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BANGLADESH INLAND WATER TRANSPORT AUTHORITY  
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No: 18.11.0000.000.14.013.20.38

Date: 02/03/2021

Corrigendum-I

Name of the Tender: Procurement of 01 (one) No. Trailing Suction Hopper Dredger  
(Hopper capacity 1100 m<sup>3</sup>/hr) with spare parts.

Invitation for Tender No-18.11.0000.311.14.070.2020/2078, Issued on: 12-01-2021

The following modification/correction for 01 (one) No. Trailing Suction Hopper Dredger  
(Hopper capacity 1100 m<sup>3</sup>/hr) with spare parts will be as follows:

Sl. No.	Tender Clause No.	Proposed Amendment	Modification/Correction
1.	Section-3 (General Conditions of contract) GCC clause 29.2 (Page no: 48)	Section 1 ITT 23.12a – VAT in Bangladesh to be paid by BIWTA.	VAT shall be paid as per GCC clause 29.2 as specified in Tender document (Page no: 48)
2.	Section-3 (General Conditions of contract) GCC clause 26 & 28 (Page no: 47-48)	ITS 23.12b / 23.14 – Cost of inland transport, insurance and other local costs (including import duties) as there may be levied to be for BIWTA account.	Transportation, Insurance & other cost shall be borne by the Supplier as mentioned in GCC clause 26 & 28 of Tender document (Page no: 47-48)
3.	Section 5 (Tender and Contract Forms) Form PG4-3B (Page no: 76-77)  Section 6 (Schedule of Requirements) (Page no: 90-91)	GCC 26.1 - Delivery preferably in Chittagong sea port, avoiding the risk of shallow waters and being more practical to execute the dredging and sea trails. Upon arrival of the vessel in Chittagong, Purchaser to arrange for guards to safeguard the vessel and crew as appropriate.	Please see the Price Schedule for goods (Form PG4-3B) of Section 5 where port of destination (Chattogram/ Mongla Port) has been mentioned and the Point of Delivery is Dredger Base, BIWTA, Narayanganj, Bangladesh as specified in Section 6 of Tender document (Page no: 90-91). BIWTA will arrange crew upon arrival of the vessel at the point of delivery.
4.	-	Section 2 ITT 42.2 - The available bidding time till 25.02.2021 will not be sufficient to prepare a detailed proposal as required. As such a substantial extension of the bidding time is requested.	The tender submission deadline has been extended to 11/03/2021.
5.	Section 4 (Particular Conditions of Contract)  GCC clause	GCC 27.1d(i) – The fourth stage payment to be split in 20% upon keel laying to be confirmed by Class and 20% as already indicated under this item.	The payment clause of 1 <sup>st</sup> and 4 <sup>th</sup> stage (GCC clause 27.1d(i)) shall be replaced by the following: <b>1<sup>st</sup> Stage</b> 15 (fifteen) percent of the Contract Price of the goods shall be paid within 30 (thirty) days on presentation of supplier's invoice

Sl. No.	Tender Clause No.	Proposed Amendment	Modification/ Correction
	27.1d(i) (Page no: 62-63)		<p>with relevant certificates/documents as per Clause GCC 32.1 towards approval of relevant design &amp; drawing of keel laying of hopper dredger which shall be supported by inspection certificates issued by the Classification Society and upon submission of claim along with a bank guarantee for equivalent amount. The bank guarantee shall be valid until the goods are delivered to the Final Destination and in the form provided in the Tender Document (PG4-10).</p> <p><b>4<sup>th</sup> Stage</b> 35 (thirty-five) percent of the Contract Price of the goods shall be paid within 30 (thirty) days upon presentation of Supplier's invoice, Test &amp; Trial Certificates of Dredger which shall be supported by inspection certificates issued by the representative (s) of Purchaser and Classification Society and other documents as specified in PCC against the Clauses GCC 32.1 and upon submission of Bank Guarantee for an equivalent amount valid until the Goods are delivered to the Final Destination. All cost for test &amp; trial shall be borne by the supplier.</p> <p><b>The percentage of payment in other stages shall remain unchanged.</b></p>
6.	<p>Section 4 (Particular Conditions of Contract)</p> <p>GCC clause 27.1d(ii) (Page no: 63)</p>	<p><b>Section 4</b> GCC 27.1d(ii) – 100% payment of spare parts to be paid upon departure of the vessel with these spare parts on board from Supplier's shipyard.</p>	<p>GCC 27.1d(ii) shall be replaced as follows:</p> <p><b><u>(ii) Spare parts for Trailing Suction Hopper dredger:</u></b></p> <p><b>1<sup>st</sup> Stage</b> 80 (Eighty) percent of the Contract Price of the concerned goods shall be paid within 30 (Thirty) days upon presentation of Supplier's invoice with relevant certificates/documents as per clause GCC clause 32.1 towards inspection of Spare Parts of trailing suction hopper dredger at the factory of manufacturer yard (s) which shall be supported by inspection certificates issued by the Purchaser's representative (s) and upon submission of Shipping documents. The inspection team for 3<sup>rd</sup> stage inspection as specified in GCC clause 32.1(a) shall be responsible for both conduction of test-trail and inspection of spare parts.</p> <p><b>2<sup>nd</sup> Stage</b> 20 (twenty) percent of the Contract Price of the goods shall be paid within 30 (thirty) days of issuance of Final Acceptance Certificate issued by the Purchaser's representative upon presentation of Supplier's invoice and on</p>

Sl. No.	Tender Clause No.	Proposed Amendment	Modification/ Correction
			submission of certificates/ documents as per Clause GCC 23.2 of PCC.
7.	Annex 1 Technical Specification  1.02: Class (Page no: 97)	GCC 27-1d(iii) – Payment of costs of the Classification to be done by Supplier out of the stage payments he receives.	The cost of the Classification society shall be borne by Purchaser through Supplier as per Clause 1.02 (Class) of technical specification.
8.	Section 4 (Particular Conditions of Contract) GCC clause 27.1d(iii.b)	GCC 27.1d (iii.b) The Classification society will not be prepared to check spare parts. This either should be done by an authorized representative of Purchaser or by an independent inspection society.	Please see the corrections of serial no 05 that will meet up this requirement.
9.	Section 4 (Particular Conditions of Contract) GCC clause 27.3 (Page-64)	GCC 27.3 – Payment term to be reduced from 45days => 15days	This is a standard payment condition of Government of Bangladesh (GOB). However, this is the maximum limit for making payment, but usually it takes less time than mentioned.
10.	Section 4 (Particular Conditions of Contract) GCC clause 32.1 (Page-65)	GCC32.1a – 1st Stage Inspection is related to the 2nd stage payment / 2nd Stage Inspection is related to the 3rd stage payment / 3rd Stage Inspection is related to the 4th stage payment.	The wording '1 <sup>st</sup> stage inspection', '2 <sup>nd</sup> stage inspection' and '3 <sup>rd</sup> stage inspection' of GCC clause 32.1a shall be replaced by 'Inspection for 2 <sup>nd</sup> stage payment', 'Inspection for 3 <sup>rd</sup> stage payment', 'Inspection for 4 <sup>th</sup> stage payment' respectively.
		GCC 32.1a – Travelling costs for Purchaser's personnel to Supplier's country to be for Purchaser's account	This condition shall remain unchanged. Travelling costs for Purchaser's personnel to Supplier's country shall be borne by supplier or local agent of supplier and to be included in the contract price.
		GCC 32.1b – Inspection to take place in Chittagong Sea Port as indicated under above under GCC26.1.	There is no scope to inspect the spare parts in Chattogram/Mongla Port. However, it will be inspected at the point of delivery "Dredger Base, BIWTA, Narayanganj, Bangladesh".
11.	Section 4 (Particular Conditions of Contract) GCC clause 35.1 (Page -66)	GCC 35.1a – The applicable rate for liquidated damages is extremely high and should be altered into "0.050% for each whole week". Further a two weeks grace period to be inserted.  GCC 35.1b(i) – To be stated: In case the dredger "average" draft ....  GCC 35.1b(i) - The applicable rate for liquidated damages is extremely high and	GCC clause 35.1 shall be replaced as follows:  <b>a) With respect to delay in delivery:</b>  The applicable rate for liquidated damages for delay shall be 0.10% of the contract price of the delayed Goods for each week or part thereof up to a maximum limit of 20 (twenty) weeks. The first 2 (two) weeks of the delay after the actual delivery date shall be considered as grace period.



Sl. No.	Tender Clause No.	Proposed Amendment	Modification/ Correction
		<p>should be altered into "0.050% for each centimetre". Further a two centimetre grace deviation to be inserted.</p> <p>GCC 35.1b(i) - The applicable rate for liquidated damages is extremely high and should be altered into "0.50% for each half knot". Further a half knot grace deviation to be inserted</p>	<p><b>b) With respect to technical aspect:</b></p> <p><b>i) Trailing Suction Hopper dredger:</b></p> <p><b>Draft:</b> In case the dredger maximum draft is in excess of max 3.50 m in fully loaded condition, the supplier shall pay liquidated damages to the purchaser at 0.5% of contract price for each centimeter up to a maximum limit of loaded draft 3.70m.</p> <p><b>Speed:</b> In case of failure to achieve the hopper dredger speed of 11.0 knots at maximum continuous power rating (MCR) in fully loaded condition at 3.50m draft, the supplier shall pay liquidated damages to the purchaser at 0.5% for 0.125 knot reduction up to a maximum limit of 10.50 knots. The first 0.25 knot reduction of speed shall be considered as grace period.</p>
12.	Section 2 Tender Data Sheet ITT clause 16.2 (Page no: 35)	<p><b>Section 5</b> Form PG4-1k – Subcontractor(s) to be involved to be stated. This practically will not be easy for all subcontractors being subcontracted up to 0.001% - 10% of the contract sum for their activities like cleaning, taking welding photographs, paintworks, scaffolding, ..... More practical would be to list subcontractors of 7.5% and more of the contract price</p>	There is no provision for subcontracting in the tender document as per ITT clause 16.2 specified in the tender document. (Page no: 35)
13.	Section 5 (Tender and Contract Forms) Form PG4 – 6 Form PG4 – 6A Form PG4 – 9 Form PG4 – 10	Form PG4-6 / 6A / 9 / 10 – wording to be verified with the issuing bank	Tender and Contract Forms of Section 5 is specified as per standard tender document (STD) of Government of Bangladesh (GOB).
14.	Section 6 Schedule of Requirements (Page no: 90)	<p><b>Section 6</b> A / B – The delivery time of 18months stipulated is insufficient for the design, drawing approval, production information, hull building, installation building, outfitting testing and delivery at Builder's yard is too short and should be extended with 9 months.</p>	The delivery time shall be 21(twenty-one) months from the date of signing of contract instead of 18(eighteen) months.
15.	Annex 1 Technical Specification 1.02: Class	<p><b>Annex 1</b> TS 1.02 - The registration &amp; survey (with Department of Shipping / Mercantile Marine Department of Bangladesh) must be completed at</p>	This condition shall remain unchanged. It will be on account of supplier. However, it may be conducted through local agent of supplier.

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	(Page no: 97)	supplier's own cost. To our point of view, this should be done by the operator of the vessel being BIWTA. We can consider an amount for this in our cost price as per BIWTA indication, but the works have to be carried out by BIWTA.	
16.	Annex 1 Technical Specification (1.08)  (Page no: 100-101)	TS 1.08 – It is stated that the dredge pump and jet pump diesel engine should be certified by Class. These however are non-essential equipment. Therefor to be added: "to be certified by Class if required"	For dredge pump and jet pump diesel engine, "Heavy-Duty Diesel Marine Engine of reputed make certified by classification society." shall be replaced by "Heavy Duty Diesel Marine Engine of reputed make which shall be type approved by appointed classification society."
17.	Annex 1 Technical Specification 1.15 (Deck crane) (Page- 103)	TS 1.15 / 2 – Where this deck crane should be positioned and what will be its capacity and reach.	The capacity, reach and position of the crane with suitable pipe handling attachments shall be in discretion of designer.
18.	A-2: AUXILIARIES AND SERVICES FOR DREDGER  (Page no: 111)	TS A-2-1 – For the on the job training, the accommodation, food transport and all allowances to be dealt with by BIWTA.	Accommodation, food, transport and all allowances to be arranged by the supplier, may be through local agent, as per standard rules of Bangladesh Government.
		TS-A-2-2 – For the test-trial, the BIWTA to arrange for general qualified crew. Senior crew (captain chief engineer and first mate) will be Supplier's responsibility.	For the test-trial, the BIWTA may arrange for general qualified crew.
19.	B. Spare Parts of Trailing suction hopper dredger (Hopper Capacity 1100 m <sup>3</sup> /hr): (Page no: 114-120)	TS-B – The exact scope of spare parts to be supplied will be determined by the make and type of equipment actually to be installed. These may (slightly) differ from the scope defined now.	The tenderer shall follow the list of spare parts mentioned in the tender document. But the tenderer will offer necessary spare parts according to the make and type of the equipment if needed.
20.	Annex II Responsibility of Classification Society (Page no: 121)	<b>Annex II</b> The responsibility will be as per the standard of the Classification Society for newly designed and built TSHD. They will carry out the design approval, perform surveys during the building and testing period and issue Class' related certificates. They however, will not be prepared to perform other tasks.	The tasks performed by the Classification society shall be in line as much as possible with the responsibility mentioned in Annex II. But the tenderer shall include the list of tasks of Classification society with the offer.
21.	Section 4	GCC 32.1: The Vessel as well as the machineries to be installed will be designed and built under the control	The para 4 of GCC 32.1 shall be replaced by the following:

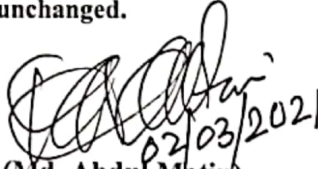


Sl. No.	Tender Clause No.	Proposed Amendment	Modification/ Correction
	(Particular Conditions of Contract) GCC clause 32.1 (Page-65)	and supervision of the Classification Society. Additional inspections with a number of Owner's people, including the longer terms inspections may be critically looked at. Suppliers will calculate substantial costs, not knowing exactly what level/class of travelling, accommodation, etc. is to be expected and as such be added to the cost of the vessel. However, should (part of) above mentioned visits be cancelled, it is recommended to send one or two chief engineers during starting up and HAT /SAT of the installations on board to familiarize with the installations;	<p>“Other than the above inspections, the purchaser shall depute 02(two) technical personnel in 02 (two) stages during construction work. Duration of staying in each stage shall be 10 (ten) days excluding traveling &amp; transit time. The stages shall be fixed according to the importance of construction work and upon discussion with the supplier.</p> <p>All expenses for these inspections including travel, food, boarding, etc. shall be borne by the Supplier.”</p> <p><b>The other conditions of foreign inspection shall remain unchanged.</b></p>
22.	-	GCC 35.1: The supplier in principle will do everything within his power to realize the agreed performance and delivery time as per tender documents. However, due to unforeseen events may happen, having an effect hereon. In case the amount of liquidated damages is very substantial like here, the supplier will take a considerable financial provision in his cost calculation to cover such theoretically possible events. More realistic amounts for liquidated damages will have a reducing effect on such provisional cost;	Please see the corrections of serial no 10 that will meet up this requirement.
23.	Clause 1.01 of technical specification of Trailing Suction Hopper dredger (page – 96)	TS 1.01: Draught loaded to be increased from 3.50 => 4.50mtrs, as well as the depth in line herewith. This will have a reducing effect of the dimensions of the vessel and as such on the cost thereof;	This condition shall remain unchanged.
24.	Clause 1.01 of technical specification of Trailing Suction Hopper dredger	TS 1.01 / TS 1.03: Inner diameter suction pipe may be reduced from 550-600mm => 500mm. Consequently, the dredge pump, jet pump and their drives will be smaller and consequently loading and discharging times will be increased. Advantage will be a price reduction compared to a bigger diameter. If such is not allowed this change should not be implemented	Inner diameter suction pipe shall be within 500-600 mm.
25.	Clause 1.01 of technical specification of	TS 1.01: Loaded speed to be decreased from 12knots => 10knots. For a lower speed, the hull length does not have to	Speed loaded (minimum) shall be 11.0 knots.

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	Trailing Suction Hopper dredger (page – 96)	be extended to allow for more “speedy” hull lines. In addition, the propulsion power to be installed can be less and as such FO-consumption will be reduced;	
26.	Clause 1.01 of technical specification of Trailing Suction Hopper dredger (page – 96)	TS 1.01: Cargo load varies from 1540 – 1760ton. Better to be specific and fix at 1540 ton or 1760 ton. Thereby a higher cargo load results in a bigger and as such more expensive ship;	Cargo Load (Approx.) shall be 1540 ton (at s.g 1.4 t/m <sup>3</sup> )
27.	Clause 1.04 of technical specification of Trailing Suction Hopper dredger	TS 1.04: If a smaller diameter suction pipe is considered also the bow coupling size to be reduced in line herewith;	Bow connection diameter shall be within 500-600 mm.
28.	Clause 1.05 of technical specification of Trailing Suction Hopper dredger	TS 1.05: In case of a 500mm suction pipe, forces of the gantries and winches will be reduced in line herewith;	Forces of the gantries and winches shall be selected as per suction pipe dia.
29.	Clause 1.07 of technical specification of Trailing Suction Hopper dredger	TS 1.07 / TS 033: Automatic light mixture overboard system can also be executed manually whereby the dredge captain decides when to switch over to hopper loading. A similar approach is valid for the entire dredging automation. The omission of the automation will have a positive effect on the cost price;	This condition in the tender document shall remain unchanged.
30.	Clause 1.07 of technical specification of Trailing Suction Hopper dredger	TS 1.07: Since the dredger only works for governmental bodies, there may not be an absolute requirement for all kinds of dredging measuring equipment, apart from functional equipment like pressure gauges and position indication;	This condition in the tender document shall remain unchanged.
31.	Clause 1.22 of technical specification of Trailing Suction Hopper dredger	TS 1.22: Clear view screens, nowadays having good radar systems may be omitted;	This condition in the tender document shall remain unchanged.
32.	Annex – I Technical Specification 1.23: Navigation and communication equipment	TS 1.23: Since the vessel only operates inland and within a limited coastal zone, GMDSS for A1 may be covering;	Radio communication and safety equipment GMDSS shall be provided for Navigation Area A1.
33.	A-2: AUXILIARIES AND SERVICES FOR DREDGER	TS A-2: One qualified dredger captain may cover the requirement for a dredge master & a navigational master. This in Holland for this size of TSHD (and bigger) is a common practice. The lay out of the wheelhouse desk to be in line	One qualified dredger captain of internationally recognized degree/ qualification shall be provided instead of one dredge master & one navigational master.

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	Serial no 3(1): Operation contract for dredgers (Page no:111)	with this choice. The financial benefit mainly lays in the operational side of one senior sales man less on board;	
34.	Annex – I  Technical Specification  B. Spare Parts of Trailing suction hopper dredger (Hopper Capacity 1100 m <sup>3</sup> /hr):	TS B – spare parts: The given detailed lists of required spare parts is based on older type of machinery. Engines and so on as currently available require a different approach and type for spare parts. As such, on basis of the lists, certain replacement parts may not be available as such anymore, while other nowadays required parts are not being included. Our recommendation would be to consider 3-4% of the cost price of the vessel as a budget for required spares, to be filled in during the construction of the TSHD. This way only a complete and useful set of spare parts for the actually installed machinery will be obtained;	Please see the corrections of serial no 18 that will meet up this requirement.

35. All other terms and conditions of the tender document shall remain unchanged.

  
 02/03/2021  
 (Md. Abdul Matin)  
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 &  
 Project Director