

## REQUEST FOR INFORMATION (RFI)

### FOR PROCUREMENT OF 03 X BOTTOM OPENING DUMB BARGES

1. The Indian Navy under Ministry of Defence, Government of India, is planning to procure **03 x Bottom Opening Dumb Barge** from registered Indian Shipyards. With a view to identify probable shipyards who can undertake the construction of 03 x Bottom Opening Dumb Barge, 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:-
  - (a) **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.
  - (b) **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, 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).**
  - (c) **Part III.** Guidelines for Framing Criteria for Vendor Selection/ Pre-Qualification in respect of 03 x Bottom Opening Dumb Barge under Buy (Indian-IDDM) 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 03 x Bottom Opening Dumb Barge.

#### PART-I

4. **Intended Use of 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 Bottom Opening Dumb Barge. Further following details are to be submitted:-
  - (a) Feasibility to build Bottom Opening Dumb Barge 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).

(b) 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 Yardcraft construction/ recommendations for induction of new equipment/ systems onboard the Yardcraft.

(c) Agreement and / or collaboration with firms with regard to Design and Construction of the Vessel.

(d) **Budgetary Quotation.**

(i) Budgetary quote (**Basic Cost and Vessel Cost**) of the Bottom Opening Dumb Barge with detailed break up of cost is to be submitted as per format given below.

<b><u>Ser</u></b>	<b><u>Items</u></b>	<b><u>One Barge cost</u></b>	<b><u>Three Barge cost</u></b>
(aa)	Material cost including Yard material like steel, aluminum etc.		
(ab)	Indigenous and Imported equipment cost		
(ac)	Equipment and Material Overheads		
(ad)	Labour and Labour Overheads		
(ae)	Direct and Indirect Direct Expenses		
(af)	Miscellaneous Cost		
(ag)	First outfit of Naval stores		
(ah)	<b>Basic Cost of Barge</b> {Total of Ser (aa) to (ag) above}		
(aj)	Cost of Onboard Spares (OBS)		
(ak)	Cost of Special Maintenance Tools and Special Test Equipment and software		
(al)	Cost of Technical Documentation, Training and Training Aggregates		
(am)	Freight and Transit Insurance Cost		
(an)	<b>Vessel cost</b> {Total of Ser (ah) to (am) above}		
(ap)	<b>Foreign Exchange Component</b> , if any, be indicated.		

(ii) All entities factored in the costing are to be indicated in the break up. Details of export / import duties and Foreign Exchange Component, if any applicable, to be indicated separately.

- (e) Information on whether the offered Vessel/ design is in use by any other Indian Customer is to be indicated.
- (f) 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.
- (g) The tentative delivery schedule / build period for delivery of the Vessels to **IN** at **Visakhapatnam (01)**, **Kochi (01)** and **Portblair (01)** after conclusion of contract including the build strategy.
- (h) 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.
- (j) 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.
- (k) 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.
- (l) Willingness for Option Clause as per Para 93 of Chapter II of DAP 20.
- (m) The shipyard to submit copy of Government license relevant for ship construction/ building activity.
- (n) 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.
- (p) 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.
- (q) 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.
- (r) 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.

(s) 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.

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

(u) **Alternatives for same/better Operational Requirements.** Shipyard to provide inputs/recommendation with respect to any alternatives to meet the same/better operational requirements.

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

(w) **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 organization.

(x) **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).

(y) Shipyards are required to provide following details:-

(i) Displacement / dimensions of the Vessel.

(ii) Proposed Delivery Schedule of the Vessel.

(iii) 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.

(iv) Past experience of Shipyard in executing similar projects.

(v) Details of present order book status to be furnished.

(z) **Field Evaluation Trials/ Trial Methodology.** Shipyard to submit Field Evaluation Trials/ Trial Methodology wrt mode of FET (Physical Trials / Documentation/ certification/ Simulation) and Trial Methodology, including parameters for product evaluation and the necessary of trials abroad (if any).

(aa) **Use of Indigenous Military Materials and Software.** Shipyard to submit information wrt utilization of Indigenous Military Material and Software, indicating the plan for material sourcing and cost implications vis-à-vis foreign sourcing of materials iaw Para 11 and 13, Chapter II of DAP 20.

(ab) **Critical Activities and Estimation Timelines**. Shipyard to submit critical activities/ milestones and estimated timelines for various phases, total timeframe for implementation of the project and critical phases most susceptible to slippages.

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

(a) 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.

(b) 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.

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

(d) 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.

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

(f) **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**):-

(i) **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.**

(ii) EMD would be applicable as follows:-

<b><u>Estimated Cost of Procurement Scheme (in Crores)</u></b>		<b><u>EMD Amount</u></b>
<b><u>Above (not including)</u></b>	<b><u>To (including)</u></b>	
-	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

(iii) 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.

(iv) **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). UIN Number of beneficiary (Directorate of Ship Production) is **NCDGS1230P**.

(ab) 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 are as follows:-

**(IFSC CODE - SBIN0000691)**  
**State Bank of India New Delhi Main Branch**  
**C Block, 11 Parliament Street**  
**New Delhi, Pin: 110001**

(v) **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).

(g) **Performance-cum-Warranty Bond.** Performance-Cum-Warranty Bond both equal to **5-10%** 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.

(h) **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.

(j) **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 and MoD ID NO. 5(07)/2023/DAC Sectt dated 15 Jan 24. 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 cost of AMC /CMC/ After Sales Service) will be as under:-

<b><u>Ser</u></b>	<b><u>Category</u></b>	<b><u>IC</u></b>
(i)	Buy (Indian-IDDM)	Indigenous design and $\geq 50\%$  Minimum <b>50%</b> of overall IC as stipulated for all categories of procurement cases to be in the form of material/ components/ software that are manufactured in India.

## **PART-II**

### 7. **Procedure for Response**

(a) 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 Barges can also be attached with the form.

(b) **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.**

(c) 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 Barges can also be attached with the RFI response form.

(d) The duly filled RFI response should be dispatched to the under mentioned address:-

Cmde (Ship Production)  
Directorate of Ship Production  
9<sup>th</sup> Floor, Chanakya Bhawan,  
Chanakyapuri, New Delhi-110021  
Tele: 011-26886433  
Fax: 011-21610614  
E-mail: dsp@navy.gov.in

(e) Last date of acceptance of filled RFI response is **27 Jun 24** (08 weeks from uploading of RFI). The Shipyards short listed for issuance of RFP would be intimated based on Technical Capacity Assessment as per Appendix C to Chapter XII of DAP 20.

(f) Shipyards, if required, can communicate to the Project Officer of DSP 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 (Ship Production)  
Directorate of Ship Production  
8<sup>th</sup> Floor, Chanakya Bhawan,  
Chanakyapuri, New Delhi- 110021  
Tele: 011-26886433  
Fax: 011- 21610614  
E-mail: dsp@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:-

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

(b) 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 03 x Bottom Opening Dumb Barge 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 Defense 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 03 x Bottom Opening Dumb Barge 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.

**OPERATIONAL / TECHNICAL SPECIFICATIONS**  
**FOR BOTTOM OPENING DUMB BARGE**

1.	<b>Aim</b>	To promulgate the Preliminary Staff Requirements for Non-Propelled Bottom Opening Barge capable of dumping ammunition at sea.
2.	<b>Functions</b>	<p>(a) To dump ammunition at sea in deep waters (&gt;300m).</p> <p>(b) The barge should be capable of carrying the following cargo, either singly or in combination, for dumping.</p> <ul style="list-style-type: none"> <li>(i) Gunnery ammunition.</li> <li>(ii) ASW ammunition including Mines.</li> <li>(iii) Torpedoes.</li> <li>(iv) Missiles.</li> <li>(v) Air ammunition.</li> </ul> <p>(c) Total cargo tonnage capacity up to 200 tons.</p> <p>(d) Securing arrangement for accessories/ associated gears for missiles like fuel tanks, defueling hoses, HP air bottle etc. is to be provided.</p>
3.	<b>General Remarks</b>	<p>(a) The barge is to be built as per NHQ MoD (N) approved Classification Society Standards (ABS/ BV/ DNV-GL/ IRS/ LR/ RINA/ ClassNK). The notation for the barge and QAP for shipbuilding, including trials, should be finalised in consultation with NHQ MoD(N). Classification Society is to certify that the Class notation proposed by the yard covers all the requirements of build specs/ guideline specifications.</p> <p>(b) A certificate is to be provided by the Classification Society confirming that 'Class Notations have been provided for all functional requirements indicated in RFP'.</p> <p>(c) The barge should comply with all the latest requirements of MARPOL/ MEPC and SOLAS regulations.</p> <p>(d) It should have a OCR cycle of at least 5 years.</p> <p>(e) Hopper Door Type Bottom Opening Mechanism is to be provided for entire cargo hold to enable dumping of ammunition at sea. The mechanism should be capable of being operated by suitably rated Diesel Generators of the barge.</p> <p>(f) Bottom opening Mechanism should have three layers of safety for its operation to ensure that the ammunition is not discharged unintentionally into sea during loading or transit.</p>

		<p>Further in case of failure of mechanised modes, Bottom Opening Mechanism should operate in manual mode. Suitable indication for Bottom Opening mechanism is to be provided in the Bridge/ Control Post.</p> <p>(g) The hold should be provided with the following:-</p> <p>(i) Provisioning of semi-automatic sprinkling system for the cargo hold, which can be remotely operated from the control/ master room instead of manually operated sprinkling system.</p> <p>(ii) CCTV/ Video surveillance facility for the crew to monitor ammunition in the cargo hold for safety.</p> <p>(h) All electrical and ventilation fittings; should be flame proof, and firefighting system should be iaw Classification Society rules.</p> <p>(j) The hold is to have a sliding hatch cover to provide opening of 17 m x 6 m x 3.5 m (length x breadth x height). Not more than two persons should be required for undertaking manual operation of the sliding hatch cover. A suitable roll on cover is to be provided to assist the closing/opening of the hatch covers. At the ends of sliding hatch cover, provision of automatic/manual locking arrangement is to be provided.</p> <p>(k) Points for lashing are to be provided on the longitudinal walls in the hold at a height of 1 ft and 5 ft from the cargo hold floor with distance between each point being 5 ft.</p> <p>(l) The weather deck should have 2 in number 500 Watt water and spark proof flood lights capable of being powered by external power source.</p>
4.	<b>Sea State</b>	Operable upto sea state 3 and sustainable up to sea state 4.
5.	<b>Crew</b>	Six qualified civilian crew. Sheltered space is to be provided for the crew members.
6.	<b>Dimensions</b>	<p>(a) As required to carry the cargo specified at Sub-Paras 2(b) to 2(d).</p> <p>(b) Cargo Hold. Should have clear opening of 17 m x 6 m x 3.5 m (Length x Breadth x Height)</p>
7.	<b>Draught</b>	Max of 2 meters, when fully loaded.
8.	<b>Environmental Conditions</b>	<p>All equipment should be marinised and capable of performing under the following ambient conditions:-</p> <p>(a) Ambient Air Temperature - (up to 45 °C)</p> <p>(b) Average machinery Space Temperature - up to 55 ° C</p>

		<p>(c) Sea Water Temperature - (upto 40° C)</p> <p>(d) Relative Humidity - 95% condensation at 35 ° C Condensation at 35 °C</p>
9.	<b>Construction Features</b>	<p>(a) The size of the cargo hold of the barge should not be less than 17 m x 6 m x 3.5 m (Length x Breadth x Height).</p> <p>(b) Torpedo / missile stowage space is to be well protected from the sides and bottom.</p> <p>(c) The barge is to be of proven design either existing in service; or in case of new design, the design should be supported by relevant calculations. The sea keeping characteristics of the barge is to be calculated using proved methods/ calculations/ software.</p> <p>(d) Barge is to be constructed in accordance with Classification Society rules.</p> <p>(e) The weather deck should have clear walk way around the cargo hatch and the super structure with a minimum width of one meter. This clear width should not be obstructed/cluttered by bollards, fairleads, protrusions etc.</p> <p>(f) Removable wooden gratings (of 1.5 m x 1.5 m size) are to be provided in the cargo deck flushed with the protruding lodgement shoes to bear the load of the containerised missiles.</p> <p>(g) Removable/ detachable rack arrangement, reusable cradles, stands and associated facility of sea water resistant material with associated maintenance facility need to be provided to enable the barge to change her function iaw Para 2.</p> <p>(h) Fixed metal ladders are required inside the cargo hold in the forward, mid and aft sections of the cargo hatch.</p> <p>(j) A portable/ collapsible gangway (length 10 feet), capable or carrying 02 men should be provided.</p> <p>(k) A pilot ladder of 10 meter length is to be provided.</p> <p>(l) Height of Wheel House from waterline should be NMT 6.6 meter. A collapsible mast is to be provided to restrict height of the barge from waterline.</p> <p>(m) Collapsible Jack Staff and Ensign Staff are to be provided.</p> <p>(n) Bottom Opening Barge should have on isolated space or chamber for keeping exudated Depth Charge, Warhead of</p>

		<p>Missiles Torpedoes or any ammunition which is required to be dumped into deep sea.</p> <p>(p) Loading arrangement of unserviceable/ obsolete ammunition should be such that there is no rattling of these stores during dumping.</p> <p>(q) Bottom opening barge/ split hopper barge should have system of levers/ pulleys/ switch or such automation so that once layers of safety are removed, dumping of stores can be done by gravity alone.</p>
<b>SECTION B - NAVIGATION</b>		
10.	<b>Bridge</b>	Enclosed bridge is to be provided at suitable location. Bridge should have all around visibility for efficient assistance in manoeuvring alongside.
11.	<b>Magnetic Compass</b>	One magnetic compass is to be provided on the bridge.
12.	<b>Nav Light</b>	<p>Navigation Lights are to be provided to meet the following requirements:-</p> <p>(a) International Regulations for Prevention of Collision at Sea 1972.</p> <p>(b) Flame proof and capable of operating on 24V fire retardant Valve Regulated Lead Acid (VRLA) batteries.</p> <p>(c) The audio and visual alarms for failure of Navigational lights.</p>
<b>SECTION C – COMMUNICATION</b>		
13.	<b>Communication</b>	<p>Following Class approved communication facilities are to be provided:-</p> <p>(a) VHF hand held Radio sets - Five MOTOTRBO XIRP8668i</p> <p>(b) 5" Hand signaling Lantern - One with stowage box</p> <p>(c) Portable loud hailers - One</p> <p>(d) Megaphone - Two</p> <p>(e) Call up bells - As Req.</p> <p>(f) Sound Power Telephone - As Req.</p>
<b>SECTION D – HULL</b>		
14.	<b>Build Specification</b>	The barge should be built to NHQ MoD (N) approved classification society standards (ABS/BV/DNV-GL/IRS/LR/RINA/ Class NK). The Seller is to provide a certificate from the nominated Class Society that the barge

		<p>has been built to approved Class Notations and the vessel (design and build) complies with all aspects of the Built Specifications. The Seller shall therefore share a copy of GLS/ Build Specifications with the nominated Class society and finalize the contract with Class accordingly.</p> <p>All Hull equipment being procured to meet the relevant specifications under inspection/ certification by Classification Society rules.</p>
15.	<b>Hull Material</b>	<p>(a) The barge is to be built of Class approved steel suitable for the type and function of barge.</p> <p>(b) The barge should be of mono hull construction of a proven design or validated by calculations using proven ship design software. Structural analysis including Direct Strength Analysis (DSA) should be carried out to ensure that hull is designed for intended area of operation.</p>
16.	<b>Stability</b>	Should be designed to have intact and damaged stability as per the Classification Society and IMO/SOLAS requirements. The barge should meet intact stability requirements as per Class rules for Bottom Open conditions also.
17.	<b>U/W Hull Protection</b>	The barge should be designed for a five inter docking interval. A suitable U/W hull protection (sacrificial anode as per /N specifications) system is to be provided. Sacrificial anodes are also to be fitted in sea tubes, bilges, pumps, traps and other areas where sea water tends to accumulate. In addition, zinc rings are to be fitted at the neck sea tubes near the flange and also in the overboard discharge.
18.	<b>Paint Scheme</b>	Paint Scheme is to be iaw NO 53/ 16. Surface preparation, paint application, curing time etc are to be ensure to the satisfaction of paint OEM and Classification Society rules.
19.	<b>Deck covering</b>	Suitable Class approved Epoxy Deck covering is to be applied in the relevant internal compartments (wet spaces, main alleyways, crew compartments and bridge.
<b><u>SECTION E – ENGINEERING, FIRE FIGHTING AND DAMAGE CONTROL</u></b>		
20.	<b>Portable Pumps</b>	<p>The following pumping out arrangement is to be provided:-</p> <p>(a) One suitable engine driven pump of 37 TPH capacity and two submersible pumps (one each of 20 and 40 TPH) as per latest NHQ MoD(N)/NBCD Policy.</p> <p>(b) 20 TPH and 40 TPH submersible pumps be provided with 02 starters and a spare OBS starters along with sockets in each section.</p> <p>(c) A hand pump of 10 GPM capacity.</p>
21.	<b>Fire Fighting and Damage Control</b>	(a) Fire Fighting and Damage Control equipment are to be as per Classification Society norms. Portable extinguishers (ie, 09 Ltr AFFF and 2 Kg CO <sub>2</sub> ) are to be provided at suitable locations with securing arrangements.

		<p>(b) Class approved addressable Smoke and Fire Detection System (AFDS) is to be provided.</p> <p>(c) Four 300 Bar BASCCA sets are to be provided.</p> <p>(d) Four pairs of BRISTOL Firefighting suits with all accessories are to be provided.</p> <p>(e) Flexible fire fighting and hoses are to be provided for taking water supply from Fire pumps, submersible pumps or cargo pumps for fire fighting.</p>
22.	<b>Dewatering Arrangement</b>	Dewatering arrangements are to be provided as per Class requirements along with suction and discharge hoses and all other accessories as per Para 14 above.
23.	<b>Power Generation</b>	<p>(a) Standard COTS inverter conforming to Classification Society of sufficient capacity capable of meeting maximum electrical load with suitable maintenance free fire retardant VRLA battery is to be provided for the electrical consumers (lights, fans, Nav lights etc). Watertight charging points for charging the batteries using 415/230V, 50Hz, 3/1 phase shore supply are to be provided on port and stbd sides of super structure. The batteries on full charge should be able to hold full load for at least three hours. Relevant safety indications are to be provided for monitoring of batteries.</p> <p>(b) Four in number reflector reflector lamps/twin tube light fittings (Flame/Explosion proof) are to be affixed flushed with the bulkheads 1 m above the deck level of the cargo hold.</p> <p>(c) Suitably rated Diesel Generator to meet complete electrical load requirements is to be provided.</p> <p>(d) Electron Beam Cross Linked (EBXL) cable is to be used and it should be routed through metallic fire proof conduits.</p> <p>(e) All equipment connected to working voltage above 150 V A/C should have caution board.</p> <p>(f) All 230 V switch socket to be compliant to and type tested as per EED-50-17.</p> <p>(g) The vessel should be provided with suitable number of Portable Generators, capable of meeting maximum electrical load for navigation lights, CCTV monitoring system, 2 x 500W flood lights, Submersible pump (20 TPH), Submersible pump (40 TPH), 04 reflectors, 04 flood lights/tube lights and 03 fans, smoke and Fire Detection System (AFDS) for maximum electrical load envisaged and should not be more than 80% of the normal rating. While selecting the generator a minimum growth margin of 10% of the estimated load should be catered.</p>
24.	<b>Power Distribution</b>	The power distribution system is to be catered in accordance with Classification Society rules. In general normal supply is

		to be arranged from the power sources nearest to the load and alternate supply from the sources farthest from the load. Distribution panel (if any) to be fed from 415/230/24 volts, 3 phase transformers rectifier cum battery charger for lighting and other small power consumers. All circuits will be protected by MCBs. All domestic supplies would be of four wire system.
25.	<b>Transformers</b>	A suitable three phase transformer conforming to Classification Society regulations is to be provided for General and Navigational Lights. Domestic equipment are to be fed from 230V, 50 Hz, single phase.
26.	<b>Shore Supply Arrangements</b>	Two watertight shore supply connection boxes for 415V, 3 Phase, 50 Hz of enclosure protection IP-57 or higher shall be fitted on weather deck (one on either side), at appropriate positions, to facilitate charging of batteries. The shore supply boxes should have suitable terminals for connecting flexible cables. Two sets of flexible shore supply cables of 100 M length with a reel for stowage should be provided. A stowage reel should be positioned at suitable location on the weather deck.
27.	<b>Battery Charger Arrangement</b>	A suitable battery charger should be provided to facilitate charging of 24 V batteries. A battery charger should be compatible for 415V 3 Ph input supply.
28.	<b>Electric Cables</b>	Cables for all lighting, power, shore supply and equipment is to be as approved by the Classification Society.
29.	<b>Lighting</b>	LED based luminaries should be used in the barge.
30.	<b>HV Mats</b>	Class approved High voltage insulated synthetic mats are to be used in switchboards, Converter Rooms Equipment Rooms, Battery Compartments.
31.	<b>Ventilation</b>	<p>(a) Machinery spaces and inverter room should have forced supply and exhaust ventilation as per Classification Society rules.</p> <p>(b) Ventilation arrangement should be provided in all relevant spaces as per Class rules.</p> <p>(c) WCs, galleys and bath rooms should have forced supply and exhaust as per Class rules.</p> <p>(d) Ventilation system is to be provided in sheltered spaces and battery compartment in accordance with Class rules.</p> <p>(e) Ten portable thermometers for measuring Cargo hold temperature are to be provided stowage arrangement.</p>
<b><u>SECTION G – ACCOMMODATION AND HABITABILITY</u></b>		
32.	<b>Accommodation</b>	<p>Following accommodation should be provided along with following associated facilities:-</p> <p>(a) One six bunk cabin for the crew.</p> <p>(b) Marineised AC of adequate capacity.</p>



		(c) One set of separate WC and shower for the crew.
33.	<b>Galley</b>	<p>(a) A common galley is to be provided for a crew of 4 personnel.</p> <p>(b) A dining hall of sitting capacity of four personnel should be provided.</p> <p>(c) The galley should be equipped with the following equipment:-</p> <p>(i) Hot Plate - 01</p> <p>(ii) Oven (of 3 kw) - 01</p> <p>(iii) Hot Case - 01</p> <p>(iv) Electric Kettle - 01</p> <p>(v) Water cooler of 30 Lts Capacity with Water Purifier - 01</p> <p>(vi) Stainless steel sink with a fresh water nickel silver tap with splash back and drain board</p> <p>(vii) Additionally, one tap, 500 mm above the deck, with a sill around, to restrict water splash.</p>
34.	<b>Medical Facilities</b>	<p>Medical facilities are to be provided as follows:-</p> <p>(a) <b>First Aid Boxes (FAB).</b> 01 each in cargo hold, Port side Accommodation space and Starboard side Accommodation space.</p> <p>(b) <b>Stretchers.</b> 01 each of Neil - Robertson stretcher, Ambulance stretchers and scoop stretcher.</p>
35.	<b>Recreational facilities</b>	One smart 40" LED Colour TV and SRE are to be provided.
<b><u>SECTION H - SEAMANSHIP, LIFE SAVING AND SAFETY EQUIPMENT</u></b>		
36.	<b>Seamanship Fittings</b>	<p>(a) <b>Anchor and Chain Cable.</b> Anchor and Chain Cable arrangement should be provided as per Class requirements. Anchor chain cables and accessories should be iaw class rules.</p> <p>(b) <b>Towing and Berthing Gears.</b> Towing and Berthing gear are to be provided as follows.</p> <p>(i) Minimum three sets of bollards with fairleads on either side of bollard. Bollards and Fairleads should be strengthened to enable alongside towing.</p>

		<p>(ii) Canterline bollard and bullring/ fairlead on stem &amp; stern of towing.</p> <p>(iii) Stag horns/ cleats of requisite strength on either side for berthing and rigging of fenders.</p> <p>(iv) HMPE Berthing hawsers of suitable size and strength as per Class rules.</p> <p>(v) Polypropylene towing hawsers of suitable size and strength as per Class rules.</p> <p>(c) <b>Fendering.</b> All around fendering with Class approved fendering material and of suitable dimension to avoid metal to metal contact during towing, berthing alongside should be provided.</p> <p>(d) Scuppers are to be provided at suitable location for draining rain water from deck.</p>
37.	<b>Life Saving</b>	<p>(a) Life saving requirement should be as per SOLAS.</p> <p>(b) <b>Life Rafts.</b> 01 x 20 men life rafts with securing arrangements iaw FOST Safety Acquaint SAQ/SS-02/13 is to be provided.</p> <p>(c) <b>General Service Life Jackets (GSLJs).</b> 12 General Service Life jacket are to be provided. Specification of GSLJ is to be iaw latest NCD 3925.</p> <p>(d) <b>Hazardous Duty Life Jackets (HSLJs).</b> Six Hazardous Duty life jackets are to be provided; specification of HDLJ is to be iaw latest NCD 3926.</p> <p>(e) <b>Life Buoy and MOB Markers.</b> Life buoys and MOB markers are to be provided on upper deck as follows:-</p> <p>(i) One Lifebuoy on foxie.</p> <p>(ii) One Lifebuoy each on either side of superstructure.</p> <p>(iii) One Lifebuoy with Man Overboard Light and Smoke Marker on QD.</p> <p>(f) Specification of Man Overboard Light and Smoke Marker should be iaw Article 06033 of 67/2009 (Admiralty Manual of Seamanship).</p>
38.	<b>Safety Equipment.</b>	<p>The following safety equipment for marine use are to be provided:-</p> <p>(a) Safety Helmets - 11</p> <p>(b) Ear Plugs - 11 pairs</p>

		(c) Safety Gloves - 25 pairs
		(d) Anti Splash Goggles - 4
		(e) Dust Protectors - 11
		(f) Safety Harness - 4
<b>SECTION J – ARMAMENT</b>		
<b>(Not Applicable)</b>		
<b>SECTION K – MISCELLANEOUS</b>		
39.	<b>Documentation</b>	Complete inventory of spares and the relevant documentation of equipment and machinery to be provided. As fitted drawings, maintenance, repairs and refit documents, Catalogue of spares / D 787 for OBS and B&D inventory and Passports for all the machinery are to be provided, along with the barge. A detailed Engineering Maintenance Schedule (Equipment and Systems) should be prepared and submitted four months prior to commissioning. The final revised Maintenance Schedule is to be available at time of Commissioning of the vessel. The documentation is to be provided in IETM level II format.
40.	<b>Test Equipment</b>	Test equipment iaw Classification Society rules.
41.	<b>AMC</b>	NA

**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 Yes/ No (attach details, if yes)  
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.**

<b><u>Name of Agency</u></b>	<b><u>Certification</u></b>	<b><u>Applicable from (Date &amp;Year)</u></b>	<b><u>Valid till (Date &amp;Year)</u></b>

7. **Details of Registration.**

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

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

**Name of Organization:** \_\_\_\_\_

**Membership Number:** \_\_\_\_\_

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

(a) 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)

(b) Description (attach technical literature): \_\_\_\_\_

(c) Whether OEM or Integrator : \_\_\_\_\_

(d) Name and address of Foreign collaborator (if any): \_\_\_\_\_

(e) Industrial License Number : \_\_\_\_\_

(f) Indigenous component of the product (in percentage): \_\_\_\_\_

(g) Status (in service / design & development stage): \_\_\_\_\_

(h) Production capacity per Annum: \_\_\_\_\_

(j) Countries / agencies where equipment supplied earlier (give details of quantity supplied) : \_\_\_\_\_

(k) 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**

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

(b) 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)**

**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 Bottom Opening Dumb Barge/ Similar Vessel only)							
	<u>Yard</u>	<u>Customer</u>	<u>Type of vessel</u>	<u>Dwt, grt</u>	<u>Order date</u>	<u>Start production</u>	<u>Contractual delivery</u>	<u>Actual delivery</u>
8.	Orders in hand (attach order copies for similar ships/ Vessels only)							
	<u>Yard</u>	<u>Customer</u>	<u>Type of vessel</u>	<u>Dwt, grt</u>	<u>Order date</u>	<u>Start production</u>	<u>% completed</u>	<u>Expected delivery</u>
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 Bottom Opening Dumb Barge offered to meet the specified requirements and build period from date of order							
11.	Detailed specifications of commercially off the shelf (COTS) Bottom Opening Dumb Barge, if available for outright purchase, if any							

**(Authorised Signatory)**

**GUIDELINES FOR FRAMING CRITERIA FOR VENDOR SELECTION/  
PREQUALIFICATION IN RESPECT OF 03 x BOTTOM OPENING DUMB BARGE  
UNDER BUY (INDIAN-IDDMM) CATEGORY**

1. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in this instant case of 03 x Bottom Opening Dumb Barge under Buy (Indian-IDDMM) 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**

(a) **General Parameters.**

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

(ii) 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 organization (as defined in Guidelines for Penalties in Business Dealings with Entities issued vide Ministry of Defense, D(Vigilance) MoD ID No 31013/I/2006-D (Vig) Vol II dated 21 Nov 2016). None of the Promoters and Directors of applicant entity should be a willful defaulter.

(iii) "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.

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

(b) **Technical Parameters.**

(i) 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.

(ii) Minimum **two years'** experience in **broad areas like manufacturing/ electronics/ explosives etc. 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).

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

(c) **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.

(d) **Other Parameters.**

(i) **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).

(ii) **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.**

(a) **Areas like manufacturing/ electronics/ explosives etc.** referred at Paragraph 2(b)(ii) should be defined in each case of procurement.

(b) 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.

(c) 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:-

(i) 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.

(ii) 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.

(iii) 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.

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



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

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

(ii) Each Consortium should have a designated Lead Member.

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

(iv) 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**.

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

(i) Details of projects/ supply orders successfully executed in the last two years.

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

(iii) Details of shareholders, promoters, associated, allied and JV companies.

(iv) 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.

(v) A certificate from CA/CS indicating the financial parameters for the last three years as per Paragraph 2(c).

**(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).

(f) Any vendor furnishing false information will be liable for action as per existing guidelines.

(g) Based on these generic parameters, more specific criteria should be evolved by the SHQ with regard to Technical and Financial parameters {Paras 2(b) and 2(c) 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.