	Length Overall (LOA): Bidder to Quote. No fixed maximum limit is prescribed; this is no longer a pass/fail eligibility threshold. Bidders shall state the vessel's actual LOA in the Technical Proposal (GA drawing / Class Certificate), for the Employer's record and for verification of compatibility with KS&EW's facilities.
Moulded Depth	Section III (Eligibility Item 15): "Moulded Depth $\leq$ 9.0 m." Principal Particulars / Clause 37.1.2: "Depth (Moulded): Maximum 9.0 m."	Moulded Depth: Bidder to Quote. No fixed maximum limit is prescribed; this is no longer a pass/fail eligibility threshold. Bidders shall state the vessel's actual Moulded Depth in the Technical Proposal (GA drawing / Class Certificate), for the Employer's record and for verification of compatibility with KS&EW's facilities.

23. AMENDMENT NO. 22 — SECTION V, CATEGORY F.1 — BALLAST WATER MANAGEMENT SYSTEM (SCORING RELAXED)

The Employer's position on Ballast Water Management is as follows:

“International Convention for the Control and Management of Ships' Ballast Water and Sediments. As the dredger is intended to operate exclusively within designated Pakistani waters, the Employer intends to obtain the applicable statutory exemption, where permissible under the Convention. Accordingly, installation of a Ballast Water Management System (BWMS) shall not be mandatory, provided the vessel is granted the requisite exemption by the competent Flag Administration.”

Accordingly, Category F.1 ("Ballast Water Management System (BWMS): (BWM Convention)" — Max. 10 points) is amended as follows:

	Existing Provision	Revised Provision (Corrigendum)
Text	• Full D-2 Standard Compliance (10 Marks): Approved active BWMS (UV, Electro-chlorination, or filtration) installed and certified. • Partial Compliance (5 Marks): BWM plan exists but treatment hardware is uncertified or missing type approval. • Non-Compliant (0 Marks): No ballast treatment mechanism.	• Full Compliance (10 Marks): EITHER (i) an approved active BWMS (UV, Electro-chlorination, or filtration) installed and D-2 certified; OR (ii) a valid exemption from BWMS installation granted by the vessel's Flag Administration under Regulation A-4 of the BWM Convention, on the basis of exclusive operation within designated Pakistani waters, submitted with the Technical Proposal. • Partial Compliance (5 Marks): A Ballast Water Management Plan (BWMP) exists and the Bidder has formally applied to the Flag Administration for the Regulation A-4 exemption, but written confirmation has not yet been received as of Bid submission; or a BWMS is installed but uncertified. • Non-Compliant (0 Marks): No BWMS installed, no BWMP, and no evidence of an exemption application under Regulation A-4.

24. AMENDMENT NO. 23 — IB 8 - Documents Comprising the Bid (Add new clause 8.1u)

24.1 Firms have to provide a comprehensive O&M plan for a period of 3 years to include type and specialty of the crew, O&M methodology, list of spares for the O&M period, warranty manifestation with minimum and maximum downtime details etc as per the dredger OEM Technical and the Operational manuals.

25. AMENDMENT NO. 24 - SECTION – VI Clause 6.7 - Payment Terms and 39. Special Condition of Contract clause GCC 35

	Existing Provision	Revised Provision (Corrigendum)
Payment Terms	• 10% advance against advance bank guarantee of AAA rating scheduled bank of Pakistan. • 30% on Successful completion of Acceptance Test prior to delivery, Successful flag change, completion of all pre-departure formalities and proof of mobilization. • 30% on Vessel arrival at Karachi and arrival notice given to relevant authorities. • 30% Sequel to clearance formalities, commencement of vessel dredging operations and successful completion of 6-weeks dredging operations	• 40% on Successful completion of Acceptance Test prior to delivery, Successful flag change, completion of all pre-departure formalities and proof of mobilization/Change of ownership. • 30% on Vessel arrival at Karachi and arrival notice given to relevant authorities. • 30% Sequel to clearance formalities, commencement of vessel dredging operations and successful completion of 6-weeks dredging operations

26. GENERAL

26.1 All other terms, conditions, specifications, eligibility criteria, and evaluation provisions contained in the Bidding Document dated July 02, 2026, that are not expressly amended by this Corrigendum, shall remain valid and binding on all Bidders.

26.2 This Corrigendum shall be read as an integral part of the Bidding Document, and all Bidders are required to submit their Bids/Technical Proposals in conformity with the amendments set out herein.

26.3 The Bid Submission Deadline stands revised to **Aug 17, 2026 (Mon), 1200 Hours**, as set out in Amendment No. 17 above.

26.4 This Corrigendum is issued by the competent authority of NDMS and shall be uploaded/circulated to all Bidders who have obtained/purchased the Bidding Document, through the same channel(s) used for issuance of the original Bidding Document.

For and on behalf of National Dredging & Marine Services (NDMS)

Director
NDMS at HQs NLC, Rawalpindi