

Tender No. 05/NDMS/TSHD-CSD/2026 Title. Procurement of Time Charter of Dredging Fleet – NDMS on Single Operator Package Bid
1st Pre-Bid Meeting Queries

No	Firm	Section	Clause	Page	Subject	Bidder's Query	Amendments in Tender Documents/ NDMS Reply
01	Jan De Nul	Tender document		1	Scope of the Tender 1. TSHD 25,000 m³ (+/- 10%) hopper capacity 2. CSD 2,500 kW (+/- 10%) cutter power 3. SHB > 5,000 m³	Employer is requested to modify the criteria as they strongly reduce the number of bidders able to bid 1. TSHD 25,000 m³ minimum hopper capacity 2. CSD 2,500 kW minimum cutter power 3. SHB < 2,500 m³	- TSHD: minimum hopper capacity retained at 25,000 m ³ ; the upper limit is removed and left to the Bidder's discretion, to be selected based on required daily dredging production and the geo-technical/bathymetric/channel design/dumping-ground data being shared separately. - CSD: minimum cutter-power criterion revised from "2,500 kW (±10%)" to a range of 2,200 kW – 3,000 kW. - The barges requirement is revised to a minimum total hopper barge carrying capacity of 15,000 m ³ , required to sustain daily dredging production given the distance between dumping ground location and CSD deployment area. The minimum individual barge capacity is set as 2,500 m ³ , and a maximum fleet of five (5) barges. Bidders may therefore configure their barge spread with any combination of barges (each ≥ 2,500 m ³) meeting the 15,000 m ³ aggregate capacity, subject to the five-barge ceiling.
02		Appendix K		69	General Conditions Which for part of the FIDIC Particular Conditions	Employer is requested to opt for a Bimco Supply time 2005 Time charter as commonly used in the industry	As per tender
03		Appendix K Schedule A	1.1	103	Project Timeline and Planning a. Maintaining the declared depth	Employer is requested to provide the soil data for the project. Without soil data no timeline nor planning can be produced	Geotechnical and other relevant data/ information can be accessed via the link provided in the email.

					b. Progressing the dredging works c. Critical path		
04		Appendix K Schedule B	5.	109	Integrated Risk Management Plan Obtaining permits delay	Permits are not the responsibility of the Contractor's PM but shall be obtained by NDMS, see clause 10.1 of Appendix L (p. 118). Employer is requested to modify.	NDMS shall obtain necessary permits and authorizations for dredging operations and spoil disposal from relevant local authorities." Clause 10.2 limits the Contractor's obligation to vessel-related matters only – vessel-related permits, temporary import licences, crew visas, port security passes, and vessel-specific approvals. The apparent inconsistency the Bidder refers to arises from the Integrated Risk Management Plan template (Section 5, "Obtaining Permits" risk), where "PM" is listed only as the party monitoring/ coordinating this risk item during implementation, and does not alter the substantive allocation of responsibility fixed under Clause 10.1/10.2.
05		Appendix L		116	Time Charter Party Agreement	Employer is requested to opt for a Bimco Supply time 2005 Time charter as commonly used in the industry	As per tender
06		Appendix L	7.2 7.3 7.4	118	Fuel and Bunkers 7.2 Fuel bunkers 7.3 All fuel included in the hire rates 7.4 Fuel on-hire and off-hire survey	Clauses 7.2 and 7.3 are either contradictory or redundant. In case of fuel included in the hire rate (7.3) no on-hire or off-hire survey (7.4) is required. Employer is requested to modify	Clause 7.2 amended as under: " Fuel / Bunkers: The Owners shall provide fuel/bunkers necessary for normal vessel operation. The allocation of fuel consumption and cost shall be included in hire.
07		Appendix L	13.	119	Off-hire Weather related stoppage	Employer is requested to add a clause 13.5 related to weather disruption. Weather or sea-state related stoppages shall not count as paid standby; hire continues	As per tender.
08		Appendix L	13.	119	Off-hire Port traffic related stoppage	Employer is requested to add a clause 13.6 related to port traffic disruption for CSD. Traffic	As per tender.

						related stoppages shall not count as paid standby, hire continues	
9		Terms of Reference	14.1.2 14.1.3 14.2.1	135 135 137	Detailed Technical Specifications TSHD Requirements and particulars CSD Requirements and particulars SHB Requirements and particulars	a. Employer is requested to modify the criteria as they strongly reduce the number of bidders able to bid b. Bidder cannot calculate nor guarantee the required number of cutter teeth of the soil profile is not known and the soil information not given. Employer is requested to provide	Required information being shared separately.
10		Terms of Reference	15.8.1 15.9	143	Schedule of Prices 15.8.1 Mobilization and demobilization as lumpsum 15.9 Charter rate will be inclusive of initial mobilization, final demobilization [...]	Employer is requested to clarify / modify this apparently contradiction	Self-explanatory
11		Terms of Reference	16.3 16.4	145	Key performance indicators Production KPIs TSHD Production KPIs CSC	Employer is requested to provide: a. Plan with design of the dredging area b. Bathymetry of the dredging area c. Location and coordinates of the dumping ground d. Soil information Without the above information Bidder is not in the possibility define production KPIs	Required information being shared separately.
12		Terms of Reference	16.6	146	Key performance indicators Reporting KPIs	Employer is requested to modify this requirement to 12.00 hrs to allow the necessary time to provide a satisfactory report.	As per tender

					Daily operation report submitted by 08.00 hrs		
13		Terms of Reference	16.7.2	147	Production Shortfall Penalties TSHD	Employer is requested to remove the production penalties as the Bidder / Contractor cannot be responsible for the soil characteristics and at the same time having restrictions related to the dredging vessels to be deployed.	Required information being shared separately.
14		BOQ			Bill of Quantities	Employer is requested to provide: e. Plan with design of the dredging area f. Bathymetry of the dredging area g. Location and coordinates of the dumping ground h. Soil information Without the above information Bidder is not in the possibility to provide a technically sound and commercially attractive charter rate	Required information being shared separately.
15	Van Oord	C				Approximate sailing distance (nm) from each channel section (Outer, Inner, QICT/Marginal Wharf) to the designated disposal ground(s), or a stipulated design distance to be used for bid pricing purposes.	Required information being shared separately.

16.		C				Estimated volume of material to be dredged by the TSHD-1 during the 12-month charter period, and by the CSD Package during the 8-month charter period (which is missing in Time Charter Party Clause 2.4)	Please focus on daily production.
17.						Confirmation that the production KPIs referred at clause 14.1.3 (60,000 m³/day TSHD) and clause 14.2 (40,000 m³/day CSD) are set with reference to a stipulated disposal distance, a particular soil condition and in relation to a specific port section. In other words, that these KPIs and associated penalties will be equitably adjusted if anything changes from the above threshold, which we understand to be an average only.	As per tender.
18.						The dump location coordinates for the close by dump ground for the barges.	Required information being shared separately
19.						Fuel under Clause 17.1.1 refers to FO (furnace oil) and MGO as well as other fuels. Please confirm that in line with IMO regulations only fuels (VLFSO or MGO) containing less than 0.5% sulphur content will be permitted	Fuel type/quality shall be governed by MARPOL Annex VI and other applicable statutory/environmental regulations in force, read together with the Fuel Price Variation mechanism (Clause 17) and the Baseline/Actual Fuel Price provisions already contained in the Bidding Document.

Ser	Firm	Section	Subsection	Page	Bidder's Query	Amendments in Tender Documents/ NDMS Reply
20.	DEME	Schedule A	1.1	103	Being a time charter, can you confirm that the phasing of the works is an Employer/Owner responsibility?	Employer
21.		IB 34	34.3	47	As it is a Charter based contract where productions are from importance, can the Employer share recent bathymetry, design and soil report so proper assessment can be done?	Required information being shared separately
22.			5.4	125	Please confirm that Charterer should be replaced by Owner.	Clause 5.4 to be deleted.
23.		Appendix L.	9.4	119	It is our understanding that any survey works for the TSHD shall be done NDMS with their own equipment? Please confirm.	Clause 9.4 to be deleted.
24.		Section 16		146	Some delays are inherent to the operation and should not be counted as non-availability or be labelled as off-hire. In particular the vessel should remain on hire at working rate during events like bunkering, traffic delay, port clearances, inspection by authorities, clearing of debris in the draghead, wear and tear delays, weather delays, etc. During periodic maintenance of vessels (max 12h per week), the vessel should be paid as standby rate. Please confirm.	As per tender.

25.	Section 16	16.7.1	147	Trailer Suction Hopper Dredges are suitable vessels to dredge sand and silt, however in case the material gets harder (i.e. stiff clay) it will likely not get it out. Can Employer confirm that in case harder, cohesive material is found the production KPI shall not apply?	Required information being shared separately for assessment by bidders. Where required CSD will be deployed in combination with TSHD
26.	Section 16	16.7.2	148	Can the Employer share soil report from the area's he is intending to deploy the CSD? Production can only be estimated with a good knowledge of the soil parameters.	Required information being shared separately
27.	Section 16	16.7.2	148	The Employer specify a minimum of 2.500kW as cutter power. Does it means that the assesment done by the employer shows that this power will suffice to reach the minimum required production?	Revised limits for CSD along with geo-technical and relevant information is to be utilized by bidder to make assessment for suitable dredging platform.
28.	BoQ		158	Can you explain why section B has to be priced in each separate bill (for TSHD, CSD)? As it is a one single operator tender, this cost should appear only once in the total bill. Is this understanding from the tenderer correct?	As per tender.
29.	BoQ		158	Is the understanding from the Tenderer correct that the price of the Split Hopper Barge should be included in the CSD BoQ?	As per tender.
30.	BoQ		158	The Boq sheet for the workboat, is to be taken for 1 workboat or reflecting the 2 workboats required?	2 x works boats are required.
31.	Schedule D		114	Employer mention a Owner's team of 2-3 members. Can employers	As per tender.

			specify which key roles need to be displayed and if CV have to be provided at this stage of the tender?	
32.	Extension of time		We would like to request for extension of time and grant us at least 4 weeks additional time to prepare our offer due to the important amount of documents to be prepared for this submission.	As per tender.
33.	General		The tender specification refer to a lot of documents to be submitted for the TSHD to prove its capability (see IFB clause 11.2). No documents are required for the cutter. As for the required equipment, only 5 companies worldwide have similar equipment and all are reputable, to reduce the size of the deliverables we propose to limit the check of capability to: - o Proof of ownership of the vessel - o Official documents (like class certificates or other official certificates) proving the compliance to the requirements set out in the section 14 of the TOR.	As per tender.
34.	TOR	16	Generally, CSD's have a workability between 100 (loading barges) and 110 (pumping ashore) hours per week, corresponding to 60-65%. The availability target of 80% (not achievable for any CSD) in TOR Section 16.2 whilst in Section 16.4 you mention 65% (which would correspond to pumping ashore). We	Changed to 65 %

				propose to align both percentages with the more realistic 60% operational per week as we will have to load barges and some delays will happen when shifting barges reducing the effective cutting/pumping time. The same to be adapted in the penalty schedule in section 16.7	
35.	General			The specifications foresee 3 barges of min 5000 m ³ each, can you confirm that the specification can be interpreted as that you need min. 15,000 m ³ of combined barge capacity composed of at least 3 barges?	The barges requirement is revised to a minimum total hopper barge carrying capacity of 15,000 m ³ , required to sustain daily dredging production given the distance between dumping ground location and CSD deployment area. The minimum individual barge capacity is set as 2,500 m ³ , and a maximum fleet of five (5) barges. Bidders may therefore configure their barge spread with any combination of barges (each ≥ 2,500 m ³) meeting the 15,000 m ³ aggregate capacity, subject to the five-barge ceiling.
36.	General			Do you expect the hopper and cutter to start at the same time as the CSD, or do you need one vessel to start earlier?	In tandem
37.	TOR	section 17		Can you confirm that in case the variation with the base price is lower than 5%, for example 4.5% bidder has to absorb the full 4.5% difference and in case the variation is higher than 5%, ie 5.5%,	Reference clause 17.5.2

					Employer shall compensate the full 5.5% difference and not only 0.5%?	
38.	Boskalis		Barge Capacity Requirement		The tender specification requires three (3) hopper barges with an individual capacity of not less than 5,000 m ³ each. This requirement limits the number of available barge combinations in the market without providing a demonstrable operational benefit, provided that the required transport capacity is maintained. We therefore request that the requirement be revised to: A minimum total hopper barge capacity of 15,000 m ³ . This revision would preserve the required transport capacity while allowing greater flexibility in fleet configuration and improving market participation.	The barges requirement is revised to a minimum total hopper barge carrying capacity of 15,000 m ³ , required to sustain daily dredging production given the distance between dumping ground location and CSD deployment area. The minimum individual barge capacity is set as 2,500 m ³ , and a maximum fleet of five (5) barges. Bidders may therefore configure their barge spread with any combination of barges (each ≥ 2,500 m ³) meeting the 15,000 m ³ aggregate capacity, subject to the five-barge ceiling.
39.			Barge Type Requirement		The tender documentation specifies the use of split hopper barges. From an operational perspective, alternative self-discharging barge configurations can achieve the same production and disposal objectives. Restricting the requirement exclusively to split hopper barges unnecessarily limits the availability of suitable equipment. We therefore request that the requirement be amended to allow: Split hopper barges, bottom-door hopper barges, or other self-	Split hopper or Bottom door disposal barges can be used.

				discharging barges with equivalent functionality and disposal performance. This would increase equipment availability while maintaining the required operational capability.	
40.		TSHD Hopper Capacity Requirement		The tender specifies a TSHD hopper capacity of 25,000 m³ ±10%. The prescribed capacity range restricts the number of eligible vessels and may exclude suitable dredgers capable of meeting or exceeding the required production targets. Since hopper capacity above the specified range does not negatively impact operational performance, we request that the requirement be revised to: Minimum TSHD hopper capacity 21,000 m³ in line with previous tender This would allow the participation of larger-capacity TSHDs while maintaining the Employer's minimum production and operational requirements, thereby promoting broader competition and fleet availability.	Minimum 25,000 m ³
41.		CSD Cutter Power Requirement		The tender specification requires a capped cutter power of 2,500 kW (+/- 10%) for the Cutter Suction Dredger (CSD). While we understand the	2,200 to 3,000 kW

				need to ensure adequate cutting capability, we request that the requirement be limited to a minimum cutter power of 2,500 kW without specifying a maximum limit or indirectly restricting larger units. This approach would avoid vessel limitations and allow participation by a wider range of capable CSDs that can meet or exceed the required production performance. Such a revision would promote greater competition while ensuring the Employer's operational objectives are fully met. In view of the clarifications and proposed amendments requested above, we kindly ask the Employer to advise the deadline for submission of tender queries and clarification requests. Furthermore, should the Employer decide to amend the tender requirements or issue any addenda in response to bidders' comments, we respectfully request that adequate Extension of Time (EOT) of 15 days to be granted for bid submission. This will allow all interested bidders sufficient time to review the revised	
--	--	--	--	--	--

					requirements, assess vessel availability, and prepare competitive and compliant proposals.	
42.	CHEC	10.4, 18.10	Revision of TSHD Experience Threshold from 25,000 m ³ to 20,000 m ³		The Bidding Documents require experience in operating TSHDs of not less than 25,000 m³ for the “Excellent” rating under the technical evaluation. Considering that experience gained from operating TSHDs of 20,000 m³ and above is technically comparable and directly relevant to the operation of the proposed 25,000 m³-class TSHD, we kindly request the Employer to revise the experience threshold from “ TSHD ≥ 25,000 m³” to “ TSHD ≥ 20,000 m³” . We further request that bidders demonstrating at least five (5) years of experience with TSHDs of 20,000 m³ and above, together with the required comparable contracts, be eligible for the “ Excellent” rating and full marks under this criterion. This proposed revision relates only to the experience requirement and does not change the minimum capacity requirement for the TSHD offered for this Contract.	Evaluation criteria will be revised in Corrigendum.
43.		Scope of Bid ; Section 14.2	Revision of CSD Cutter Power		It is recommended that the CSD cutter power requirement be revised from 2,500 kW (±10%) to	CSD: minimum cutter-power criterion revised from “2,500 kW

		Technical Evaluation Criteria 1 and 2 ; BOQ	Tolerance from $\pm 10\%$ to $\pm 15\%$		2,500 kW ($\pm 15\%$), and that the revised tolerance be applied consistently throughout the Scope of Bid, Technical Evaluation Criteria, BOQ, and all other relevant provisions.	($\pm 10\%$)” to a range of 2,200 kW – 3,000 kW
44.		Section 14.3 Split Hopper Barges	SHB Configuration Based on Aggregate Hopper Capacity		The Tender Documents require three self-propelled split hopper barges, each with a capacity of not less than 5,000 m ³ . Please confirm whether this requirement may be revised to three self-propelled hopper barges with a combined hopper capacity of not less than 15,000 m ³ .	The barges requirement is revised to a minimum total hopper barge carrying capacity of 15,000 m ³ , required to sustain daily dredging production given the distance between dumping ground location and CSD deployment area. The minimum individual barge capacity is set as 2,500 m ³ , and a maximum fleet of five (5) barges. Bidders may therefore configure their barge spread with any combination of barges (each $\geq 2,500$ m ³) meeting the 15,000 m ³ aggregate capacity, subject to the five-barge ceiling.
45.		Section 14.4 Support Vessel	Replacement of Multi-CAT with Anchor Boat and Temporary Tug		Please confirm whether one anchor boat may be permanently deployed for routine CSD anchor handling, positioning and support operations, with a suitable tug temporarily hired for major relocation or emergency towing, in lieu of maintaining a Multi-CAT or tug on site throughout the entire charter period.	Permanently required.
46.		Technical Evaluation Criterion 2	Separate Age Scoring for TSHD and CSD		Please confirm whether the age and condition of the TSHD and CSD may be evaluated separately,	Evaluation criteria will be revised in Corrigendum.

		Vessel Compliance with Minimum Specifications			rather than applying the lower rating of either vessel to the entire criterion.	
47.		Technical Requirements for TSHD and CSD	Relaxation of TSHD Length and CSD Draft Limits		The TSHD length and CSD draft are not primary parameters determining the vessels' dredging capability. We kindly request that the maximum TSHD length be increased to 180 m or that the length restriction be removed, and that the maximum CSD draft be increased to 3.8 m. The proposed vessels shall still comply with the specified hopper capacity, cutter power, dredging capability and safety requirements.	Commensurate with the changes in capacity of TSHD and CSD, following amendment shall be made where applicable: - TSHD length to be quoted by the bidder - Maximum draft limit for CSD is set as 3.9m
48.		Technical Requirements for Auxiliary Boats	Acceptance of Outboard Engines for Auxiliary Boats		Small auxiliary boats are not normally equipped with twin diesel engines. It is therefore recommended that the mandatory requirement for twin diesel engines be removed and that twin outboard engines or other propulsion arrangements with equivalent power, reliability, and safety be accepted.	Twin engine in both configuration is acceptable.