

**REQUEST FOR INFORMATION (RFI)
FOR PROCUREMENT OF 05 X INSPECTION BARGES (IBs)**

1. The Indian Navy under Ministry of Defence, Government of India, is planning to procure **05 x Inspection Barges (IBs)** from registered Indian Shipyards. With a view to identify probable shipyards who can undertake the construction of 05 x Inspection Barges, the Shipyards are requested to forward information as sought in this RFI. The aim of seeking this RFI is also to finalise the specifications for the Barge with inputs from the Shipyards.

2. This Request for Information (RFI) consists of three parts as indicated below:

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2.1 **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the Barge. Few important technical parameters of the proposed Barges are also mentioned.

2.2 **Part II.** The second part of the RFI states the methodology of seeking response of Shipyards. **It is highlighted that in accordance with Paras 13, 68, 70 and 92 of Chapter XII of Defence Acquisition Procedure (DAP) 20, there is a need to undertake Capacity Assessment of a shipyard prior recommending for issuance of Request for Proposal (RFP) for ship or Yardcraft construction irrespective of shipyard's response to this RFI (Appendix C to Chapter XII of DAP 20 relevant).**

2.3 **Part III.** Guidelines for Framing Criteria for Vendor Selection/ Pre-Qualification in respect of 05 x Inspection Barge under Buy (Indian-IDDMM) category.

3. Apart from the information sought as per the Appendices, the shipyards may also forward technical details/ brochure/ preliminary design/ literature, etc., as deemed appropriate with respect to this said RFI for Procurement of 05 x IB.

PART- I

4. **Intended Use of Inspection Barges (Operational Requirements).** These are specified in the brief requirements placed at **Appendix A** of this document.

5. **Important Technical Parameters.** Important Technical Parameters are placed at **Appendix A** of this document. Detailed specifications will be given in the RFP which will be issued to Shipyard after verifying their credentials and capabilities to construct 05 x IB. Further following details are to be submitted: -

5.1 Feasibility to build 05 x IB as per technical/ operational parameters and specifications indicated at **Appendix A**. The shipyards are required to furnish details for each of the operational and technical parameters as brought out in **Appendix A**. Any modification to the parameter/ specifications listed at **Appendix A**, can be suggested by the Shipyard with suitable justification(s).

5.2 Shipyard to submit the concept design for the Vessel and option of providing upcoming technologies, if any, which will meet the intended purpose of the Vessel and enhance its employability. Further, Shipyard to indicate Technological advancement in the field of Inspection Barges construction/ recommendations for induction of new equipment/ systems onboard the Barge.

5.3 Agreement and/ or collaboration with firms with regard to Design and Construction of the Vessel.

5.4 Budgetary Quotation.

5.4.1 Budgetary Quote (**Basic Cost and Vessel Cost**) of the Active Waste Disposal Barge with detailed break up of cost is to be submitted as per format given below: -

Ser No	Items	One Barge cost	Five Barge cost
1	Material cost including Yard material like steel, aluminum etc.		
2	Indigenous and Imported equipment cost		
3	Equipment and Material Overheads		
4	Labour and Labour Overheads		
5	Direct and Indirect Direct Expenses		
6	Miscellaneous Cost		
7	First outfit of Naval stores		
8	Basic Cost of Barge {Total of Ser 1 to 7 above}		
9	Cost of Onboard Spares (OBS)		
10	Cost of Special Maintenance Tools and Special Test Equipment and software		
11	Cost of Technical Documentation, Training and Training Aggregates		
12	Freight and Transit Insurance Cost		
13	Vessel cost {Total of Ser 8 to 12 above}		
14	Foreign Exchange Component , if any, be indicated.		

5.4.2 All entities factored in the costing are to be indicated in the break up. Details of Import Duties and Foreign Exchange Component, if any applicable, to be indicated separately.

5.5 Information on whether the offered Vessel/ design is in use by any other Indian Customer is to be indicated.

5.6 The Vessel will be operated by Manpower/ Crew as indicated in **Appendix A**. The maintenance of the vessel post Guarantee Period will be carried out by Naval Dockyards/ Naval Repair Yards. Training to **IN** personnel on operation and maintenance is to be imparted by the Shipyard/ Original Equipment Manufacturer (OEM) of equipment at Shipyards/ OEM premises and (or) **IN** premises. Shipyard to submit proposed training schedule for crew and maintainers covering all the equipment fit and auxiliary systems installed in the Vessel in accordance with DAP-20. Further, shipyard to indicate acceptance to conduct the training at OEM premises and shipyard premises for the crew and maintainers.

5.7 The tentative delivery schedule/ build period for delivery of the Vessels to **various locations (INA Ezhimala, ANC, Porbander, Karwar, Tamil Nadu)** after conclusion of contract including the build strategy.

5.8 Shipyards may consider this RFI as advance information to obtain requisite Government clearances and setting up of necessary infrastructure both in terms of manpower and material requirements.

5.9 Shipyard has to confirm its acceptance with the terms of payment as per Chapter XII, Section B, Para 79 and Appendix B to Chapter XII of DAP 20 and amendments thereof.

5.10 Experience in building/ supply of Vessel which meets the requirement as listed in this document, along with details of customer/ clients and cost per Vessel, delivery date, etc. will have to be submitted.

5.11 Willingness for Option Clause as per Para 93 of Chapter II of DAP 20.

5.12 The shipyard to submit copy of Government license relevant for ship construction/ building activity.

5.13 Shipyard is to indicate the compliance and/ or conformity to various industrial and classification society rules and standards related to operations and safety such as Indian Standards Institute (ISI), CE, MIL (Military) Spec, Information Technology (IT) related etc., for various components/ sub-components of the Vessel as applicable.

5.14 Whether the shipyard would be able to comply with all provisions of DAP 20 or not. If not, which Para/ Clause of DAP 20 would not be agreed to, with reasons, needs to be submitted.

5.15 Shipyards to provide inputs on maintenance philosophy (Engineering Support Package (ESP), Annual Maintenance Contract (AMC), Performance Based Logistics (PBL), etc.). In this regard, Para 51 and Appendix F of Chapter II of DAP 20 is relevant.

5.16 Shipyard has to confirm its acceptance with the terms and conditions on obsolescence of the component/ parts of equipment of the Vessel, which may become obsolete, during the life cycle of the Vessel as per DAP 20 and amendments thereof. Further, Shipyard to submit details/plan for envisaged upgradation of equipment for obsolescence management and details with respect to repair facilities may also be submitted.

5.17 Shipyard has to confirm its acceptance to follow all the provisions of Chapter XII, Section-B of DAP 20 regarding acquisition of Yardcraft and Auxiliaries on competitive basis. If not, which Para/ Clause of Chapter XII of DAP 20 would not be agreed to, with reasons, needs to be submitted.

5.18 **Acceptance Trials.** Shipyard to submit details with respect to Acceptance Trials, including parameters for product evaluation.

5.19 **Alternatives for Same/ Better Operational Requirements.** Shipyard to provide inputs/ recommendation with respect to any alternatives to meet the same/ better operational requirements.

5.20 **Compliance to Environmental Norms.** Shipyard to submit compliance to environmental standard for weather, corrosion resistance etc.

5.21 **Undertaking Certificate.** Shipyard to submit an undertaking that in the past they have never been banned/ debarred from doing business dealing with MoD/ GoI/ or any other Govt organisation.

5.22 **Indigenous Content (IC).** Shipyard to submit details of IC in the Vessel to meet the minimum IC requirement in accordance with Para 21 of Chapter I of DAP 20. The categorisation for the procurement is intended to be under Buy (Indian - IDDM).

5.23 Shipyards are required to provide following details: -

5.23.1 Displacement/ dimensions of the Vessel.

5.23.2 Proposed Delivery Schedule of the Vessel.

5.23.3 Details pertaining to capacity, infrastructure, financial status of the Shipyard to be furnished and how it is intended to be used to meet the delivery schedule of the Vessel.

5.23.4 Past experience of Shipyard in executing similar projects.

5.23.5 Details of present order book status to be furnished.

6. The Shipyard should confirm that following conditions are acceptable: -

6.1 The solicitation of offers will be as per 'Single Stage -Two Bid System'. It would imply that a 'Request for Proposal' would be issued soliciting the

technical and commercial offers together, but in two separate sealed envelopes. The validity of commercial offers would be at least 18 months from the date of submitting of offers.

6.2 The financial assessment parameters would be evaluated by a Financial Parameter Evaluation Team (FPET) constituted by SHQ prior to Technical Evaluation Committee (TEC). The technical offers would be evaluated by a TEC to check its compliance with RFP.

6.3 Amongst the Shipyards cleared by TEC, a Contract Negotiations Committee (CNC) would decide the lowest cost bidder (L1) and conclude the appropriate contract.

6.4 Vendor would be bound to provide product support for time period specified in the RFP, which includes spares and maintenance tools/ jigs/ fixtures for field and component level repairs. Documentation for training/ maintenance/ repairs are also to be provided.

6.5 The vendor would be required to accept the general conditions of contract given in the Standard Contract Document at **Chapter VI of DAP 20**.

6.6 **Integrity Pact and Earnest Money Deposit (if applicable).** An Integrity Pact is to be submitted at the time of bid submission as indicated below (Refer **Annexure I to Appendix O of Schedule I, Chapter II of DAP 20**):-

6.6.1 **Pre Contract Integrity Pact (PCIP).** All vendors will be required to submit a PCIP for all procurement schemes above Rs 20 Crores along with their technical and commercial offers. **Earnest Money Deposit (EMD) will act as security for PCIP till signing of contract. Format of EMD is given at Annexure I to Appendix O of schedule I to Chapter II. Post signing of contract, PCIP will be covered by PWBG till completion of contract.**

6.6.2 EMD would be applicable as follows :-

Estimated Cost of Procurement Scheme (in Crores)		EMD Amount
Above (not including)	To (including)	
-	100	Nil
100	150	30 Lakh
150	300	70 Lakh
300	1000	2 Crore
1000	2000	5 Crore
2000	3000	10 Crore
3000	5000	15 Crore
5000	-	25 Crore

6.6.3 EMD is not required from Micro and Small Enterprises (MSEs) as defined in MSE Procurement Policy issued by Department of Micro, Small and Medium Enterprises (MSME) or are registered with the Central Purchase Organization or the concerned Ministry or Department or Startups as recognized by Department of Industrial Policy & Promotion (DIPP), in accordance with the Ministry of Finance memorandum bearing No. F.20/2/2014-PPD (pt.) dated 25 Jul 2017 (as amended from time to time). Defence Public Sector Units (DPSUs) are not required to submit EMD when nominated as ab-initio single vendor. DPSUs will submit all BGs and EMD as applicable while participating in multi-vendor cases with private vendors.

6.6.4 **Format of EMD.** The Bid Security may be accepted in the following forms, safeguarding the Buyer's interest in all respect:-

(aa) Bank Guarantee from any Indian Public or Private Schedule Commercial Bank notified by RBI or first-class banks of international repute. The format of the Bank Guarantee for Bid Security is provided at Annexure 1 to Appendix O of schedule I to Chapter II. The bidder may also submit EMD in the form of electronic Bank Guarantee (e-BG).

(bb) Account Payee Demand Draft, Fixed Deposit Receipt, Banker's Cheque shall be payable in an acceptable form. The Beneficiary Bank Details for furnishing the same will be intimated later.

6.6.5 **Validity of EMD.** The EMD will be valid for eighteen months or till signing of contract, whichever is later. The EMD shall be extended from time to time as required by the buyer and agreed by the bidder. No interest shall be payable by the buyer to the Bidder(s) on the EMD for the period of its currency. For unsuccessful bidders EMD will be returned on declaration of successful bidder(s).

6.7 **Performance-cum-Warranty Bond.** Performance-cum-Warranty Bond both equal to 3% value of the contract inclusive of taxes and duties is required to be submitted after signing of contract as per current PWBG rate promulgated by Ministry of Defence (MoD). However, the final amount of PWBG will be applicable as per the rate promulgated by MoD from time to time and in force at the time of tender submission.

6.8 **Performance Bank Guarantee for AMC.** A Performance Guarantee by the way of a Bank Guarantee of a sum equal to 5% of the total price of AMC for contracted duration is required to be submitted after signing of contract as per current rate promulgated by Ministry of Defence (MoD). However, the final amount of BG will be applicable as per the rate promulgated by MoD from time to time and in force at the time of tender submission.

6.9 **Indigenous Content (IC).** The procurement of the Vessel will be as per DAP 20, and accordingly shipyards are required to submit the details

regarding Indigenous Content (IC). The categorisation for the procurement is intended to be under **Buy (Indian - IDDM)**. The Vessel must meet the minimum IC parameters in accordance with Para 21 of Chapter I of DAP 20. The Shipyard is also required to comment on the categorisation and IC content as per DAP 20. The category wise (less Strategic Partnership model cases) summary of IC as per cost of the **Base Contract Price (i.e. Total Contract Price less taxes and duties)** will be as under:-

Se r	Category	IC
1	Buy (Indian-IDDM)	Indigenous design and $\geq 50\%$

PART-II

7. Procedure for Response

7.1 Vendors must fill the form of response as given in **Appendix B** (as per **Annexure II to Appendix A to Chapter II of DAP 20**) and **Appendix C** of this document. Apart from filling details about company, details about the exact product meeting other generic technical specifications should also be carefully filled. Additional literature on the design and construction of Inspection Barges can also be attached with the form.

7.2 The Shipyard to submit separate enclosure clearly indicating compliance with the operational/ technical specifications placed at **Appendix A** of this RFI. Non-Compliance to any of the parameters listed in **Appendix A**, has to be clearly indicated along with reasons.

7.3 Compliance/ acceptance to Paras 5 and 6 at Part-I above are to be clearly indicated and certified in response. Any other relevant additional literature or document on the Inspection Barges can also be attached with the RFI response form.

7.4 The duly filled RFI response should be dispatched to the under mentioned address:-

Cmde (Naval Architecture)
 Directorate of Naval Architecture (DNA)
 E-308, East Wing
 Nau Sena Bhawan, New Delhi- 110010
 Tele: 011-28702454
 E-mail: dna.ihqmod@navy.gov.in_

7.5 Last date of acceptance of filled RFI response is _____ (08 weeks from uploading of RFI). The Shipyards shortlisted for issuance of RFP would be intimated based on Technical Capacity Assessment as per Appendix C to Chapter XII of DAP 20.

7.6 Shipyards, if required, can communicate to the Project Officer of DNA with below mentioned contact details for seeking clarification/ information on

the documents (such as Navy Order (NO), Naval Construction Document (NCD), etc) mentioned in this document: -

Cdr (Naval Architecture)
Directorate of Naval Architecture (DNA)
E-308, East Wing
Nau Sena Bhawan, New Delhi- 110010
Mob: 9211521590, 8356013265
E-mail: dna.ihqmod@navy.gov.in_

8. The Government of India invites responses to this request from registered Indian Shipyards who qualify the criteria/ willing to meet the criteria as enumerated below :-

8.1 Financial Assessment Parameters as per **Annexure II to Appendix C to Chapter XII of DAP 20**.

8.2 The shipyard should have been qualified by Technical Capacity Assessment as per **Annexure I to Appendix C to Chapter XII of DAP 20** or willing to be assessed as per the aforesaid technical capacity assessment parameters.

9. The end user of 05 x Inspection Barges is the Indian Navy.

10. Shipyard to submit information with respect to utilisation of Indigenous Military Material and Software, indicating the plan for material sourcing and cost implications vis-a-vis foreign sourcing of materials, iaw Paras 11 and 13 of Chapter II of DAP-20, if applicable.

11. This information is being issued with no financial commitment and the Ministry of Defence reserves the right to change or vary any part thereof at any stage. The Government of India also reserves the right to withdraw it, should it be so necessary at any stage. The acquisition process would be carried out under the provisions of DAP 20.

PART- III

Guidelines for Framing Criteria for Vendor Selection/ Prequalification in respect of 05 x Inspection Barges under Buy (Indian-IDDM) Category

12. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in case of shipbuilding cases are detailed in **Chapter XII of DAP 20** and Financial Assessment Parameters as per **Annexure II to Appendix C to Chapter XII of DAP 20**. The relevant details are placed at **Appendix D**.

13. **SME/MSME/Startup Certification.** Shipyard to provide certificate/ relevant documents of being a SME, MSME or Startup, if applicable.

Appendix A
(Refers to Para 5 of RFI)

**OPERATIONAL/TECHNICAL SPECIFICATIONS
FOR 05 X INSPECTION BARGES**

SECTION A – GENERAL

1. **Role and Functions.** The role of the Inspection Barge is to perform the following tasks:-

1.1 Inspection and security rounds in harbour/ at anchorage and other specified purposes.

1.2 Movement of Inspecting Authority/ Entourage in harbour/ anchorage.

1.3 Miscellaneous duties which may range from undertaking hazardous operations like ferrying Boarding party or benign operations such as logistics support.

2. **General Remarks.**

2.1 The barge is to be built as per the any of the approved Classification Society Standards **IRS/LRS/DNV/BV/ABS/RINA/ GL/NK** rules (any IACS member Class).

2.2 The barge shall be built as per proven hull form and *iaw* Class Rules. If offered design is a new one (not built or supplied in the past), the builder is to carry out detailed design calculations and CFD/ model testing of the hull for its conformity to the requirement of these specifications and Class Rules.

2.1 The barge is to be designed to operate alongside the naval jetties, harbours and floating docks.

2.2 It should have an expected life of minimum 15 years.

2.3 It should have refit cycle of 2 years or more.

2.3 The barge is to be MARPOL compliant to avoid direct discharge of effluents into the sea.

3. **Principal Particulars**

Ser No	Description	Remarks
1	Length Overall	Less than or equal to 24 m.
2	Draught	Not more than 2.0 M
3	Speed	Not less than 20 Knots at full load condition, vessel should be able to operate at maximum speed for continuous 2 Hours at a stretch in any

Ser No	Description	Remarks
		8 hour cycle. Cruising speed- 15 Kn
4	Endurance	250 Nm at cruising speed with 20% fuel balance on arrival.
5	Fuel Oil Capacity	Commensurate with endurance and 15% reserve.
6	Fresh water capacity	At least 600 Ltrs.
7	Sea state	Operating up to Sea State 3.
8	Stability	Should have maximum crew comfort up to Sea State 3 and survive up to Sea State 4.
9	Carrying Capacity	About 31 Men (01 Inspecting Authority , 05 Boat Crew , about 25 Persons)
10	Propulsion	Twin propulsion system (Type tested, class approved engines confirming to the latest MARPOL/ IMO norms) shall be of Cummins or Mercury or Volvo Penta or MAN or Ashok Leyland or any other Indian Navy approved diesel engine with stern drive having product support in India.

4. **Seaworthiness.** Operational seaworthiness up to sea state 3 and survive up to sea state 4.

5. **Crew/ Carrying Capacity.**

5.1 05 (01 Coxswain, 02 deck, 01 E/R & 01 Electrical).

5.2 Bunks: Inspecting Officer's cabin- 02 bunks.

5.3 Total seating capacity of about 25 (including Briefing room, Inspecting Officer's Cabin, Bridge top etc).

6. **Environmental Conditions for Equipment & Machinery.** All equipment & machinery should be suitable continuous operation in ambient temperature up to 50° C, Relative Humidity of 95 % at 35° C and roll 25° and pitch of 8°.

7. **Ergonomics.** Latest design concept for Barge, with respect to ergonomics/ functional aspects and crew comfort are to be adopted. Sound insulation is to be provided in all accommodation, work spaces etc.

SECTION B- NAVIGATION AND COMMUNICATION

1. **Navigational Visibility.** The builder is to provide toughened glass window all round (360 deg) wheel house to ensure clean visibility from the steering position. In State condition, calm water, ahead visibility should not get restricted beyond one boat length. Night vision during boats manning is also to be catered for.

2. **Wipers.** Electrically operated pantograph wipers (SS) with fresh water jets for windscreen washing on bridge windows and marine wipers on other windows shall be provided. The control for the same shall be provided inside the compartment. Class approved window wipers conforming to ISO 17899 as per NHQ/ DEE policy EE/03/9711/Policy/L-116 dated 08 Sep 20 is to be provisioned.

3. **Navigation Suite.** An integrated modern navigation suite comprising following:-

3.1 **Radar/ Multi-Function Console (MFC).** One Low Power COTS Navigation I Band Radar along with MFC is required to be provided. Details of the same are placed at Appendix A.

3.2 **Multi-Function Console (MFC).** One Multi-Function Console (MFC) is to be provided and a Navigation Equipment are to be interfaced to the MFC.

3.3 **Navigation Suite.** A suitable gyro to be provided on the bridge top with displays/ repeaters in Bridge and ASP. The Gyro should be suitable for interfacing with other navigational aids.

3.4 **AIS.** Suitable AIS (Class B) *iaw* IMO regulations to be fitted on the bridge and interfaced with other navigational aids.

3.5 **Echo Sounder.** One COTS Echo sounder which will be suitable for interfacing with GPS.

3.6 **Magnetic Compass and Boat Compass.** One magnetic compass is to be provided on Bridge top with provision to read it from Bridge and ASP. Additionally, one boat compass to be provided.

3.7 **Digital G3N Receiver.** A portable Digital G3N receiver of reputed make with map and waypoint facility shall be mounted near the console. The G3N receiver shall: -

3.7.1 Have a sunlight viewable 7" TFT bright colour LCD.

3.7.2 Be compatible with C-Map NT+ chart cards.

- 3.7.3 Have dual SD card slots for memory and chart cards.
- 3.8 **Anemometer.** One fixed anemometer on the mast.
- 3.9 **Fog Horn.** A fog horn is to be provided on the bridge top with local operating controls and remote operations on the bridge.
- 3.10 **Nav Lights.** As per 1972 International Regulations for Prevention of Collisions at Sea.
- 3.11 **Log.** COTS, as per class specifications.
- 3.12 **Binoculars.** Four Day and Night Binoculars should be provided.
- 3.13 **Search Lights.** Two high power Search Lights (3600 rotation) should be provided on upper deck.
- 3.14 **Fog Lights.** Fog lights are to be provided.
- 3.15 **CCTV.** CCTV cameras along with monitor system to be provided.
- 3.16 **Mast.** Foldable mast may be envisaged to meet the requirement of hoisting various communication lights/ Flags, etc requirements. Once rigged, the height of the mast should not exceed 8.5 m from the waterline.
4. **Communication.** The following communication facilities are to be provided: -
- 4.1 One Latest VHF MMB TX/RX DSC complying with IMO Regulations for GMDSS.
- 4.2 Four VHF hand held Radio sets (Motorola 338) with one each battery charger, spare battery and water proof pouch. To be procured *iaw* DNS Communication Acquaint 09/22 dated 25 Nov 22.
- 4.3 Megaphone (Fixed on Mast), Quantity - Two.
- 4.4 One 5" Hand Signalling Lantern with stowage box.
- 4.5 Portable loud hailers, Quantity - Two.
- 4.6 Call up bells.
- 4.7 Sound Power Telephone.
- 4.8 Ensign, Flags are to be provided as follows:-

4.8.1 National flag – Three

4.8.2 Naval Ensign -Three

4.8.3 Admiral Flags -One for each rank

4.9 Communication Flags & Shapes – One set.

4.10 Adequate stowage arrangement is to be provided for the flags and shapes.

4.11 The following internal communication systems are to be provided iaw Para 18.10, Section C:-

4.11.1 Main Broadcast system to be provided and should be audible in all compartments (for general and emergency announcements) SRE/ compatible to Music System.

4.11.2 Intercom between:-

4.11.2.1 Bridge, forecastle and QD.

4.11.2.2 Bridge, Engine Room, ASP and living areas including galley, Inspecting Officer's cabin etc.

5. All communication fittings, microphones, power supply sockets and cable trays in open / exposed areas, weather decks etc are to be waterproof to avoid short circuit and rapid degradation due to sea spray.

6. **GMDSS.** Following communication facilities are to be provided: -

6.1 **EPIRB.** One EPIRB operating on 406 MHz is to be provided

6.2 **SART.** One SART is to be provided.

SECTION C- HULL, MACHINERY, ELECTRICAL AND NBCD

1. **Principal Dimensions.** The principal dimensions of the Inspection Barge should be as follows: -

1.1 Length overall - < 24 m

1.2 Draught - Not more than 2 m.

2. **Trim.** The boat should be marginally trimmed by the stern over the entire speed range so as to be:-

2.1 Seaworthy at all speeds.

2.2 Present an unobstructed view to the coxswain.

3. **Reserve of Buoyancy.** As per requirements of classification society norms to meet intact and damage stability criteria.

4. **Hull.** Boat hull is to be constructed using Class approved multi-axial/ non-crimp fabric/ Carbon Fibre with Isophthalic/ vinyl ester/ epoxy resin meeting fire standards of Class. No hull penetration is to be undertaken. Vacuum-infusion method shall be adopted mandatorily for hull construction. Use of plywood is prohibited. The hull, deck and wheelhouse structure shall conform to Classification Society rules and regulations for classification of special service craft GRP construction. Structural GA, hull construction, machineries/ equipment/ fittings, system and lay out drawings will be reviewed by class society and approved by NHQ/ DNA. Hull, deck and wheelhouse will have dual inspection by Classification Society and NHQ representative only.

5. **Hull Material.** All the materials, workmanship and finish shall be conforming to class requirements. The necessary test reports & specifications of the raw materials/ fittings etc. used in the construction of the boat shall be produced by the boat builder and be inspected by Classification Society/ Inspecting Agency prior to the construction of the boat. The traceability/ relevant certificates of material used should be maintained for records. All steel fittings shall be of stainless-steel grade AISI 316L. All forged fittings shall conform to BS-970 and the castings shall conform to BS-3100.

6. **Hull Form.**

6.1 A suitable deep 'V' hull design for high speeds and good sea keeping qualities shall be offered. Superstructure should be designed to give the craft a modern appearance and provide minimum aerodynamic resistance. Fittings on the superstructure such as navigational lights etc. should be of collapsible type in order to give the craft a sleek look. Fittings/equipment should be

concealed and flushed with superstructure profile to reduce the resistance due to drag. The boat shall be constructed as per a proven hull design and in accordance with Classification Society rules approved by Indian Navy. The outer surface of the hull should be of glossy finish. The paint scheme used on the vessel should have a minimum life of 5 years. The vessel should be of sleek appearance.

6.2 In case the offered design is a new one (not built and supplied in the past as per function of 9.2 m Motor Boat), on placement of order, the boat builder is to carry out detailed design calculations and **Model testing (IIT/ NSTL)/ CFD Analysis (Approved by IACS member Class)** of the hull form offered in accordance with Class Rules. The model testing/ CFD Analysis should cover resistance, propulsion, powering and seakeeping parameters of the boat. The design calculations and the model test/ CFD reports are to be vetted by the Classification Society in accordance with Class rules and submitted to Indian Navy for approval.

7. **Main Engine.** Two Engine, one per shaft to be provided, engines are to be capable of generating full power at 85% MCR of engine rating.
8. **Shock Mounting.** As per Classification society norms.
9. **Propulsion.** The vessel is to be provided with twin shaft propeller system or water jet propulsion as per the design.
10. **Steering Gear.** As per Classification society norms.
11. **Bow Thrusters.** Availability of a suitable bow thruster (Class approved/ type tested) will increase manoeuvrability and reduce dependency on tugs. Bow thrusters are recommended to be provisioned akin to globally available GRP crafts like HCB 53 Suenos, Sunseeker Apache 45, Riviera 757 boats etc.
12. **Fuel and Lub Oil.** As per classification society norms.
13. **Bilge & Fire System.** As per classification society norms. Emergency bilge suction arrangement by Main engine sea water pump may also considered.
14. **Cooling.** As per classification society norms.
15. **Air Conditioning.** All living spaces, Briefing Room and Bridge are to be centrally air conditioned, with 100 redundancy. The capacity of the AC should be adequate to achieve 21 °C.
16. **Refrigeration.** Three Refrigerators, one each for Inspecting Officer's cabin, Bridge and Galley/ Pantry.
17. **Exhaust.** As per classification society norms.

18. **Fresh Water Drainage.** As per classification society norms. A fresh water tank with a fresh water pressure pump and other standard associated fittings should be provided. Sanitary pump of suitable capacity to be provided. Standard fresh water pipe lines of approved material to galley and toilet to be provided. Fresh water capacity should be at least 600 litres.

19. **Sanitary System.** Two toilet with manual marine closet are required. Cu-Ni pipes for seawater system, suction and toilet discharge with bronze valve and vent should be provided. An oily water separator and sewage treatment plant of suitable capacity is to be installed on board for meeting latest requirement of MARPOL.

20. **Ventilation.** As per classification society norms. Natural vents, cabin fans and ventilation grills are to be provided in all cabins. Fans should be bulkhead mounted in the cabins in order to save on space.

21. **Electrical.** Entire electrical system, machinery and associated system should conform to Classification Society rules. The electrical system should include the following:-

21.1 **Power Supply.** Power generation and distribution system should conform to the Classification Society norms. A fixed generator of suitable capacity is to be provided. The power supply system should cater for uninterrupted power supply to various consumers' viz. Radar, Control Equipment, Nav aids, Communication, Lighting/ Domestic and galley equipment. etc being fitted on the barge. One in number 415V, three phase, 50Hz Diesel Generator conforming to Classification Society rules is to be provided. Maximum electrical load envisaged at any operation regime of the barge should not be more than 80% of normal rating of this generator. While selecting the generator, a minimum growth margin of 10% of the estimated load should be catered.

21.2 **Emergency Power Supply.** An additional portable diesel generator of suitable capacity is to be provided to cater for emergency supplies to the essential equipment including Nav aids and communication systems iaw BR 2170.

21.3 **Power Supply Requirements.** Power supplies are to be provided as follows: -

18.3.1 415V AC, 3 Phase, 50 Hz, 3 Wire

18.3.2 230V AC, 50 Hz, 3 Phase/ 1 Phase

18.3.3 230V AC, 50 Hz, 3 Phase, Four Wire System

18.3.4 234V

21.4 **Main Switch Board.** All electrical machinery/ systems such as DBs/ Normal and Alternate supplies/ lighting system/ light fittings/ protection controls, instruments and indications etc are to be provided wherever necessary as per class rules.

21.5 Following requirements are to be catered for: -

21.9.1 All motor driven machinery, galley equipment etc of 0.5 kW and above rating are to be preferably arranged to operate from 415V 3 Phase distribution system. Machine below 0.5 kW rating and lighting installation, Radar, W/T and other navigational equipment may be arranged for operation in 230V, 1 Phase, 2 Wire Systems.

21.9.2 Adequate number of 230V, 50Hz 4 Wire system supply sockets are to be provided in the barge for domestic appliances.

21.9.3 Adequate 230V AC and 24V DC sockets should be installed in all machinery compartments and upper decks.

21.9.4 **Domestic Supply.** Domestic Supply on the barge would be 230V AC, 50 Hz, 1 Phase supply derived from 415V, 3 Phase, 4 wire system (obtained through secondary star connected transformer) with earthing of neutral to barge's hull along with ELCB and DPDT MCB for domestic and COTS equipment.

21.9.5 **Cabin Fans.** Cabin fans of suitable sizes from approved sources operating on 230V AC are to be provided in accommodation spaces, manned store spaces etc.

21.9.6 All electrical equipment, machinery and starters like to cause radio interference are to be adequately suppressed to prevent electromagnetic interference as per Class Rules.

21.6 **Shore Supply Arrangements.** One each shore supply watertight connection box (with enclosures protection IP 57) is to be provided on both sides of the craft on weather deck at an appropriate position conforming to Class rules. Shore supply cable of suitable length to meet the requirements of the barge is to be provided with stowage arrangement near the shore supply connection box.

21.7 **Transformers.** Sufficient numbers of 415V/ 230 V 3Phase 50Hz transformers of adequate capacity suitable for marine use conforming to

Class rules are to be provided for lighting, navigational lights and communication equipment.

21.8 Motor Starters and Control Panel. All motors, starters and control panel should conform to Class rules and should be suitable for marine use.

21.9 Lighting System.

21.9.1 Adequate LED based light fittings are to be provided throughout the barge.

21.9.2 Adequate number of deck lighting for illumination of upper deck is to be provided.

21.9.3 Emergency lighting supplied from 24 V DC distribution board is to be provided for illumination of access/ passageways and compartments as approved by Class rules.

21.9.4 Navigation Lights Control Panel (NLCP) for Nav lights conforming to Class rules is to be provided.

21.9.5 Adequate lighting to illuminate Bridge/ Wheel house, seating console, deck fixtures, instrument gauge and alarm panel is to be provided. Single core cable is to be used for lighting circuits.

21.10 Analog MBSRE/ Intercom. Analog MBSRE/ Intercom is to be provided iaw EED-51-08 dated 20 Dec 13 and as per DSR policy PP-06/2023/SB-I/IC dated 11 Sep 23 (Guidelines for Optimisation of Internal Communication Onboard Ships). The communication systems are to be hard wired which will provide point to point, point to multi-point, point to all and cordless communication integrated with internal communication system. The number of groups and locations are to be decided based on type of barge and operational requirement and vetted by User Directorate. The analog MBSRE/ Intercom is required to be interfaced with ACCS Communication suite being fitted onboard. Coordination Intercom is to be installed iaw EED-51-08 dated 20 Dec 13 and DSR Policy indicated above.

21.11 DMR 16A (DAT Recorder). Recording of communication circuits and intercoms are vital during various missions/ evolutions. Intercom and communication sets are to be interfaced iaw NHQ/ DEE policy EE/06/1515 dated 20 Feb 25. The recorder is to be supplied with UPS backup.

21.12 Ruggedised Uninterrupted Power Supply (UPS). The supplies for the equipment tabulated below are to be fed through ruggedized UPS iaw IN specifications promulgated by NHQ/ DEE policy EE/03/9711/Policy/L-105

dated 24 Jan 27 and EED-50-77 or latest updated guidelines. Nav and Communication equipment installed in Bridge and Ops Room are to be provided with dual redundant centralised UPS of suitable capacity (approx. 60kVA). UPS compartments are to be sited near Bridge/ Ops Room to minimise cable complexity and voltage drop in cables. Provision is to be catered for monitoring of centralised UPS status from APMS in case UPS battery fails/ drains out. List of equipment to be fed via UPS are as follows: -

Ser No	Equipment	Type of UPS
1	Nav lights and NLCP	Centralised UPS
2	Two Communication Sets (below 1kW)	
3	Gyro and DDU	
4	GMDSS	
5	Nav COTS Radar (with least blind arc)/ ECDIS/ IBS	
6	Echo sounder and Log	
7	Any other systems in consultation with NHQ	
8	Telephone Exchange	Offline/ 24V DC battery backup
9	Main Broadcast	
10	Conning and machinery Intercom	
11	Emergency Lighting	Online/ 24V DC battery backup
12	Machinery controls and indication supplies	
13	All other processor based networks, standalone systems, weapons/ sensors where UPS is mandated but not supplied as part of the system by OEM	Online/ offline 24V DC battery backup (Rec of OEM)

21.13 **Window Wiper.** Class approved window wipers conforming to ISO 17899 as per NHQ/ DEE policy EE/03/9711/Policy/L-116 dated 08 Sep 20 is to be provisioned.

21.14 **Batteries and Battery Charging Arrangement.**

21.14.1 Batteries should be maintenance free, lead-acid/ type approved for marine services as per Class rules.

21.14.2 Transformer rectifier cum battery charger of adequate capacity should be fitted to boost/ trickle charge the batteries. 24V DC supply is to be provided to meet the requirement of emergency lighting, Nav lights and communication equipment. Suitable battery charging arrangement for charging of batteries to be provided.

21.15 **Cables.** EBXL irradiated cables are to be provided for all lighting, power, shore supply and electrical equipment as per Class Rules.

21.16 **Portable Hand Lamps.** Adequate number of Rechargeable Hand Held (RHH) Lead Lamps are to be supplied (EED-50-82).

22. **Portable Pumps.** The following is to be supplied for dewatering/salvage operation:-

22.1 Three 20 TPH MD Submersible pumps also with hoses, coupling, starter etc to be supplied.

22.2 Two 37 TPH DD fire pumps along with hose couplings and starter etc to be supplied.

23. **Lighting.** As per Classification society norms.

24. **Fire Fighting/ Flood Control.** As per Classification society norms and following to be included: -

24.1 Portable fire extinguishers throughout the vessel, as required.

24.2 Fixed fire fighting alarm in Engine Room.

24.3 Fire alarm and smoke detection system in all compartments.

24.4 Flooding sensors in underwater compartments.

24.5 NOVEC 1230 FF system in machinery compartment.

25. **Medical Facilities.** As per Classification society norms.

SECTION D – ACCOMMODATION AND HABITABILITY

1. **Deck Fittings.** All deck fittings are to be of stainless steel of superior grade. Deck cleats, bollard and fairleads shall be of stainless steel with SS backing plate.
2. **Inspecting Officer's Cabin.** Must have following arrangement aesthetically designed with good finish and high on performance:-
 - 2.1 Bunks with upholstered mattresses.
 - 2.2 Table and shelves on the port and stbd of the double bunks.
 - 2.3 Upholstered settee, chair, table and lockers. The materials used for upholstery furniture should be made of fire retardant material.
 - 2.4 WC, Toilet with manual marine closed sinks, mirror and hanging lockers.
 - 2.5 Aesthetic non-skid flooring, scuttles on port and stbd for natural ventilation.
 - 2.6 LED screen display of at least 32 inch size with sound system, capable of interfacing with suitable PC for conduct of presentation.
3. **Briefing Room.**
 - 3.1 Briefing Room should have upholstered sofas. The material used for upholstery & furniture should be made of fire retardant material.
 - 3.2 Marine toilet with mirror and sink, marble tiled floor and scuttles on port and stbd side of hull.
 - 3.3 Stowage lockers at suitable locations.
 - 3.4 LED screen display of at least 42 inch size, capable of interfacing with suitable PC for conduct of briefing is to be provided.
 - 3.5 Side window to be provided.
 - 3.6 Aesthetics and ergonomic design to be of his quality.
 - 3.7 The Briefing area should have a capacity about 10 to 15 personnel.
4. **Bridge.** As per classification society norms. It should preferably be a GRP wheel house with seating accommodation for three. It should be placed the fore and

aft centre line so as to provide round, unobstructed view. The configuration of the bridge should be as follows:-

- 4.1 Coxswain Seat (Ullman Patrol Seat XLM 700 or equivalent).
- 4.2 Suitable seating arrangements for four persons in the Bridge.
- 4.3 Aesthetic non-skid flooring is to be provided.
- 4.4 The Bridge should have the navigation system communication systems as per the classifications society norms. It should incorporate the following:-
 - 4.4.1 Remote control of the engine.
 - 4.4.2 Steering Wheel and Control.
 - 4.4.3 Communication set –MMB
 - 4.4.4 Domestic /Navigation light panel.
 - 4.4.5 Monitoring panels for overseeing engine performance, fuel state, battery state and battery charge.
 - 4.4.6 Other miscellaneous control for functioning of the barge.
5. **Bridge Top.** The following should be provided on the Bridge top:-
 - 5.1 Upholstered seats.
 - 5.2 Windscreen with window wipers
 - 5.3 Coxswain Post.
6. **Crew Cabin with Dining Space.** Adequate resting space for crew and retractable/ foldable dining table to be provided.
7. **Crew Toilet.** Adequate toilet facilities for crew members
8. **Galley and Pantry.** Galley catering for adequate facilities for cooking including microwave oven, coffee/ tea percolator, cutlery/ crockery, hot plate, dishwasher sink and refrigerator.

SECTION E – MISCELLANEOUS

1. **Fendering.** The barge should have adequate fendering on gunwale, side and stern to prevent damage to the boat while coming alongside or casting off. Additionally, Aesthetic portable light weight inflatable fenders, preferably white in colour are to be provided.
2. **Seamanship Gear.** As per classification society norms. The barge should carry adequate gear for repair of minor damage to hull, superstructure or deck.
3. **Towing Arrangements.** As per classification society norms. Adequate towing arrangements are to be made forward and aft. The barge should be capable of towing another vessel of up to equal displacement.
4. **Boat Gear.** *IN* specified and SOLAS approved Boat Gear is to be provided with each barge for safety, rescue and lifesaving.
5. **Anchor.** A suitable Anchor with securing arrangement and sufficient SS chain or HMPE rope length, to anchor the boat in 20 meters of water depth, in a tide water of at least 3 Kt, is to be provided.
6. **Hand Rails.** SS hand rails to be provided on top of the canopy.
7. **Documentation.** Complete inventory of spares, design drawing and the relevant documentation of equipment and machinery is to be provided in both hard and soft Documents to be supplied as per EED-S-04 specification.
8. **Test Equipment.** Test equipment as per *IN* Policy to be provided and part of First Outfit of Stores.
9. **On Board and Outfit Spares.** To be supplied along with the barge for two years with suitable lockable storage locker Comprehensive AMC for COTS equipment for years to be provided.
10. **B & D Spares.** B&D spares for 5 years of equipment usage are to be provided from the respective manufactures and equipment. The B&D spares should also comparison of all types of spares.
11. **Life Term Product Support.** The shipyard is to submit a scheme to provide product support for a minimum period of 15 years to be reckoned from the date of delivery of the last craft. This could be in the form of a contractual commitment from various equipment suppliers.
12. **Mast.** A detachable SS mast at the fore peak with provision for displaying Admiral Disc/ Screw flag be provided .Other sign s and markings shall be a per the Classification Society.

13. **Stowage Chock.** One set of suitable stowage chocks is to be provided with each barge for stowing the barge ashore on jetty.
14. **Boat Slings.** One set of suitable Lifting Slings is to be provided with each barge for Hoisting/ Lowering using crane. Specifications of the same will be issued by NHQ.
15. **LMG Stand.** Fitted for arrangement for LMG/MMG stands

SECTION F- LIFE SAVING AND SAFETY EQUIPMENT

1. **Life Saving Equipment.** As per classification society norms. Lifesaving appliances as per the statutory requirements for the vessel shall be provided. However Life Rafts, Lifebuoys, General Service Lifejackets (GSLJ), Hazardous Duty Lifejackets (HDLJ) and allied SOLAS approved lifesaving appliances shall be provided as per the following: -
 - 1.1 **Life Rafts.** Adequate numbers to be provided to cater for 140% of crew strength and passengers.
 - 1.2 **GSLJ.** 145% of crew strength and passengers.
 - 1.3 **HDLJ.** 100% of crew strength.
 - 1.4 **Other Life Saving Equipment.** Suitable quantity as per Class Rules or IMO/ SOLAS guidelines.
2. **Safety Equipment.** Safety equipment are to be provided *iaw* latest *IN* policy.

Appendix B
(Refer to Para 7.1 of RFI)

VENDOR INFORMATION PROFORMA

1. Name of the Vendor/ Company/ Firm and Unique ID (if any).

(Company profile including Share Holding pattern, in brief, to be attached). In the eventuality of the firm emerging as L1, Contract will be concluded in the name and address of the firm, as indicated here). Vendors are to undertake that any subsequent proposal for change in name of firm or address, will be intimated to NHQ MoD at the first available opportunity and supporting documents be furnished accordingly within five working days of their approval by the competent authority.

2. Type (Tick the Relevant Category).

Original Equipment Manufacturer (OEM)	Yes/ No
Authorised Vendor of foreign Firm if yes)	Yes/ No (attach details, details)
Others (give specific details)	

3. Contact Details.

Postal Address: _____

City: _____ State: _____

Pin Code: _____ Tele _____ :

Fax: _____ URL/Web Site:

Email: _____

4. Local Branch/ Liaison Office in Delhi (if any).

Name & Address: _____

Pin code: _____ Tel : _____ Fax: _____ E mail :

5. Financial Details. Category of Industry (Large/ medium/ small Scale): _____

6. Certification by Quality Assurance Organisation.

Name of Agency	Certification	Applicable from (Date &Year)	Valid till (Date &Year)

7. **Details of Registration.**

Agency	Registration No.	Validity(Date)	Equipment
DGS&D			
DGQA/DGAQA/ DGNAI			
OFB			
DRDO			
Any other Government Agency			

8. **Membership of FICCI/ ASSOCHAM/ CII or other Industrial Associations.**

Name of Organisation: _____

Membership Number: _____

9. **Equipment/ Product Profile (to be submitted for each product separately)**

9.1 Name of Product : _____
(IDDM Capability be indicated against the product)
(Should be given category wise for e.g. all products under night vision devices to be mentioned together)

9.2 Description (attach technical literature): _____

9.3 Whether OEM or Integrator : _____

9.4 Name and address of Foreign collaborator (if any): _____

9.5 Industrial License Number :

9.6 Indigenous component of the product (in percentage):

9.7 Status (in service / design & development stage):

9.8 Production capacity per annum: _____

9.9 Countries / agencies where equipment supplied earlier (give details of quantity supplied) : _____

9.10 Estimated price of the equipment _____

10. Alternatives for meeting the objectives of the equipment set forth in the document.

11. Any other relevant information:
_____.

12. Declaration

12.1 It is certified that the above information is true and any changes will be intimated at the earliest.

12.2 It is certified that in the past that _____ (name of firm) has never been banned/debarred for doing business dealings with MoD/ GoI/ any other Government Organization and that there is no inquiry going on by CBI/ED/any other Government agency against the firm.

(Authorised Signatory)

Appendix C
(Refer to Para 7.1 of RFI)

**ADDITIONAL INFORMATION PROFORMA
(INDIAN SHIPYARDS)**

1.	Year Established							
2.	Type of Organisation size/Classification of Yard							
3.	Organisation setup and availability of skilled Manpower							
4.	Details of design, planning and production facilities/infrastructure including slipways/ dry docks and wet basin/water front (attach brochures etc.)							
5.	Annual build capacity (in tonnage)							
6.	Details of future expansion and business development planned							
7.	Vessels delivered in last 05 years. (attach previous order copies for 01 x Active Waste Disposal Barge (AWDB)/Similar Vessel only)							
	Yard	Customer	Type of vessel	Dwt,grt	Order date	Start production	Contractual delivery	Actual delivery
8.	Orders in hand (attach order copies for similar ships/ Vessels only)							
	Yard	Customer	Type of vessel	Dwt, grt	Order date	Start production	% completed	Expected delivery
9	Financial information (in INR for Indian vendors and in US dollars for foreign vendors)							
	(a)	Annual turnover in the last three financial years (year wise)						
	(b)	Profits made						
	(c)	Net Worth = equity+ reserves						
	(d)	Debt/Equity ratio						
	(e)	Quick Ratio = (current assets long term debts)/current liabilities						
	(f)	Attach copies of certified published annual report showing						

		turnover and financial status in support of above information	
10		Detailed specifications of 01 x Active Waste Disposal Barge (AWDB) offered to meet the specified requirements and build period from date of order	
11		Detailed specifications of commercially off the shelf (COTS) 01 x Active Waste Disposal Barge (AWDB), if available for outright purchase, if any	

(Authorised Signatory)

Appendix D
(Refers Para 12 of RFI)

**GUIDELINES FOR FRAMING CRITERIA FOR VENDOR SELECTION/
PREQUALIFICATION IN RESPECT OF 05 x INSPECTION BARGE (IBs) UNDER
BUY (INDIAN-IDDM) CATEGORY**

1. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in this instant case of 05 x Inspection Barges (IBs) under Buy (Indian-IDDM) category is enumerated in the succeeding paragraphs. **Paragraph 2** deals with the parameters that may be considered for short-listing of vendors, whereas **Paragraph 3** amplifies the process for applying selected parameters to the process of Vendor Short listing.

2. **Parameters**

2.1 **General Parameters.**

2.1.1 Applicant Entity should be an Indian Vendor as defined at Paragraph 20 of Chapter I of DAP 2020.

2.1.2 Business dealing with applicant Entity or any of its allied entities should not have been suspended or banned, by MoD/ SHQ or any Government Department or organisation (as defined in Guidelines for Penalties in Business Dealings with Entities issued vide Ministry of Defense, D(Vigilance) MoD ID No 31013/II/2006-D (Vig) Vol II dated 21 Nov 2016). None of the Promoters and Directors of applicant entity should be a wilful defaulter.

2.1.3 "Entities" will include companies, with whom the Ministry of Defence has entered into, or intends to enter into, or could enter into contracts or agreements.

2.1.4 "Applicant entity" may be a company, subsidiary, an associate company (as defined in the Companies Act, 2013), a consortium or a Joint Venture (JV).

2.2 **Technical Parameters.**

2.2.1 Vendor shall be a manufacturing entity or a system integrator of defense equipment and not a trading company, except in cases where the OEM participates only through its authorized Vendors.

2.2.2 Minimum **two years'** experience in **broad areas like manufacturing of GRP vessels as applicable in the instant**

procurement case. If not, then cumulative experience of at least three years in above areas, resulting in gaining of competence for manufacturing the proposed product. (In case the SHQ feels that for a particular equipment a lesser experience could be accepted, then the same should be got approved by the competent authority before including the same in the RFP).

2.2.3 Where product involves integration, previous experience of not less than one year/ one project in integration of systems/ equipment shall be required.

2.3 **Financial Parameters.** For RFI of Shipbuilding cases (acquisition of Ships, Yardcraft & Submarines), financial parameters stipulated at Annexure II to Appendix C, Chapter XII, DAP-20 shall be followed.

2.4 **Other Parameters.**

2.4.1 **Industrial License (IL).** Vendors should be either holding a valid Defense Industrial License or should have applied for the same before responding to RFP. In any case the vendor must confirm holding of IL before commencement of FET. (Items requiring IL will be as per DIPP Press Note 3 of 2014 as amended from time to time).

2.4.2 **Registration.** Registered for a minimum of two years (one year for SMEs). Minimum number of years not applicable for JVs constituted specifically for a project.

3. **Stipulations for Applying Parameters.**

3.1 **Areas like manufacturing of GRP vessels** referred at Paragraph 2.2.2 should be defined in each case of procurement.

3.2 In case the Applicant Entity is unable to meet the Financial Parameters by itself, it may rely on its **Holding Company** (as defined in the Companies Act, 2013 and amendments thereof) ("Companies Act") for fulfilment of the Financial Parameters, in which case reliance must be placed on the Holding Company towards fulfilment of **ALL** the Financial Parameters.

3.3 In case the Applicant Entity is unable to meet one or more of the Technical Parameters by itself, it may rely on a Group Company(ies) for fulfilment of the Technical Parameters. A Group Company in relation to the Applicant Entity may be:-

3.3.1 A company of which the Applicant Entity it is an Associate Company. Such company should have ownership, directly or indirectly, of at least 26% of the voting shares of the Applicant Entity.

3.3.2 A company which is an Associate Company of the Applicant Entity. The Applicant Entity should have ownership directly or indirectly, of at least **26%** of the voting shares of such Associate Company.

3.3.3 A Company with whom the Applicant Entity is commonly owned, directly or indirectly, for at least **26%** of the voting shares by another company. For example: An Applicant Company A is an Associate Company of Company B, in which B holds at least 26%. Further, C is also an Associate Company of B, in which B holds at least 26%. In this case the Applicant Company may use the credentials of C as well.

3.3.4 The Holding Company and Subsidiary Companies (as defined under the Companies Act) of the Applicant Entity.

3.4 The Applicant entity may be a single entity or a group of entities (the "Consortium"), coming together to implement the project. In such case:-

3.4.1 The credentials of only those members or their related entities may be counted, who have at least **26%** equity stake in the Consortium.

3.4.2 Each Consortium should have a designated Lead Member.

3.4.3 For Technical Parameters, **any of the Consortium members or their Group Companies** may meet the criteria.

3.4.4 For Financial Parameters; the Turnover and Net Worth of the Consortium Member shall be reckoned **proportionate to Consortium Member's equity stake** in the Consortium, and each Consortium member should meet the other criteria pertaining to Insolvency and Credit Rating. In case the Consortium Member relies on its Holding Company for any one of the above-mentioned Financial Parameters, then reliance must be placed on the Holding Company for meeting **all the financial Parameters**.

3.5 Vendors should provide all necessary self-authenticated documentation in support of their achievement of criteria. Such documentation should inter-alia include:-

3.5.1 Details of projects/ supply orders successfully executed in the last two years.

3.5.2 Annual reports for three years of applicant entity, parent and associate companies, consortium and JV partners.

3.5.3 Details of shareholders, promoters, associated, allied and JV companies.

3.5.4 Details of vigilance action, viz. ongoing investigation and suspension/ debarment/ blacklisting actions against the applicant entity or any of its allied entities, parent company or consortium and JV partners, if any by any Department/agency of Central Government.

3.5.5 A certificate from CA/CS indicating the financial parameters for the last three years as per Paragraph 2.3.

(**Note:** If a vendor is already a supplier to MoD and/ or has already provided the above documents in such cases, it should be necessary for the vendor to resubmit only such documentations as is necessary to update the above).

3.6 Any vendor furnishing false information will be liable for action as per existing guidelines.

3.7 Based on these generic parameters, more specific criteria should be evolved by the SHQ with regard to Technical and Financial parameters {Paras 2.2 and 2.3 above} in each procurement case depending upon requirements peculiar to each case keeping in view the overall need to ensure wider vendor participation. The specific criteria evolved by the SHQ for each case, as per these guidelines, may be got approved by the competent authority before including the same in the RFPs.

4. The criteria for vendor selection shall be clearly stipulated in RFPs so as to maintain transparency. Care shall be taken to ensure that the stipulated criteria are not open to subjectivity and arbitrary interpretation.