

Tender No. 05/NDMS/TSHD-CSD/2026 Title. Procurement of Time Charter of Dredging Fleet –
NDMS on Single Operator Package Bid
Pending & 2nd Pre-Bid Meeting Queries

Ser	Firm	Section	Subsection	Page	Bidder's Query	Amendments in Tender Documents/ NDMS Reply
1.	Jan De Nul	Appendix L	18	121	Governing Law and Dispute Resolution Laws of Pakistan Arbitration by the courts of Karachi Since the bidder is an international contractor, Employer is requested to modify law to Law of England and seat of the Arbitration to the Court of London	Since the procurement and the execution of contract is being taken place in Pakistan therefore the Arbitration will be as per the Laws of Pakistan and governing laws of contract shall be as per laws of Pakistan.
2.	DEME	Appendix K/L	Form of Agreement/Conditions of contract/time charter party		The tender document contains a 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 K can be disregarded and that only Appendix L shall apply. Otherwise can you please clarify the relationship between the two documents?	As per tender The work to be performed under charter agreement is covered under engineering work of PEC therefore FIDIC condition shall also be applicable.
3.	DEME	Appendix L.	18	122	We propose to ammend to law of England and Wales and put the arbitration in a neutral location, ie London.	Since the procurement and the execution of contract is being taken place in Pakistan therefore the Arbitration will be as per the Laws of Pakistan and governing laws of contract shall be as per laws of Pakistan.
4.	DEME	General	Appendix K and L		Since there is already a penalty in the TOR for not-achieving the	As per tender the penalties and LDs are related to the physical

					production, we propose to put the LD's under the FIDIC as not applicable.	performance as per KPI and execution of contractual bindings respectively. Therefore, the tender clauses as such.
5.	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.	Amended Evaluation/ Scoring Criteria is attached.
6.	CHEC	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,	Amended Evaluation/ Scoring Criteria is attached.

		Vessel Compliance with Minimum Specifications			rather than applying the lower rating of either vessel to the entire criterion.	
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DEME

Ser	Firm	Section	Subsection nr.	Subsection name	Bidder's Query	Amendments in Tender Documents/ NDMS Reply
1.	DEME	TOR	16.2	Planned Maintenance	Can the Employer confirm how much time is allowed for in the planned maintenance for the TSHD? Bidder proposes on a minimum of 18 hours per week for planned maintenance. In the same spirit, nothing is mentioned for the CSD and SHB. Can a 24 hours per week maintenance be considered?	Please refer to Clause 13.3 of Appendix L in conjunction with Clause 16.2 (KPI).
2.		TOR	15.3	Payment conditions	Can the Employer provide the payment principles for the remaining chartered equipments (CSD, barges, workboat, survey vessel, support vessel) since only the principles are given for the TSHD.	Payment will be made as per the rates given in the BOQs of the respective firms as per the performance criteria.
3.		General		List of equipment	Can the Bidder freely propose the number of workboats required in function of the equipment they will mobilize, two workboats might not be necessary in contractor's opinion in case he mobilize a self propelled CSD for example.	As per tender only
4.		TOR	Section 16	Production	Can the Employer advise on how production shall be measured for the CSD works in case of prolonged bad weather not allowing to perform surveys?	Please refer to Clause 9.2 of Appendix L and Clause 12.2 of Special Provisions.

5.		TOR	14.1.3 & 14.2.1 16.3 & 16.4	Technical specifications KPI	For the hopper we understand that the minimum production target is 60,000 m ³ /day x availability of 85% = 1.5 mio m ³ per month, if the availability is higher you can achieve up to 1.8 million m ³ per month as per the table in 16.3 of th TOR. Can you confirm for the cutter the same principle can be applied using the target 40,000 m ³ /day x work time index 65% (but preferably to be changed to 60% as explained in previous query, workability is lower when loading barges). If this is not confirmed, 2500kW (+/- 10%) as cutter power would be insufficient to achieve similar productions.	Acceptable CSD Capacity range has been amended as" 2200 to 3000kW".
6.		Extension of time			We would like to request for extension of time and grant us at least 2 weeks additional time to prepare our offer to analyse the soil data and bathymetry received and also in order to prepare the important amount of documents for this submission.	As per tender.
7.	CHEC	Revision of TSHD Experience Threshold from 25,000 m ³ to 20,000 m ³	IB 10.4 ; IB 18.10	Technical Evaluation Criterion 1-1 Experience with TSHD ≥ 25,000 m ³ and 2500 kW CSD Dredging	The Bidding Documents require experience in operating TSHDs of not less than 25,000 m ³ for the " Excellent" rating under the technical evaluation. We kindly request the Employer to revise the experience threshold from " TSHD ≥ 25,000 m ³ " to " TSHD ≥ 20,000 m ³ ".	Amended Evaluation/ Scoring Criteria is attached.
8.		Clarification on Vessel Operating Experience Requirements	IB 10.4 ; IB 18.10	Technical Evaluation Criterion 1-1. Experience with TSHD ≥	Please confirm that the requirement may be satisfied by submitting four comparable contracts which collectively demonstrate at least five years of operating experience within	Amended Evaluation/ Scoring Criteria is attached.

				25,000 m ³ and 2500 kW CSD Dredging	the last ten years with a TSHD of at least 25,000 m ³ (or 20,000 m ³) and a CSD with a cutter power of at least 2,500 kW, without requiring both types of vessels to have been deployed under the same contract.	
9.		Separate Age Scoring for TSHD and CSD	Technical Evaluation Criterion 2	Vessel Compliance with Minimum Specifications	The current criterion evaluates the TSHD and CSD together; we suggest that the two vessels be scored separately	Amended Evaluation/ Scoring Criteria is attached.
10.		Reduction of CSD Daily Production Requirement	Terms of Reference, Section 14.2.1	CSD General, Daily Production	The Tender Documents require the CSD to achieve a minimum daily production of 40,000 m ³ . We kindly request the Employer to reduce this requirement to 30,000 m ³ per day and amend all relevant provisions accordingly	As per Tender
11.	Boskalis	TSHD Requirement:			a. TSHDs of varying capacities have previously operated successfully in the Port Qasim wharves and inner and outer channels; smaller, suitably configured dredgers offer greater maneuverability in the wharves and inner channel and are more effective for channel widening and slope dredging. b. Hopper volume alone does not determine effective carrying or production capacity; vessel design, permissible load, material density, pumping capacity, sailing distance and cycle time are all determining factors, so there is no strict correlation between hopper size and output. c. Your clarification sets the qualifying TSHD size at 20,000 m³ for experience	The tendered 25,000 m ³ vessel is intended to complement this existing capacity for bulk outer-channel throughput, not to replace the maneuverability-sensitive role already performed by NDMS's smaller units. The point, while useable in general terms, does not alter the basis on which the tendered vessel's capacity was set.

					purposes, while raising the minimum hopper capacity for execution to 25,000 m³. We reiterate our request to revise this minimum to 21,000 m³, in line with the previous Package B tender, which would widen the qualified bidder pool while NDMS retains full ability to assess each bidder's demonstrated capacity to meet production targets and schedule	
12.		CSD Requirement:			a. Cutter power is best assessed together with the type and strength of material to be dredged, dredging depth, total installed power, pumping capacity, production capability and overall vessel configuration, rather than in isolation. b. The current cutter power range risks excluding technically capable CSDs that can meet production and completion targets through a different, proven configuration, and narrows competition, which typically means fewer bidders and higher prices. c. We politely request to review and to allow CSDs with a minimum cutter power of 3,000 kW and more, subject to the bidder demonstrating that the proposed vessel can safely meet the specified production requirements within the stipulated schedule.	Acceptable CSD Capacity range has been amended as" 2200 to 3000kW".
13.		Extension of Bid Submission Date:			a. This tender requires bidders to assemble and commit an integrated fleet as a single operator, secure firm vessel availability, prepare a detailed methodology and	As per tender.

					deployment program, coordinate international mobilization, and develop a comprehensive commercial proposal. b. To allow sufficient time to prepare a complete, responsive, and competitive bid, we kindly request a three-week extension of the bid submission date.	
14.	Quantum gtech	Payment Terms & Mobilization			We would also appreciate clarification on the payment mechanism under the RFP, particularly: Payment terms for time-charter charges Monthly invoicing and payment period Treatment/payment of mobilization and demobilization costs Whether any advance payment is available against an Advance Payment Guarantee/Bank Guarantee Percentage and conditions of any advance payment When the first payment would become due after mobilization and commencement of operations	The payment terms are comprehensively covered in tender.
15.	AJCL				Although it had been discussed during the meeting (and emphasized in several of the queries) that the spec was being reverted back to minimum 21,000 hopper capacity for the TSHD, we are surprised to note that only minimum 25,000 has been allowed, which ignores the comments raised by several of the bidders that even vessels slightly smaller than 21000 would	- The tendered 25,000 m³ vessel is intended to complement this existing capacity for bulk outer-channel throughput, not to replace the maneuverability-sensitive role already performed by NDMS's smaller units. The point, while useable in general terms, does not alter the basis on which the

					still meet the minimum productivity requirements whilst also possibly allowing for more efficiency in the capital works area. We appreciate the clarification regarding the auxiliary vessel and barges. However, for the multicat, kindly confirm that its specification is not limiting but rather intended to be compatible with the CSD it shall assist. With respect to the CSD spec change, which was arguably even more restrictive than the TSHD spec, because most major contractor fleets are built around either much smaller (<1,500 kW) or much larger (>5,000kW) CSDs, with a relatively thin population in the 2,500-3,300 kW medium band, it seems as if bidder concerns have been ignored. Please also clarify that age of neither CSD nor TSHD shall be a limiting factor – especially since a production guarantee / minimum production requirement is being placed on the bidders. Under the circumstances, no specification should be treated as limiting competition when the NDMS is fully protected on the productivity side. During our call, various bidders had suggested that NDMS ask a query through AI to verify global fleet availability. A quick query was submitted to Claude and a summary of what the data actually shows is	tendered vessel's capacity was set. - Acceptable CSD Capacity range has been amended as "2200 to 3000kW". - NDMS notes the Bidder's reference to an AI-generated fleet-availability summary and reiterates the position already communicated. Actually the capacity has to be locked as per the requirement of NDMS keeping in mind the volume of dredging vis-à-vis resources and cannot alter its requirement as per the availability of particular dredger with a particular firm.
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					reproduced below, which even if taken with a slight pinch of salt, implies that the current specification is potentially competition limiting with no additional benefit for NDMS. On the other hand, by changing the specification to minimum (as asked) no adverse impact will be faced by NDMS either. Instead, in our humble view, transparency and competition will be enhanced and the tender will allow for an even playing field for all, which we know to be the intent of NDMS. It is worth mentioning that the entire engagement over the last several months with NDMS has been entirely merit driven, extremely open, mutually respectful and focused on solutions and achieving best value procurement for important infrastructure projects, and that we feel privileged to be able to share our input in the overall national interest. Please see Claude analysis below:	
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