

KARACHI PORT TRUST
PLANNING & DEVELOPMENT DIVISION

No. P&D-AII (1785) /2021/I/

357

Date:

08 APR 2021

To,
All Participants

Project: Reconstruction of Oil Pier-Iat East Wharf

Subject: Addendum No. 02

Following are the clarification of the Prequalification Document of OP-I. The same may be treated as Addendum No. 02.

No.	QUERIES	KPT RESPONSE
A.	CGGC.HKRE & AAQB (JV) Ltd	
1.0	Experience Record (Clause 3.2 .2 point 2) Works in hand <ul style="list-style-type: none">* Minimum value US \$ 50 Million each is mentioned it means total 5 projects are required of 250 million US \$ Dollar. It shows some ambiguity* As everybody knows that these kinds of works are not being executed since 5 years	A total of 5 marks are allocated for the projects in hand. Each project with minimum amount of US\$ 50 million will score 2.5 marks. It means for achieving 5 marks, 02 projects of value US\$ 50 million each would be required.
2.0	Completed or on-going Experience of (quay wall /jetty / Oil piers) Clause 3.2.2 Point 3 <ul style="list-style-type: none">* Please Clarify that 5 points contain for project of 40 million US Dollar or Each* As per current situation in Pakistan no any similar work are being executed	A total of 5 marks are allocated, the breakup of which is given as under: <ul style="list-style-type: none">• A firm having completed or ongoing 02 projects in Asia or in Pakistan with minimum value of US\$40 million will get 03 marks (i.e. 1.5 marks for each project).Each additional project of value US\$40 million shall score 01 mark. It means for a firm to secure all 05 marks, it should have experience of 02 additional projects of value US\$40 million each. *However, South Asia, Pakistan has been replaced with Asia
3.0	Equipment If lead partner is satisfying this	Please refer Sub-Clause 3.3.1 (iii) where the JV must



	<p>requirement than Why local partner should provide all these Machinery.</p>	<p>collectively satisfy the criteria of Clauses 3.2, 3.3 and 3.4 for which purpose the relevant figures for each of the partners shall be added together to arrive at the JV's total capacity.</p> <p>*The qualifying criteria for local contracting firm has been reduced to 25% instead of 30% as specified under Clause 3.3.1 a(ii).</p>
4.0	<p>Financial</p> <p>As per past & current situation of country which is passing through very tragic and painful time due to COVID-19 and economy it is impossible to fulfil the required working capital and bank credit line for lead partner and local partner as well.</p>	<p>In view of Covid 19 pandemic, KPT has reduced bank credit line and working capital to US\$ 45 million and US\$75 million respectively. (Clause 3.2.4)</p>
5.0	<p>Personnel Capabilities</p> <p>Engineers & other staff are being asked 10 to 15 years experience in Marine M&E for oil pier projects. As already informed that these kind of projects are not being executed in country than how can experience can be asked.</p>	<p>The experience in Marine Construction, M&E relevant to Oil Pier as provided under the personnel capabilities shall remain intact.</p> <p>* Experience could be from any country in the world not only Pakistan</p>
6.0	<p>Joint venture J.V(Clause 3.3)</p> <p>Please clarify point a (iii) by linking a (i) and a ii.</p>	<p>Paras (i) and (ii) of Clause 3.3 (of PQ document) are related to meeting qualifying criteria for lead firm and for each partner given in Clause 3.2 and 3.5. While, para (iii) of Clause 3.3 is about JVs collectively satisfying the criteria of Clause 3.2, 3.3 and 3.4 (of PQ document) for which purpose the relevant figures for each of the partners shall be added together to arrive at the JV's capacity. However, individual members must satisfy each of the requirements of Clause 3.5 and 3.6 (of PQ document)</p> <p>*The qualifying criteria for local contracting firm has been reduced to 25% instead of 30% as specified under Clause 3.3.1 a(ii).</p>
7.0	<p>It is required that both our companies must purchase the PQ document or only PQ document is good enough for JV.</p>	<p>The PQ document may be purchased by any JV member.</p> <p>It is also permissible, in case the firm purchased document as sole firm and form JV with other firm.</p>
B.	AMCORP – Engineering & Construction (Pvt) Ltd	
8.0	Clause no. 6, 1 Page No 2 & 3.	



	In case of JV, our foreign lead partner meets all the financial and project based requirements, however, it is registered with PEC in FC-B category. If we give an undertaking that at the time of signing of an agreement, the category shall be updated.	KPT agrees to the undertaking that the successful foreign firm shall be registered with PEC in the relevant category and specialization codes as specified in the PQ documents after the firm has been prequalified and before submission of tender document. In case of failure to do so will disqualify the firm.
9.0	<p>Clause no.3.2.2, Point No. 1 &2, Page 14</p> <ul style="list-style-type: none"> We are three (03) partners who are joining resources for the joint venture with a foreign partner. As per your document, the number will be arithmetically added. So three (03) partners together, since forming one partner, should together meet 30%. We would also request you to in Clause 3.2.2, As the demand of similar projects in South Asia is very specific, it should be opened at least to Asia so projects executed in Indonesia, Malaysia or China could also be added to the experience. 	<ul style="list-style-type: none"> The qualifying criteria for local contracting firm has been reduced to 25% instead of 30% as specified under Clause 3.3.1 a(ii). South Asia, has been replaced with Asia
C.	BAHRIA FOUNDATION PN	
10.0	Technical evaluation criteria may be reduced to 25% instead of 30% for local firms in Pre-qualification.	The qualifying criteria for local contracting firm has been reduced to 25% instead of 30 % as specified under Clause 3.3.1 a (ii).
11.0	Completed or ongoing experience of (quay wall / jetty / Oil Piers) maritime projects in Pakistan or in South Asia region for minimum value of US\$ 40 M may be amended as "World / Asia" to provide good chance to all participants.	South Asia, has been replaced with Asia
12.0	Local firms/partner may be given opportunity to pool in their assets and expertise as one party for onward JV with foreign firm to qualify for required points as per technical criteria.	The qualifying criteria for local contracting firm has been reduced to 25% instead of 30 % as specified under Clause 3.3.1 a (ii).
13.0	Pre-Qualification submission date please be extended till 20 th May 2021 due ongoing Pandemic situation and holy Month of Ramzan.	Under consideration and subjected to approval from Competent Authority.

D.	SAITA PAKISTAN (PVT) LTD	
14.0	Our foreign partner is registered with PEC in FC-B category, can we give an undertaking that at the time of contract, that category will be upgraded?	KPT agrees to the undertaking that the successful foreign firm shall be registered with PEC in the relevant category and specialization codes as specified in the PQ documents after the firm has been prequalified and before submission of tender document. In case of failure to do so will disqualify the firm.
15.0	We would appreciate it if the criteria mentioning experience projects in South Asia is changed to projects in Asia.	South Asia, has been replaced with Asia
16.0	You are requested to extend the subject prequalification for another four weeks.	Under consideration and subjected to approval from Competent Authority

17.0 Addendum #01 is also placed in KPT & PPRA website. All above clarification have been made in consultation with the Consultant. Any further clarifications may be sought from the office of the under signed.

The Participants/ bidders hereby directed to comply /incorporate the above in submission of their PQ Documents, please.

PROJECT MANAGER (P)

Copy to:

- General Manager (P&D) for kind information please.
- M/s IL+Techno Consult Int'l Pak (JV) , Fax # 34556606

KARACHI PORT TRUST
PLANNING & DEVELOPMENT DIVISION

No. P&D-AII (1785) /2021/I/

Date:

295
19 MAR 2021

To,
All Participants

Project: Reconstruction of Oil Pier-I

Subject: **Addendum No. 01**

Following are the clarification of the Prequalification Document of OP-I. The same may be treated as Addendum No. 01.

S.No.	Reference	Query	KPT Response
1.0	Page# 30 5.5 Application Form # II/A-4 Page # 14 3.2.2 Experience Record	<p>Applicants are required to list all contracts of value equivalent to US \$ 50 Million or more of similar nature and complexity to the contract undertaken during the last 5 years (in page 30)</p> <p>Whereas, the experience record required in Page 14 is contracts of a value over US \$ 30-75 Million within 15 years, which is conflicting with the above mentioned requirement in page 30.</p> <p>Please clarify the Particular Construction Experience requirement in page 30. 5.5 Application form # 11/A-4</p>	<p>Applicants are requested to read the contract value equivalent to US \$ 30-75 Million within 15 years in Page 14 and as well as Page 30.</p>
2.0	Page # 16 3.2.3 Equipment Capabilities	<p>The age of the equipment (offshore and onshore) owned or leased by the applicants is required to be no more than 10 years (in page 16).</p> <p>Whereas, it is found that the majority of offshore equipment (including but not limited to barge & boat) available are mostly of the age over 10 years.</p>	<p>The criteria of the offshore equipment (mandatory) age limit to not more than 15 to 20 years. All equipment should be recently calibrated and certified for a reputable firm.</p>

		<p>according to marketing investigation result of local market and adjacent area such as Middle East and South Asia.</p> <p>It is suggested to revise the criteria of the offshore equipment (mandatory age limit to not more than 20 years</p>	
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Applicants are requested to incorporate the above KPT Response in bidding process.


PROJECT MANAGER (P)
18/7/2021

Copy to:

- i. General Manager (P&D), for kind information please
- ii. M/s Techno Consult Int'l for information and compliance the Addendum No.01



INVITATION FOR PRE-QUALIFICATION FOR RE-CONSTRUCTION OF OIL PIER-1

- Applications are invited for prequalification from national and international construction firms / companies having sufficient experience of execution of construction of maritime civil engineering projects for the re-construction work of the existing Oil Pier-1 at Keamari Groyne, KPT-Karachi. The scope of work which includes, but shall not be limited to:
 - Demolition and Dismantling of the fixed heavy structures, machinery and other installations of the existing oil pier-1 and its re-construction. The new terminal will be equipped with all modern liquid cargo handling facilities, including fully balanced loading arms, adequate piping system and manifolds, electrically / manually operated gate valves for handling all types of liquid accessories. For round the clock utilization of berth, provisions are considered for night navigation.
 - The new terminal will handle oil tankers up to 100,000 DWT and consists of tanker berthing facility comprising jetty head / platform flanked by breasting and mooring dolphins on either sides. The berthing will be connected to the shore by a trestle to provide access to the Berth. Necessary infrastructure viz. road, electrical, water connection and fire fighting facilities, land reclamation, marine protection works (Revetment) and basin pocket dredging also constitute a part of the project.
- The invitation for prequalification is open to all international firms from all eligible countries except India & Israel including Indian and Israeli base personnel even though if they possess other citizenships.
- Interested Firms / Companies may obtain Prequalification Documents for "RE-constructions of Oil Pier-1" from the office of Project Manager (P), KPT on any working day during the office hours after publication of prequalification notice in the newspapers on payment of Rs. 10,000/- (Rupees Ten Thousand only) in the shape of pay order / bank draft in the name of Chief Accounts Officer-KPT.
- The documents shall only be issued to the authorized representatives of the firms / companies. The soft copy of these documents can be downloaded from KPT website www.kpt.gov.pk and PPRA website www.ppra.org.pk.
- The completed prequalification documents along with the fee as described above must be delivered in sealed envelopes by hand or through registered mail, to Project Manager (P), P&D Division, KPT on 13th April 2021, during working hours only and be clearly marked "Application for Pre-qualification for Re-Construction of Oil Pier-1 at KPT."
- This invitation for the prequalification is open to constructors Joint Ventures. In accordance with PEC registration norms foreign firms will not be eligible to participate in bidding individually. Foreign firms shall have to enter into Joint Venture with Pakistani Firm qualified under appropriate PEC category (FC-A in the financial limits table, and CE-03 in specialization codes). The local applicants must possess valid Registration Certificate issued by Pakistan Engineering Council (PEC) in the Category, CA and FCA (as applicable), mandatory registration in Marine Works Construction, Oil & Gas installation works and for the Codes CE-03, CE-08 and / or other applicable relevant code(s).
- Karachi Port Trust (KPT) reserves the right to accept or reject any applications.

Project Manager (P), Planning and Development Division
Karachi Port Trust Head Office

Eduljee Dinshaw Road, Karachi, 74000. Ph: 92-21-99214365

Fax: 92-21-99214329-30 Email: pmppndkpt@gmail.com

arif.bilgrami@gmail.com

Also available at: www.kpt.gov.pk & www.ppra.org.pk

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12-01-2021

**GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS
KARACHI PORT TRUST
KARACHI
PAKISTAN**



**Gateway to Pakistan
Great Heritage – Vibrant Future
PREQUALIFICATION DOCUMENT
For
RECONSTRUCTION OF OIL PEIR -1**



(February 2021)



CONTENTS

• INVITATION LETTER

1. INTRODUCTION	3
1.1. BACKGROUND	4
1.2. THE PROJECT	7
2. INVITATION FOR PRE-QUALIFICATION	9
3. INSTRUCTIONS TO APPLICANTS	11
3.1. Submission of Applications	11
3.2. QUALIFICATION CRITERIA	13
3.3. JOINT VENTURE (JV)	19
3.4. CONFLICT OF INTEREST	19
3.5. UPDATING PREQUALIFICATION INFORMATION	19
3.6. OTHER FACTORS	19
3.7. HSE POLICY OF THE APPLICANT	20
3.8. FRAUD AND CORRUPTION	20
3.9. Mandatory Requirement:	21
4. EVALUATION CRITERIA	21
4.1. Evaluation Criteria	21
5. ANNEXURES.....	ERROR! BOOKMARK NOT DEFINED.
5.1. ANNEXURE-II: PRE-QUALIFICATION APPLICATION FORMS	25
5.2. APPLICATION FORM # II/A-1.....	26
5.3. APPLICATION FORM # II/A-2.....	28
5.4. APPLICATION FORM # II/A-3.....	29
5.5. APPLICATION FORM # II/A-4.....	30
5.6. APPLICATION FORM # II/A-5.....	31
5.7. APPLICATION FORM # II/A-6.....	33
5.8. APPLICATION FORM # II/A-7	34
5.9. APPLICATION FORM # II/A-8.....	35
5.10. APPLICATION FORM # II/A-9	37
5.11. APPLICATION FORM # II/A-10	38
5.12. APPLICATION FORM # II/A-11	41



5.13.	APPLICATION FORM # II/A-12	42
6.	ANNEXURE-III: PROJECT INFORMATION	43
6.1.	Background	44
6.2.	General characteristics of OP-1.....	44
6.3.	Condition of the concrete	45
6.4.	Location of Oil Pier-1	47



**INVITATION
FOR PREQUALIFICATION
For**

RECONSTRUCTION OF OIL PEIR -1





KARACHI PORT TRUST

Gateway to Pakistan

A Great Heritage - A Vibrant Future

SUBJECT: INVITATION FOR PRE-QUALIFICATION FOR

RE-CONSTRUCTION OF OIL PIER-1

1. Applications are invited for prequalification from national and international construction firms/companies having sufficient experience of execution of construction of maritime civil engineering projects for the re-construction work of the existing Oil Pier-1 at Keamari Groyne, KPT – Karachi. The scope of work which includes, but shall not be limited to:

- Demolition and Dismantling of the fixed heavy structures, machinery and other installations of the existing oil pier-1 and its re-construction. The new terminal will be equipped with all modern liquid cargo handling facilities, including fully balanced loading arms, adequate piping system and manifolds, electrically/manually operated gate valves for handling all types of liquid accessories. For round the clock utilization of berth, provisions are considered for night navigation.
- The new terminal will handle oil tankers upto 100,000 DWT and consists of tanker berthing facility comprising jetty head/platform flanked by breasting and mooring dolphins on either sides. The berthing will be connected to the shore by a trestle to provide access to the berth. Necessary infrastructure viz. road, electrical, water connection and fire fighting facilities, land reclamation, marine protection works (Revetment) and basin pocket dredging also constitute a part of the project.

2. This invitation for prequalification is open to all international firms from all eligible countries except India & Israel including Indian and Israeli base personnel even though if they possess other citizenships.

3. Interested Firms / Companies may obtain Prequalification Documents for “Re-construction of Oil Pier-1” from the office of Project Manager (P), KPT on any working day during the office hours after publication of prequalification notice in the newspapers on payment of Rs.10,000/- (Rupees Ten Thousand only) in the shape of pay order / bank draft in the name of Chief Accounts Officer - KPT.

4. The documents shall only be issued to the authorized representatives of the firms / companies. The soft copy of these documents can be downloaded from KPT website www.kpt.gov.pk and PPRA website (www.ppra.org.pk).

5. The completed prequalification documents along with the fee as described above must be delivered in sealed envelopes by hand or through registered mail, to Project Manager (P), P&D Division, KPT not later than ----- day of 2021, during working hours and be clearly marked “Application for Pre-qualification for Re-construction of Oil Pier-1 at KPT”.

6. This invitation for the prequalification is open to constructors / Joint Ventures. In accordance with PEC registration norms foreign firms will not be eligible to participate in



bidding individually. Foreign firms shall have to enter into Joint Venture with Pakistani Firm qualified under appropriate PEC category (FC-A in the financial limits table, and CE-03 in specialization codes). The local applicants must possess valid Registration Certificate issued by Pakistan Engineering Council (PEC) in the Category, CA and FCA (as applicable), mandatory registration in Marine Works Construction, Oil & Gas installation works and for the Codes CE03,CE08and/or other applicable relevant code(s).

8. Karachi Port Trust (KPT) reserves the right to accept or reject late applications.

Project Manager (P)
Planning and Development Division
Karachi Port Trust Head Office
Eduljee Dinshaw Road, Karachi, 74000.

Phone: 92 21 -99214365

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email:pmppndkpt@gmail.com

1. INTRODUCTION



1.1.BACKGROUND

The existing Oil Pier-1 was constructed in 1978 i.e. about 40 years ago. The structure was designed to handle tankers of up to 16,500 to 75,000 DWT, with the maximum capacity of 08 million ton per annum. OP-I is working to accommodate POL tankers with few other liquid products (i.e. Non-POL & POL). However, with the passage of time and the increase of import and export of all types of liquid cargo, would subsequently result in the increase of number of users, a facility will be required for handling all types of liquid products through modernized mechanisms. The current situation at OP-I is a source of major hazard and is highly vulnerable to catch fire. The loading/unloading through hose-pipe/existing net work connections is also adding to the pollution of harbour water through leaking joints causing the condition to be multiplicity and out of control.

The other existing oil piers i.e. OP-II & III are capable of handling 16,500 to 75,000 DWT tankers with annual capacity of 8 million tons each and are in relatively better condition. OP-1 is also designed to accommodate and handle ships of 16,500 DWT to 75,000 DWT load sizes. However due to the deteriorated condition of existing OP-1, which is very poor and is in need of major reconstruction to cope with future handling of bigger ships up to 100,000 DWT along with all modern facilities as being used all over the world for handling of POL product. OP-I is facing some limitations of navigational challenge due to its location and proximity to other OP's.

The purpose for this project is to re-construct OP-I. In case any emergency or major breakdown occurs in other OP's then it would facilitate the handling of POL product, which is a National Strategic Asset and supply line of liquid cargo for the entire country.

The new terminal is to be provided with all required modern liquid cargo handling facilities to cope with future handling of bigger ships up to 100,000 DWT having a draft of up to 16/18m or more , including fully balanced loading arms, adequate piping system and manifolds, electricity/manually operated gate valves, for handling all types of liquid cargoes, a proper fire fighting system, explosion proof lighting and other accessories. The project on completion shall be able to provide a handling capability of 8-10 million tons per annum of assorted liquid cargo, including furnace oils, kerosene, naphtha, lubricants, edible oils, tallow, molasses, alcohol, liquid chemicals. Provisions would also be made for berthing smaller tankers of about 35,000 DWT as and when such tankers will be visiting the port with small parcel loads.





Figure 1: View of corroded Concrete structures and Fenders on OP-I



Figure 2: View of Concrete structures and Steel truss on OP-I





Figure 3: View of loading/unloading arms on OP-I



Figure 4: View of loading/unloading arms connections on OP-I



Figure 5: View of pipeline route and flanges on OP-I



Figure 6: View of pipeline route to ship OP-I



1.2.THE PROJECT

The project generally consists of the following works (Main Items):

1.2.1. Demolition and disposal of existing OP-I civil structure:

Demolition and Dismantling of the fixed heavy structures, machinery and other installations including Loading Arms Manifold, Product Piping network, Fire Monitors, Slop Tank, Mechanical system, Valves and Pumps; all to be dislodged/ dismantled. Similarly, the Jetty head, mooring dolphins, piles and other civil structures are to be demolished and dismantled.

1.2.2. Main features of new OP-I:

Will include, but will not be limited to the state of the art facility, equivalent to international standards, which fulfils the traffic requirement and following features subject to design requirements:

- The berthing basin in front of the jetty head for handling of bigger ships up to 100,000 DWT having a draft of up to 16/18m or more meeting the design requirements.
- Marine loading arms (nine number) and four (4) mooring dolphins, each with adequate design load, equipped with 3 quick release mooring hooks;
- A minimum of two (2) breasting dolphins with adequate energy absorption capacity. Each one has to be coupled to a quick release mooring;
- Roadway of a minimum width of 3.6m
- Catwalks on dolphins with a minimum width of 1.50m
- Installation of new piles, Reconstruction of Trestle Bridge, Platform etc.
- Pipeline system and shore manifold structure with the following pumping capacity:
 - o Crude oil : $\geq 1,800$ MT/H
 - o Furnace Oil : $\geq 1,500$ cum/h
 - o POL (diesel, petrol, jet fuel, etc.) : $\geq 1,000$ cum/h
 - o Molasses : ≥ 700 m³/h
 - o Edible / non-edible oil and tallow : $\geq 1,00$ m³/h
- Electrical and Mechanical allied work
- Fire fighting system.
- Cathodic protection for entire breasting dolphin/Steel structure
- Miscellaneous Civil Works (Office + substation Work etc)
- Cathodic protection for entire breasting dolphin/Steel structure
- Miscellaneous Civil Works (Office + substation Work etc)
- Electrical and Mechanical allied work



- Independent and self-sufficient fire fighting arrangements are to be installed on the jetty.
- Land reclamation and Marine Protection works (Revetment)

1.3 The Process

These documents for prequalification of Contractors are based on the “STANDARD PROCEDURE FOR PRE-QUALIFICATION OF CONTRACTORS”, First Edition – March 2009, as published by the Pakistan Engineering Council (PEC).

Therefore, following a prescribed process, an open invitation has been publicized in the Press and Electronic media regarding Pre-qualification of Contractors for the Project. This document contains Instructions to Applicants, Qualification Criteria, Mandatory conditions, Evaluation Criteria and Annexures & Forms. This information would form basis to discover the capabilities of the applicant firms towards their prequalification.

Only the prequalified firms shall be allowed to participate further in the bidding process i.e. to obtain a set of bidding documents and to submit a bid for the project work. However, a Joint Venture, submitting the bid will be required to provide NOC from Competition Commission of Pakistan (CCOP) at the time of submission of Bid Documents. The details of the bidding procedure shall be included in the Bidding Documents.

This invitation for the prequalification is open to constructors / Joint Ventures. In accordance with PEC registration norms foreign firms will not be eligible to participate in bidding individually. Foreign firms shall have to enter into Joint Venture with Pakistani Firm qualified under appropriate PEC category (FC-A in the financial limits table, and CE-03 in specialization codes). The local applicants must possess valid Registration Certificate issued by Pakistan Engineering Council (PEC) in the Category, CA and FCA (as applicable), mandatory registration in Marine Works Construction, Oil & Gas installation works and for the Codes CE03, CE08 and/or other applicable relevant code(s).

1.4 The Eligible Countries

This invitation for prequalification is open to all international firms from all eligible countries except India & Israel including Indian and Israeli base personnel even though if they possess other citizenships.



2. Invitation for pre-qualification

1. Applications are invited for prequalification from national and international construction firms/companies having sufficient experience of execution of construction of maritime civil engineering projects for the re-construction work of the existing Oil Pier-1 at Keamari Groyne, KPT – Karachi. The scope of work which includes, but shall not be limited to:

- Demolition and Dismantling of the fixed heavy structures, machinery and other installations of the existing oil pier-1 and its re-construction. The new terminal will be equipped with all modern liquid cargo handling facilities, including fully balanced loading arms, adequate piping system and manifolds, electrically/manually operated gate valves for handling all types of liquid accessories. For round the clock utilization of berth, provisions are considered for night navigation.
- The new terminal will handle oil tankers upto 100,000 DWT and consists of tanker berthing facility comprising jetty head/platform flanked by breasting and mooring dolphins on either sides. The berthing will be connected to the shore by a trestle to provide access to the berth. Necessary infrastructure viz. road, electrical, water connection and fire fighting facilities, land reclamation, marine protection works (Revetment) and basin pocket dredging also constitute a part of the project.

2. This invitation for prequalification is open to all international firms from all eligible countries except India & Israel including Indian and Israeli base personnel even though if they possess other citizenships.

3. Interested Firms / Companies may obtain Prequalification Documents for “Re-construction of Oil Pier-1” from the office of Project Manager (P), KPT on any working day during the office hours after publication of prequalification notice in the newspapers on payment of Rs.10, 000/- (Rupees Ten Thousand only) in the shape of pay order / bank draft in the name of Chief Accounts Officer - KPT.

4. The documents shall only be issued to the authorized representatives of the firms / companies. The soft copy of these documents can be downloaded from KPT website www.kpt.gov.pk and PPRA website (www.ppra.org.pk).

5. The completed prequalification documents along with the fee as described above must be delivered in sealed envelopes by hand or through registered mail, to Project Manager (P), P&D Division, KPT not later than ----- day of 2021, during working hours and be clearly marked “Application for Pre-qualification for Re-construction of Oil Pier-1 at KPT”.

6. This invitation for the prequalification is open to constructors / Joint Ventures. The local applicants must possess valid Registration Certificate issued by Pakistan Engineering Council (PEC) in the Category, CA and FCA (as applicable), mandatory registration in marine works construction, Oil & Gas installation works and for the Codes CE03, CE08 and/or other applicable relevant code(s).

7. Applicants will be informed, in due course, of the result of the evaluation of applications. Only the firms / companies and joint ventures prequalified by Karachi Port Trust will be invited to Bid for the work of “ Re-construction of Oil Pier-1”

8. Karachi Port Trust (KPT) reserves the right to accept or reject late applications.



Project Manager (P)
Planning and Development Division
Karachi Port Trust Head Office
EduljeeDinshaw Road, Karachi, 74000.

Phone: 92 99214365
Fax: 92 21 99214329-30

Email : pmppndkpt@gmail.com



3. INSTRUCTIONS TO APPLICANTS

3.1.Submission of Applications

- 3.1.1. Applications for pre-qualification (one original and two copies) must be received in sealed envelopes and to be delivered by hand or through registered mail to:

Project Manager (P)
Planning and Development Division
Karachi Port Trust Head Office
EduljeeDinshaw Road, Karachi, 74000.
Phone: 92 21 -, 99214365
Fax: 92 21 99214329-30

The application must be signed by a person duly authorized on behalf of the Applicant and be clearly marked "Application for Prequalification" for Re-Construction of OP-1 at Karachi Port Trust. The Employer reserves the right to accept or reject the late applications.

- 3.1.2. The name and mailing address of the Applicant shall be clearly marked left-hand on the envelope.
- 3.1.3. The application shall be prepared in English language. Information in any other language shall be accompanied by its translation in English. Employer reserves the rights for Prequalification in case of non-compliance of the above requirement.
- 3.1.4. The Applicants must respond to all questions and provide complete information as advised in this document. Any lapses to provide essential information may result in dis-qualification of the Applicant.
- 3.1.5. The clarification meeting will not be conducted. Clarification required if any, may be asked through E-Mail/Fax not later than 15 days before the deadline for submission of Applications.

Deadline for Submission of Applications

- 3.1.6. Applicants may submit their applications through mail (For all mailed applications KPT shall not be responsible in any manner for late, tempered or lost application etc.) or in person at the above given address not later than, ----- 2021 during working hours.
- 3.1.7. The Employer (KPT) represented by the General Manager (Planning & Development), KPT may, at his discretion, extend the deadline for the submission of applications. In this event, all rights and obligations of the Employer and of the Applicants subject to the previous deadline shall thereafter be subject to the deadline as extended.

Lack of Information

- 3.1.8. Failure of an applicant to provide comprehensive and accurate information that



is essential for the Employer's evaluation of the applicant's capabilities and qualification or failure to provide timely clarification or substantiation of the information supplied may result in disqualification of the applicant.



3.2.QUALIFICATION CRITERIA

3.2.1. General

- 1) Pre-qualification will be based on all the criteria given in succeeding paras 3.2.2 to 3.2.6 regarding the Applicant's Financial Soundness, Experience Record, Personnel Capabilities and Equipment Capabilities as demonstrated by the Applicant's responses in the forms attached to this letter. The Employer reserves the right to waive minor deviations, if these don't materially affect the capability of an applicant to perform the contract. Sub-contractor's experience and resources shall not be taken into account in determining the Applicant's compliance with the qualifying criteria. However, Joint Venture experience & resources shall be considered. Consortium or Association of firms will be considered for similar treatment as in case of Joint Venture.
- 2) Keeping in view the complexity of the Project, the procuring agency shall examine the prequalification applications as per following breakup of short listing criteria:

Sr. No.	Category	Marks / Weightage
(1)	General and specific marine project experience	30
(2)	Equipment Capabilities	20
(3)	Financial Soundness	30
(4)	Personnel Capabilities	15
(5)	HSE Policy(s)	05
	Total	100

- 3) The Applicant must secure at least 60% score in each Category and 70% in aggregate.



3.2.2. Experience Record(30 Marks)

Credit Marks for Experience Record shall be awarded on the basis of following criteria:

Sr. No.	Description	Max. Marks
1)	Projects of similar nature, complexity and value (given below) completed over latest 15years	15
	Compulsory Completion of 03 Projects of minimum value US\$ 75.00 Million in total shall score 9 Marks. Each additional project shall score 02 Marks. Each project of value not less than US\$ 30.00 Million shall score 01 Marks.	
2)	Projects of similar nature and complexity in hand (minimum value US\$50 Million each).	05
	Each project scores 2.5 Marks.	
3)	Completed or on-going Experience of (quay wall/jetty/Oil Piers) maritime projects in Pakistan or in South Asian region (Evidence to be provided) minimum value of US\$ 40 Million.	05
	02 Projects in South Asia or 02 Nos. in Pakistan = 03 Marks, Each additional scores 01 Mark.	
4)	Status of enrolment with Government Organization and other agencies in relevant Category for both foreign & Local Partner (Certificates required)	05
Total		30

3.2.3. Equipment Capabilities (20Marks)

The Applicant shall meet the following minimum criteria:

- Technical details (brief specification) and schedule of key/principal maritime works equipment considered by the applicant to be necessary for undertaking the Project.
- The mode of acquiring all key equipment i.e. the plant already in the applicant's ownership or will be purchased, leased or hired.
- The Applicant is required to demonstrate that, all the proposed key equipment will be reliable and compatible and promptly be available for deployment and /or replacement for the proposed project.
- All proposed major equipment are to be backed up with valid certificates, issued by Classification Society or other relevant forums, implying that the equipment is in perfect order for functional reliability, maintenance, and working at rated capacity and the present and expected life etc.
- The Applicant may also list alternate and additional equipment which he would propose for the project together with standby equipment and spares.



Credit Marks shall be granted on the basis of the following criteria:

Sr. No.	Type & Characteristics	Maximum
1)	<p>OFF-SHORE WORKS <u>Qualifying Condition (mandatory)</u></p> <ul style="list-style-type: none"> • Pile Driving Plant and Pile excavator machinery ----- ✓ • Long Boom Hydraulic excavator/extractor with power cutting tool (Suitable to remove debris)----- ✓ • Formwork arrangement ----- ✓ • Long Boom crane mounted on barge ----- ✓ • Multipurpose machine for cutting & compacting----- ✓ • Barge Mounted Saw cutters----- ✓ • Work Barge ----- ✓ • Work Boat----- ✓ <p>Additional Equipment (Offshore Works) Marks</p> <p>Assigned</p> <ul style="list-style-type: none"> • Hydraulic Dredger----- 01 • Barge Mounted crane----- 01 • Jack up Barge----- 01 • Dump Barge----- 01 • Pusher Tug----- 0.5 • Diving Equipment & gear----- 0.5 	<p>05</p> <p>05</p>
2)	<p>Additional Equipment (Onshore Works) Marks assigned</p> <ul style="list-style-type: none"> • Batching Plant 01 • Laboratory Equipment 01 • Concrete Pumps 01 • Transit Mixers 01 • Mobile & Tower Crane 01 • Dumper & Shovel Loader 01 • Air Compressor 01 • Scaffolding 1/2 • Excavator 1/2 • Bull Dozer 1/2 • Wheel Loader 1/2 • Generator 1/2 • Welding & Cutting Machine 1/2 <p>Total Marks Allocated 10</p>	<p>10</p>
	Grand Total	20

For applicant to get prequalified, Employer requires confirmed availability of qualifying conditions for major equipment indicated as mentioned above as a qualifying condition. Documents shall be provided related to Origin, Fitness, useful life, ownership for the proposed equipment. The age of the equipment shall not be more than 10 years.

Survey/inspection certificates must be furnished including pictures of the equipment.

3.2.4. Financial Soundness

..... (30 Marks)

- a. The Applicant should submit Bank Certificate that he has access to Lines of Credit to meet the construction Cash Flow requirement for execution of works. Applicant's commitments for other ongoing Contracts shall also be considered.
- b. The Audited Balance sheets for the last three years should demonstrate the soundness of the Bidders financial position, showing long term profitably. Where necessary, the KPT will make enquiries with the Applicant Bankers.
- c. The Applicant should provide following information:
 - i. Audited or certified financial accounts for the last three years supported by audited statement or tax returns; and
 - ii. Names & addresses of Applicant Banker(s), as well as the names and addresses of clients or organization familiar with its financial standing
- d. Indicate the level of Authorized & Issued Capital and Annual value of construction work undertaken for last five years and projected for the next two years and a statement of Asset and Liabilities.
- e. Is there any litigation (including arbitration) in which the applicant is currently or previously involved? Result of the previous litigation?
- f. Average annual turnover for works in progress and completed over the last five years.
- g. Where necessary, the KPT will make enquiries with the Applicant's Bankers/Financers/Creditors.

Credit Marks shall be awarded on the basis of the following criteria:

Sr. No	Description	Max. Marks
1)	Available Bank Credit Line (US \$ 75 million)	10
2)	Availability of Working Capital (US \$ 100 million) in last 05 years	10

3)	Audit Financial Statements of Last 3 years	06
	Proper and complete statement = 05	
4)	Litigation History is which Decision has been given against the Firm(s) Is there any litigation (including arbitration) in which the applicant is currently involved? Yes = 00 Mark, No = 01 Marks	01
5)	Registration with Income Tax Department	01
6)	No Blacklisting form any agency	02
	Total	30

Criteria for Marks for Bank Credit line

7 Marks are given if the available Bank Credit line limit is equal to US \$ 50 million. For limit less than US \$ 50 million = $7 \times (A/50)$.

For the limit more than 50 million but less than US\$ 75 million = $7 + (A/75) \times 3$.

A= Available Bank Credit Line Limit

Full marks are given in case of limit is US\$ 75 million or more.

Criteria for marks for working Capital

7 Marks are given if the available average working capital for last five years is equal to US \$ 50 million. For limit less than US \$ 50 million = $7 \times (A/50)$.

For the limit more than 50 million but less than US\$ 100 million = $7 + (A/100) \times 3$

A= Average working capital in last five years.

Full marks are given in case of limit is US\$ 100 million or more

3.2.5. Personnel Capabilities..... (15 Marks)

The applicant must have in his employment suitably qualified personnel to fill the following key management and specialist positions. The applicant will furnish information on a principal and an alternate Person for each position (both should meet the specified experience requirements):

Sr. No.	Position	Total Experience (Years)	Experience in Marine Construction, M&E relevant to oil pier Project Works (Years)	Maximum Marks
1)	Project Manager	25	15	04
2)	Senior Engineer – Marine works including Reclamation, Dredging and demolition works	20	10	02
3)	Structural Engineer - Piling & RCC Works	20	10	02



4)	Mechanical Engineer (in Oil & gas works of power sector or oil & gas installation in general)	20	10	02
5)	Electrical Engineer	20	10	01
6)	Instrumentation Engineer	20	10	01
7)	Geo-Tech Engineer	15-20	10	01
8)	Supervisors/site engineer (4 Nos.- 0.25 mark for each)	10-15	10	01
9)	Quality Inspectors including Diving Inspectors (3 Nos.- 0.3333 mark for each)	15	10	01

Note:

i) All personal at Sr. No. 1 to 7, shall be minimum graduate engineers possessing required years of experience as specified against each in their respective fields.

ii) Details of qualification and experience of personnel at Sr. No. 1 to 9 to be provided as mentioned above. For each graduate Engineer 20% marks shall be given against qualification and 80 % marks against experience in the related field.

3.2.6. HSE Policy(s) along with well experience Safety Manager having 10-15 year with relevant qualification BE and MSC Science with certifications (05 Marks)

Policy(s) & Standards:

- a) Please clarify, whether the Applicant Company(s) have;
- Policy for Health, Safety & Environment,
 - A Safety Officer.
 - Safety record for last 05 years
 - Internationally recognized Quality Assurance standards and compliance record.
 - Professional Indemnity / Contractors All Risks

Credit Marks shall be awarded as per following criteria.

Sr. No.	Description	Max. Marks
1)	Policy(s) & Standards:	
	i. Policy for Health, Safety & Environment,	01
	ii. A Safety Officer.	01
	iii. Safety record for last 05 years	01
	iv. Internationally recognised Quality Assurance standards and Compliance.	01
	v. Professional Indemnity / Contractors All Risks	01
Total		05

3.3.JOINT VENTURE (JV)

3.3.1. Joint Venture must comply with the following requirements:

- a) Following are minimum qualification requirements:
 - i. The lead partner shall meet not less than Fifty percent (50%) of all qualifying criteria given in paras 3.2 and 3.5 heretofore.
 - ii. Each of the partners shall meet not less Thirty percent (30%) of all the qualifying criteria given in paras 3.2 and 3.5 heretofore.
 - iii. The joint venture must collectively satisfy the criteria of paras 3.2, 3.3 and 3.4 for which purpose the relevant figures for each of the partners shall be added together to arrive at the JV's capacity. Individual members must satisfy each of the requirements of paras 3.5 and 3.6 heretofore.
- b) Any change in a prequalified JV after prequalification, shall be subject to the written approval of the Employer prior to the deadline for submission of bids. Such approval may be denied if:
 - i. Partner(s) withdraw from a JV and remaining partners do not meet the qualifying requirements;
 - ii. The new partners to a JV are not qualified individually or as another JV; or
 - iii. In the opinion of the Employer, a substantial reduction in competition would result.
- c) Bid shall be signed by all members in the JV so as to legally bind all partners, jointly and severally, and any bid shall be submitted with a copy of the JV agreement providing the joint and several liabilities with respect to the contract.

3.3.2 The prequalification of a JV does not necessarily prequalify any of its partners individually or as a partner in any other JV or association. In case of dissolution of a JV, each one of the constituent firms may prequalify if they meet all the prequalification requirements and any partner of J.V has requested/shall request for the same and then his prequalification shall be subject to the written approval of the Employer.

3.4.CONFLICT OF INTEREST

3.4.1. The applicant (including all members of a JV) must not be associated, nor have been associated in the past with the consultant or any other entity that has prepared the design, specifications and other prequalification and bidding documents for the project, or was proposed as Engineer for the contract over the last five years. Any such association may result in disqualification of the applicant.

3.5.UPDATING PREQUALIFICATION INFORMATION

3.5.1. Bidders shall be required to update the financial, personnel and equipment information used for prequalification at the time of submitting their bids, to confirm their continued compliance with the qualification criteria and verification of the information provided at the time of prequalification. A bid shall be rejected if the Applicant's qualification thresholds are no longer met at the time of bidding. A written undertaking in this respect is required to be submitted with prequalification documents.

3.6.OTHER FACTORS

3.6.1. Only firms and JVs that have been prequalified under this procedure shall be invited to



bid. A qualified firm or a partner of a qualified JV may participate only in one bid for the contract. If a firm submits more than one bid, singly or as a JV, all bids including that bidder will be rejected. This rule will not apply in respect of bids which include specialist sub-contractors who are used by more than one bidder.

3.6.2. The Employer reserves the right to:

- a) Amend the scope and value of any contract(s) to be bid, in which event the bidder (s) will only bid among those prequalified bidders who meet the requirements of the contract(s) as amended. However, the Employer has to review the disqualified bids who originally do not meet the specified criteria for Pre-qualification.
- b) Reject or accept any application; and
- c) Cancel the pre-qualification process and reject all applications altogether without assigning any reason thereof.

The Employer shall neither be liable for any such actions nor be under any obligation to inform the applicants of the grounds for rejection.

3.6.3. Applicants will be informed in writing by fax or mail within 90 calendar days starting from the date for submission of applications of the result of their applications.

3.7.HSE POLICY OF THE APPLICANT

Information shall be provided in respect of each company forming the applicant,

- a) A copy of the Company's Safety / Security Policy document.
- b) The Company's Safety Record over the past 5 years.
- c) Environmental Policy: The applicant shall provide details of any environmental management systems they hold.

3.8.FRAUD AND CORRUPTION

- 1) The Employer requires that staff and contractors observe the highest standard of ethics during the selection and execution of such contracts. In pursuit of this policy, the Employer defines, for the purposes of this provision, the terms set forth below:
 - a) "corrupt practice" means the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of a public official in the procurement process or in contract execution;
 - b) "fraudulent practice" means a misrepresentation or omission of facts in order to influence a procurement process or the execution of a contract;
 - c) "collusive practice" means a scheme or arrangement between two or more bidders, with or without the knowledge of the Employer, designed to establish bid prices at artificial, noncompetitive levels; and
 - d) "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the procurement process or affect the execution a contract;



- 2) Employer will reject a proposal for award if it determines that the Bidder recommended for award has, directly or through an agent, engaged in corrupt, fraudulent, collusive or coercive practices in competing for the Contract in question; and
- 3) Employer will sanction a firm or individual, including declaring them ineligible, either indefinitely or for a stated period of time, to be awarded a contract if it at any time determines that they have, directly or through an agent, engaged, in corrupt, fraudulent, collusive or coercive practices in competing for, or in executing, a contract.

3.9.MandatoryRequirement:

- 3.9.1. The applications received for prequalification of Firm (Single or JV) shall be considered for evaluation to award the Marks as per Evaluation Criteria, after establishing that the Applicant has furnished authentic and sufficient documents to demonstrate their eligibility by furnishing:
- a) Valid Registration with Pakistan Engineering Council (PEC) in the relevant category for the specified work (Marine Works Construction and Oil & Gas installations) and value (Financial Limit). The tender winning applicant (Foreign Firm) shall compulsorily furnish PEC Registration before signing contract agreement.
 - b) Company's Health, Safety & Environmental Policy and Record.
 - c) Working Capital in last three years and available bank credit line and last three consecutive fiscal years audited balance sheets.
 - d) Project completion certificates for most similar and same or larger size of works.
 - e) Document to clearly indicate the Name and address of the Lead Partner. This document is to be signed by all parties.
 - f) Clarification to all questions in the pre-qualification document issued to the Applicant.

4. EVALUATION CRITERIA

4.1.EvaluationCriteria

Applicants meeting the minimum requirements mentioned in para 3.2, besides other factors shall be considered for pre-qualification. No compromise shall be made on minimum requirements of 60% score in each category.



5. Annexures



LETTER OF APPLICATION

(Letterhead paper of the Applicant, or partner responsible for a joint venture, including full postal address, telephone no., fax no., telex no., cable and e-mail address)

Date.....

Project Manager (P)
Planning and Development Division
Karachi Port Trust Head Office
EduljeeDinshaw Road, Karachi, 74000.

Sir,

1. Being duly authorized to represent and act on behalf of ----- (hereinafter the Applicant), and having reviewed and fully understood all the prequalification information provided, the undersigned hereby apply to be prequalified as a bidder for **Re-Construction of OP-1 at Karachi Port Trust.**
2. Attached to this letter are copies of original documents defining:
 - (a) the Applicant's legal status;
 - (b) the principal place of business; and
 - (c) the place of incorporation (for applicants who are corporations); or
 - (d) the place of registration and the nationality of the owners (for applicant who are in partnerships or individually-owned firms).
3. Karachi Port Trust and its nominated representatives are hereby authorized to conduct any inquiries or investigations to verify the statements, documents, and information submitted in connection with this application, and to seek clarification from our Bankers and Clients regarding any Financial and Technical aspects. This Letter of Application will also serve as authorization to any individual or authorized representative of any institution referred to in the supporting information, to provide such information deemed necessary and requested by Karachi Port Trust Authority to verify statements and information provided in this application, or with regard to the resources, experience, and competence of the Applicant.
4. Karachi Port Trust Authority and its authorized representatives may contact the following persons for further information, if so needed.

General and Managerial Inquiries	
Contact 1	Telephone 1
Contact 2	Telephone 2

Technical and Personnel Inquiries	
Contact 1	Telephone 1
Contact 2	Telephone 2



Financial Inquiries	
Contact 1	Telephone 1
Contact 2	Telephone 2

5. This application is made with the full understanding that:

- (a) Bids by pre-qualified applicants will be subject to verification of all information submitted for pre-qualification at the time of bidding.
- (b) Karachi Port Trust reserves the right to:
 - i. Amend the scope and value of any component under the project; in such event bids will only be called from prequalified bidders who meet the revised requirements.
 - ii. Reject or accept any application or cancel the pre-qualification process and reject applications and;
- (c) Karachi Port Trust shall not be liable for any such actions and shall be under no obligation to inform the Applicant of the grounds for actions at 5(b) above.
- (d) Karachi Port Trust shall not be liable for consequence of, and shall be under no obligation to inform the Applicant of the grounds for actions at 5(b) above.

6. The undersigned declare that the statements made and the information provided in the duly completed application are complete, true and correct in every detail.

Signed
Name
For and on behalf of (name of Applicant or lead partner of a joint venture)



5.1.ANNEXURE-II: PRE-QUALIFICATION APPLICATION FORMS



5.2.APPLICATION FORM # II/A-1

GENERAL INFORMATION

All individual firms and each partner of a joint venture applying for prequalification are requested to complete the information in this form. Nationality information is also to be provided for foreign owners or applicants who are forming part of the Joint Ventures as required under the Pakistan Engineering Council (PEC) Bye-Laws as a Partnership/Joint Venture.

Where the Applicant proposes to use named subcontractors for critical components of the works or for work contents in excess of 10 percent of the value of the whole works, the following information should also be supplied for the specialist subcontractor(s).

1.	Name of Firm	
2.	Head Office Address	
3.	Telephone	Contact Person: Name: Title:
4.	Fax	Telex
5.	Place of Incorporation/Registration	Year of incorporation/registration



NATIONALITY OF OWNERS		
	NAME	NATIONALITY
1.		
2.		
3.		
4.		
5.		



5.3.APPLICATION FORM # II/A-2

GENERAL EXPERIENCE RECORD

Name of Applicant or Partner of a Joint Venture

All individual firms and all partners of a joint venture are requested to complete the information in this form. The information supplied should be the annual turnover of the Applicant (or each member of a joint venture), in terms of the amounts billed to the clients for each year for work in progress or completed over past five years.

Use a separate sheet for each partner of a Joint Venture.

ANNUAL TURNOVER (Construction only)

YEAR	TURNOVER (in actual currency)	TURNOVER (in US \$)
2018 – 2019		
2017 – 2018		
2016 – 2017		
2015 – 2016		
2014 – 2015		
Average of above		



5.4.APPLICATION FORM # II/A-3

JOINT VENTURE SUMMARY

Names of all Partners of a Joint Venture
1. Lead Partner
2. Partner
3. Partner

Total value of annual construction turnover, in terms of work billed to clients in Million US\$

Partner	Year 2014- 2015	Year 2015 -2016	Year 2016 -2017	Year 2017 -2018	Year 2018 -2019
1. Lead Partner					
2. Partner					
3. Partner					
Total					



5.5.APPLICATION FORM # II/A-4

PARTICULAR CONSTRUCTION EXPERIENCE RECORD

(Name of Applicant or partner of a Joint Venture)

To prequalify, the Applicant shall be required to pass the specified requirements applicable to this form, as set out in the: "Instructions to Applicants."

On a separate page, using the format of Application Form A-5, each applicant or partner of a Joint Venture is required to list all contracts of a value equivalent to US \$ 50 Million or more of a similar nature and complexity to the contract for which the Applicant wishes to qualify, undertaken during the last five years. The information is to be summarized, using Application Form A-5, for each contract completed or under execution by the Applicant or by each partner of a Joint Venture.

Where the Applicant proposes to use named subcontractor(s) for critical components of the works or for work contents in excess of 10 percent of the value of the whole works, the information in the afore-mentioned forms should also be supplied for each specialist subcontractor.



5.6.APPLICATION FORM # II/A-5

DETAILS OF CONTRACTS OF SIMILAR NATURE AND COMPLEXITY

Name of Applicant or partner of a Joint Venture

Use a separate sheet for each contract.

1.	Name of Contract
	Country
2.	Name of Employer
3.	Employer Address
4.	Nature of works and special features relevant to the contract for which the Applicant wishes to prequalify
5.	Contract Role (Tick One) (a) Sole Contractor (b) Sub- Contractor (c) Partner in a Joint Venture
6.	Value of the total contract (in specified currencies) at completion, or at date of award in for a current contract Currency..... Currency..... Currency.....



7.	Completion certificate (To be attached)
8.	Date of Award
9.	Date of Completion
10.	Contract Duration (Years and Months) <div style="text-align: center;"> _____ Years _____ Months </div>
11.	Specified Requirements <div style="border-bottom: 1px dashed black; height: 15px; margin-bottom: 5px;"></div> <div style="border-bottom: 1px dashed black; height: 15px; margin-bottom: 5px;"></div> <div style="border-bottom: 1px dashed black; height: 15px;"></div>



5.7.APPLICATION FORM # II/A-6

SUMMARY SHEET: CURRENT CONTRACT COMMITMENTS/WORKS IN PROGRESS

(Name of Applicant or partner of a Joint Venture)

Applicants and each partner to an application should provide information on their current commitments on all contracts that have been awarded, or for which a letter of intent or acceptance has been received, or for contracts approaching completion, but for which substantial Completion Certificate has yet to be issued.

NAME OF CONTRACT	VALUE OF OUTSTANDING WORK (US\$)	ESTIMATED COMPLETION DATE
1.		
2.		
3.		
4.		
5.		
6.		



5.8.APPLICATION FORM # II/A-7

PERSONNEL CAPABILITIES

Name of Applicant

For specific positions essential to contract implementation, Applicants should provide the names of at least two candidates qualified to meet the specified requirements stated for each position. The data on their experience should be supplied on separate sheets using one Form for each candidate (Application Form A-8)

1.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
2.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
3.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
4.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate



5.9.APPLICATION FORM # II/A-8

CANDIDATE SUMMARY

Name of Applicant

Position		Candidate [Tick appropriate one]	
		<input type="checkbox"/> Principal	<input type="checkbox"/> Alternate
Candidate information	1. Name of Candidate	2. Date of Birth	
	3. Professional Qualification		
Present employment	4. Name of employer		
	Address of employer		
	Telephone	Contact officer)	(manager/personnel
	Fax	Email	
	Job title of candidate	Years with present employer	



Summarize professional experience over the last 20 years, in reverse chronological order. Indicate particular technical and managerial experience relevant to the Project.

Month/ Dates/Years		Company / Project / Position / Relevant technical and management experience
From	To	



5.10. APPLICATION FORM # II/A-9

EQUIPMENT CAPABILITIES

Name of Applicant:

The Applicant shall provide adequate information to demonstrate clearly that he has the capability to meet the requirements for each and all items of equipment listed in the Instructions to Applicants. A separate Form shall be prepared for each item of equipment listed in para 3.2.3 of the qualification criteria, or for alternative equipment proposed by the Applicant.

Item of Equipment		
Equipment information	1. Name of manufacturer	2. Model and power rating
	3. Capacity	4. Year of manufacture
Current status	5. Current location	
	6. Details of current commitments	
Source	7. Indicate source of the equipment <input type="checkbox"/> Owned <input type="checkbox"/> Rented <input type="checkbox"/> Leased	



Omit the following information if it is owned by the Applicant or partner.

Owner	8. Name of owner	
	9. Address of owner	
	Telephone	Contact name and title
	Fax	Email
Agreement	Details of rental/lease specific to the Project.	

5.11. APPLICATION FORM # II/A-10



FINANCIAL CAPABILITY

(Name of Applicant or partner of a Joint Venture)

Applicants, including each partner of a joint venture, should provide financial information to demonstrate that they meet the requirements stated in the Instructions to Applicants. Each applicant or partner of a joint venture must fill-in this form. If necessary, use separate sheets to provide complete banker information. A copy of the audited balance sheets should be attached.

Banker	Name of banker	
	Address of banker	
	Telephone	Contact name and title
	Fax	E-mail address

Summarize actual assets and liabilities in US\$ for the previous five years, based upon known commitments, projected assets and liabilities in US\$ for the next two years.

Financial Information in US\$ Equivalent	Actual: For Previous five (05) Years					Projected: next two years	
	2015	2016	2017	2018	2019	2020	2021
Total Assets							
Current Assets							
Total Liabilities							
Current Liabilities							
Profits Before Taxes							
Profits After Taxes							
Turnover (Gross Revenue)							
Paid-up Capital							
Bank Credit Line							

Specific proposed sources of financing to meet the cash flow of the Project, net of current commitments (Instructions to Applicants, Para 3.2.4)



Source of financing	Amount (Pak Rs. or equivalent)
1.	
2.	
3.	
4.	

Attach audited financial statements for the last five years (for individual applicant or each partner of joint venture).

Firms owned by individuals, and partnerships, may submit their balance sheets certified by a registered accountant, and supported by copies of tax returns, if audits are not required by the laws of their countries of origin in case of foreign firms.



5.12. APPLICATION FORM # II/A-11

LITIGATION HISTORY

Name of Applicant or partner of a Joint Venture

Applicants, including each of the partners of a joint venture, should provide information on any history of litigation or arbitration resulting from contracts executed in the last five years or currently under execution. A separate sheet should be used for each partner of joint venture.

Year	Award FOR or AGAINST Applicant	Name of client, cause of litigation, and matter in dispute	Disputed amount (current value in US\$)



INTEGRITY PACT

DECLARATION OF FEES, COMMISSIONS AND BROKERAGE ETC- PAYABLE BY THE SUPPLIER / CONTRACTORS OF GOODS, SERVICES & WORKS

(Name of the Applicant), hereby declares its intention not to obtain or induce the procurement of any contract, right, interest, privilege or other obligation or benefit from Government of Pakistan or any administrative subdivision or agency thereof or any other entity owned or controlled by it (GoP) through any corrupt business practice.

Without limiting generally of the foregoing, (Name of the Applicant), represents and warrants that it has fully declared the brokerage, commission, fees etc. paid or payable to anyone and not given or agreed to give and shall not give or agree to give to anyone within or outside Pakistan either directly through any natural or juridical person, including its affiliate, agent, associate, broker, consultant, director, promoter, shareholder, sponsor or subsidiary, any commission, gratification, bribe, finder's fee or kickback, whether described as consultation fee or otherwise, with the object of obtaining or inducing the procurement of a contract, right, interest, privilege or other obligation or benefit in whatsoever form from GoP, except that which has been expressly declared pursuant hereto.

(Name of the Applicant), certifies that it has made and will make full disclosure of all agreements and arrangements with all persons in respect of or related to the transaction with GoP and has not taken any action or will not take any action to circumvent the above declaration, or representation or warranty.

(Name of the Applicant), accepts full responsibility and strict liability for making any false declaration, not making full disclosure, misrepresenting facts or taking any likely to defeat the purpose of this declaration, representation and warranty. It agrees that any contract, right, interest, privilege or other obligation or benefit obtained or procured as aforesaid shall, without prejudice to any other rights and remedies available to GoP under any law, contract or other instrument, be voidable at the option of GoP.

Notwithstanding any rights and remedies exercised by GoP in this regard, (Name of the Applicant), agrees to indemnify GoP for any loss or damage incurred by it on account of its corrupt business practices and further pay compensation to GoP in an amount equivalent to ten times the sum of any commission, gratification, bribe, finder's fee or kickback given by (Name of the Applicant), as aforesaid for the purpose of obtaining or inducing the procurement of any contract, right, interest, privilege or other obligation or benefit in whatsoever form from Government of Pakistan (GoP).

(Name of Applicant)

Signature-----

Date-----



6. ANNEXURE-III: PROJECT INFORMATION



Background

OP-1 was designed by M/s Frederic R. Harris as a dedicated oil pier for the handling of petroleum products in vessels ranging in size from 25,000 DWT to 75,000 DWT. OP-1 was constructed during 1975-78. Lyon Associates in association with Techno Consult International were engaged to carry out an extensive condition survey to establish the current condition of OP-1 and suggest necessary rehabilitation works or reconstruction of the facility. On the basis of current conditions observed at OP-1 and keeping in view the operating conditions anticipated, economic factors, risks and safety factors it was suggested to reconstruct the facility.

6.1. General characteristics of OP-1

The main features of OP-1 include the following:-

- a) Op-1 is designed for berthing of oil tankers up to 75,000 DWT. The facility is provided with loading arms on the main jetty for direct loading / unloading of petroleum products.
 - b) Land reclamation, marine protection works (Revetment) and basin pocket dredging also constitute a part of the project.
 - c) There are four mooring dolphins equipped with quick release mooring hooks for the anchoring of ships. These mooring dolphins are (mostly) connected with each other and the main loading platform via steel structure walkways.
 - d) There are two breasting dolphins provided with Fendering systems. Each breasting dolphin is provided with two large steel frames with timber infill panels. The steel frames are attached to cylindrical cone rubber fenders which in turn are fixed to the main structure of the breasting dolphins.
 - e) Pipe trestle carrying petroleum products, pipelines and support structures.
 - f) The whole structure is built on steel tube piles, 16 inch diameter.
 - g) The berthing basin in front of the jetty has a minimum length of 300m.
 - h) Four mooring dolphins, each of at least 1,500 KN as design load and equipped with quick release mooring hooks.
 - i) Two breasting dolphins each of not less than 3,500 KN energy absorption capacity.
- The liquid product marine terminal (OP-1) is used by various companies setup in the Keamari oil installation area. OP-1 comprises the following equipment and structures.

For the loading and unloading of tankers, 9 No. marine loading arms are installed on the loading platform. The 12" loading arms are of all steel construction and of



the fully counter-balanced type, manually operated. The working range of the loading arms covers vessels of 75,000 DWT at lowest and highest operational water level. Adapters are also provided with each loading arm for connection points for hose connections.

Pipelines system from the shore manifold structure to the jetty head (loading platform) to the shore end of the causeway is arranged as pipe racks located to one side of the jetty, inclusive of the valves, fixed / guide support and related accessories. All pipelines are of carbon steel except the stainless steel chemical line.

Various users of OP-1 have their pipelines from the shore end of the tank farms to the respective pipelines and user manifolds.

The existing slops system is confined to the area of the loading platform and is designed to collect liquid slops or mixtures of oil and water from vents, linear drains, valve body vents, valve block and bleed drains. Loading arm drains and relief valve discharges are also drained into the slop drain.

6.2. Condition of the concrete

Pile caps

Most pile caps of the pier, loading platform, breasting dolphins and mooring dolphins are in extremely poor condition. Almost all of the pile caps have major areas of the reinforcing steel exposed, this steel is heavily corroded. The function of the reinforcing steel has been lost in many areas.

Almost all pile caps of the facility are in a similar condition. The presence of discoloring indicates the presence of chloride-initiated corrosion of the reinforcement. Furthermore many of these pile caps show cracks due to this corrosion. The rate of deterioration has been accelerated as the original cathodic protection system installed has not been operational since 1982.

Pile beams

The pile beams of the trestles show similar conditions to that of the caps. Large areas of reinforcing steel has been exposed and severely corroded. In other cases the concrete cover has spalled off from the reinforcement. However the reinforcement is attacked by chloride corrosion and protection against further attack is not feasible.

Skeleton of beams

These are the beams supporting the deck slab of the structures. These beams are in bad condition. In almost all cases this structure is deteriorated in a severe way. In quite a number of cases the reinforcement has been exposed. Chloride penetration has caused this deterioration. The exposed reinforcement is in most cases less than 70% of its original size. A number of beams are nearing the point of collapse.

The concrete cover at the bottom of the beams is spalling off from the reinforcement.



In general the upper part of the beams has not been attacked by corrosion to the same extent. At the bottom of the beams the cover on the reinforcement was not of sufficient depth. Due to chloride penetration the concrete cover on the reinforcement is too small. In many cases there are wide cracks along lengths of the beams.

Cross beams

The intermediate cross beams between the main beams are mostly in a bad condition due to chloride attack. The cross beams at the supports are in a somewhat better condition.



Slab of the structures

The bottom side of the slab of the facility is in a very bad condition. However the extent of corrosion is not quite as advanced as in the concrete beams. Without a working cathodic protection system it is only a matter of time.

The top side of the slab is generally in far better condition than the underside. There are areas of the slab that show signs of deterioration but these are largely due to weathering. There are very many minor cracks and a few larger cracks in the slab. These cracks have not yet penetrated the whole depth of the slab. Only in a few spots the concrete cover has spelled off by the reinforcement. The corrosion is however chloride initiated.

6.3.Location of Oil Pier-1

Oil Pier1 is located at the eastern end i.e. the so called Lower Harbor of the East Wharfs. Below sketch shows the location of Oil Pier OP-I within the Lower Harbor



area of Karachi Port.



