

DETAILS FOR CONSTRUCTION OF THREE BOTTOM OPENING DUMB BARGES

1. The Ministry of Defence, Government of India, intends to procure Three Bottom Opening Dumb Barge for the Indian Navy (*IN*) from registered Indian Shipyards.
2. The details consists of three parts as indicated below: -
 - (a) **Part I.** The first part incorporates operational characteristics and features that should be met by the Bottom Opening Dumb Barge. Few important technical parameters of the proposed Barge are also mentioned.
 - (b) **Part II.** The second part states the methodology of seeking responses of Shipyards. **Submission of incomplete response format will render the Shipyard liable for rejection.**
 - (c) **Part III.** The third part consists of Guidelines for Framing Criteria for Shipbuilding cases.

PART- I

3. **The Intended Use of Bottom Opening Dumb Barge (Operational Requirements).** Bottom Opening Dumb Barge capable for embarkation, stowage and dumping of ammunition at sea. The intended use of the Barge is specified in the Operational / Technical Specifications placed at **Appendix A** of this document.
4. **Quantity Required and Anticipated Delivery Time Frames.** Three Bottom Opening Dumb Barges are proposed to be acquired. The anticipated delivery time lines for the first vessel is maximum of 12 months followed by delivery of one vessel every 03 months. Vendors may indicate their comments on the build period and timelines for delivery. The three barge will be delivered at the NADs at Mumbai, Visakhapatnam and Karwar.
5. **Important Parameters.**
 - (a) Details of the Barges are specified in brief in the Operational / Technical Specifications placed at **Appendix A** of this document. Detailed specifications will be given in the Request for Proposal (RFP) which will be issued to Shipyards who have responded to the Request for Information (RFI), after verifying their credentials and capabilities to construct the Barge. Feasibility to build the Barge with specifications indicated at **Appendix A** is to be submitted by the Shipyard.
 - (b) Shipyard to submit option of providing upcoming technologies which will meet the intended purpose of the Barge and enhance its employability. Shipyard

need to submit the concept design for the Barge and specifically indicate which new technology will be offered with the Barge.

(c) Agreement and / or collaboration with firms with regard to Design and Production Monitoring Technology to be indicated and clearly highlighted in the response.

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

(e) 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.

(f) Budgetary quote of the Barges with detailed break up of cost is to be submitted. This should include material cost, labor cost, training cost and product support cost (if applicable). All entities factored in the costing are to be indicated in the break up.

(g) Information on whether the offered Barge/ design is in use by any other Navy is also to be indicated.

(h) The Barge will be operated by Manpower/ Crew as mentioned in **Appendix A**. The maintenance of the Barge 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/ OEM of equipment at Shipyards/ OEM premises and (or) *IN* premises. Shipyard to indicate acceptance for the same.

(j) Vendors may consider this document as advance information to obtain requisite Government clearances and setting up of necessary infrastructure both in terms of manpower and material requirements.

(k) Shipyard has to confirm its acceptance with the terms of payment as per DAP 20 and amendment thereof.

(l) Willingness for Option Clause including the duration for which the Option Clause would be valid is to be indicated.

(m) Willingness to participate in the bid for procurement of Three Bottom Opening Dumb Barge.

(n) The tentative delivery schedule/ build period for supply of the Barge after conclusion of contract including the build strategy.

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

(q) Shipyard is to indicate the compliance and/ or conformity to various industrial and military standards related to operations and safety such as ISI, CE, MIL Spec, etc., for various components/ sub-components of the Barge.

(r) Shipyard has to confirm its acceptance with the terms and conditions on obsolescence of the component/ parts of equipment of the Barge which may become obsolete during the life cycle of the Barge as per DAP 20 and amendments thereof.

(s) Shipyards to provide inputs on maintenance philosophy (ESP, AMC, PBL, etc.), In this regard, Para 51 and Appendix F of Chapter II of DAP 20 is relevant.

6. The Shipyard should conform 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 technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check its compliance with RFP.

(c) Amongst the Vendors 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 XII of DAP 2020**.

(f) **Integrity pact.** An integrity pact along with appropriate IPBG is a mandatory requirement in the instant case (**Refer Annexure I to Appendix O of schedule I, DAP 20**).

(g) **Performance-Cum-Warranty Bond.** Performance-Cum-Warranty Bond both equal to 3% of value of the contract inclusive of taxes and duties is required to be submitted after signing of contract.

(h) **Indigenous Content (IC).** The procurement of the Barge will be as per DAP 2020 and accordingly shipyards have to submit the details regarding Indigenous Content (IC). The categorization for the procurement will be under Buy (Indian-IDDM) with minimum 50% Indigenous Content (IC) in accordance with Section 'B', Chapter-XII of DAP-2020.

PART- II

7. Procedure for Response

(a) Vendors must fill the form of response as given in **Annexure II to Appendix A to Chapter II of DAP 20**. Apart from filling details about Shipyard, details about the exact vessel/ Barge meeting our generic Technical Specifications should also be carefully filled. Additional literature on the vessel/Barge 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 document. Non- Compliance to any of the parameters listed in the **Appendix A**, has to be clearly indicated along with reasons.

(c) Compliance/ acceptance to parameters mentioned at Paras 4 and 5 above are to be clearly indicated and certified in response. **Appendix B, Appendix C and Appendix D** should also be carefully filled and attached with the form. Any other relevant additional literature or document on the Barge can also be attached with the form.

(d) The filled form should be dispatched at under mentioned address: -

Cmde (Ship Production),
Directorate of Ship Production
9th Floor, Chanakya Bhawan,
Chanakyapuri, New Delhi- 110021
Tele: 011-26886427
Fax: 011-26886426
E-mail: dsp@navy.gov.in

(e) Last date of acceptance of filled form is _____ (04 weeks from uploading of document). The Shipyards short listed for issue of RFP would be intimated.

(f) Shipyards, if required, can communicate to the project officer of DSP with below mentioned contact details for seeking clarification/ information on the documents {like Navy Order (NO), Naval Construction Document (NCD)} mentioned in this document.

Commander Bhupender Singh, Cdr(SP)

Tele: 011-26886433

Fax: 011-26886426/ 26886439

E-mail: dsp@navy.gov.in

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

(a) The vendor should be a shipyard who has built vessel(s) of similar specifications in the past.

(b) Financial status should meet the specifications as mentioned at **Appendix C to Chapter XII of DAP 20.**

(c) Possess infrastructure and capacity (considering the existing and future work load) for undertaking the construction of the Vessels.

9. 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 Shipbuilding Cases

10. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in case of shipbuilding cases are detailed in Chapter XII of DAP 20 (**Appendix C to Chapter XII of DAP 20 is relevant**).

OPERATIONAL/TECHNICAL SPECIFICATIONS
FOR BOTTOM OPENING DUMB BARGE

SECTION A – GENERAL

1. **Aim.** : These are Staff Requirements for Non-Propelled Bottom Opening Barge capable for embarkation, stowage and dumping of ammunition at sea.

2. **Functions.** : (a) Embarkation, stowage & dumping of ammunition at sea.

(b) The barge should be capable of carrying the following cargo, either singly or in combination, for dumping: -
 - (i) Gunnery ammunition.
 - (ii) ASW ammunition including Mines.
 - (iii) Torpedoes.
 - (iv) Missiles.
 - (v) Air ammunition.
(c) Total cargo tonnage capacity of more than 100 tons.

(d) When required, the Barge should be able to embark and carry different types of ammunition like torpedoes, missiles and Gunnery/ASW ammunition including Mines in the cargo hold for supplying to ships. Reconfigurable cradles, stands, trolleys, rails etc are to be provided for stowage/handling of such ammunition.

(e) Securing arrangement for accessories/associated gears for missiles like fuel tanks, defueling hoses, HP air bottle etc. is to be provided.

3. **General Remarks.** : (a) The barge is to be built as per IHQ MoD (N) approved Classification Society Standards (ABS/BV/DNV-GL/IRS/LR/ RINA). Certificate is to be provided by the Classification Society confirming that Class Notations have been provided for all functional

requirements indicated.

(b) It should have an Operations-Cum-Refit (OCR) cycle of atleast 5 years.

(c) The barge should comply with all the latest requirements of MARPOL/SOLAS regulations as applicable.

(d) The barge should comply to specific *IN* requirements wherever mentioned.

(e) Hooper 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 self-contained diesel engines of the barge.

(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. 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.

(g) The hold should be provided with the following:-

(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.

(ii) CCTV/Video surveillance facility for the crew to monitor ammunition/armament in the cargo hold for safety.

(h) All electrical and ventilation fittings; should be flame proof, and firefighting system should be iaw classification society rules.

(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.

(k) Adequate points for lashing are to be provided in the hold.

(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.

4. **Life.** : 30 years.
5. **Draught.** : Max of 2 meters, when fully loaded.
6. **Dimensions.** : (a) As required to carry the cargo specified at Sub-Paras 2(b) to 2(d).
(b) Cargo Hold. Should have clear opening of 17 m x 6 m x 3.5 m (Length x Breadth x Height).
7. **Crew.** : Six qualified civilian crew. Sheltered space is to be provided for the crew members.
8. **Sea Worthiness.** : The barge should be able to operate upto Sea State 3 and survive upto Sea State 5.
9. **Environmental Conditions.** : Should be capable of operating in Indian Tropical conditions.

SECTION B – NAVIGATION

10. **Navigation Lights.** : Navigation Lights are to be provided to meet the following requirements:-
- (a) International Regulations for Prevention of Collision at Sea 1972.
 - (b) Flame proof and capable of operating on 24V fire retardant VRLA batteries.

SECTION C – HULL, MACHINERY, ELECTRICAL AND NBCD

11. **Stability.** : Should be designed to have intact and damaged stability as per Classification Society Rules and IMO/SOLAS requirements. Specific stability requirements as per Class Rules for Bottom Open conditions should be incorporated in the design.
12. **Hull.** : The Hull material should conform to IS 2062 standards (Grade E250/Quality B).
13. **Fenders.** : 10 heavy duty fenders made of special rubber are to be provided.
14. **Ventilation** :
 - (a) Suitable ventilation system is to be provided in sheltered spaces and battery compartment.
 - (b) Ten portable thermometers for measuring Cargo Hold temperature are to be provided with stowage arrangement.
15. **Portable Pumps.** : The following pumping out arrangement is to be provided:-
 - (a) One suitable engine driven pump of 37 TPH capacity and two submersible pumps (one each of 20 and 40 TPH) are to be provided.
 - (b) A hand pump of adequate capacity.
16. **Power Generation.** :
 - (a) Standard COTS inverter conforming to Classification Society of adequate capacity 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. Adequate safety indications are to be provided for monitoring of batteries. Suitable portable generators of adequate capacity to cater for navigation lights, 04 reflectors, tube lights and 3 fans are to be provided.
 - (b) Four in number 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.
 - (c) Suitable Diesel Engines along with support

systems are to be provided for operation of Bottom Opening doors. The approximate capacity/rating of DG set considered, to meet the requirement of barge to be specified.

(d) EBXL cable is to be used and it should be routed through metallic fire proof conduits.

(e) All equipment connected to working voltage above 150 V A/C should have caution board.

(f) All 230 V switch socket to be compliant to and type tested as per *IN* specification, EED-50-17.

17. **Lighting.** : LED based Flame/Explosion proof luminaries are to be used in the barge as per Classification Society Specification.

18. **Fire Fighting.** : (a) The fire arrangement is to be provided as per Naval Magazine and Explosives Regulations (NMER). Adequate number of portable extinguishers (ie, 09 Ltr AFFF and 2 Kg CO₂) are to be provided at suitable locations with securing arrangements in accordance with Classification Society norms.

(b) Addressable Smoke and Fire Detection System (AFDS) is to be provided as per INBR 312 (Revised 2010), DEE policy letter EE/Policy/L-33/Power-09 dated 08 Apr 05 and IHQ MoD(N) Policy letter NB/0695/AFDS dated 19 Jan 18.

SECTION D – ACCOMMODATION AND HABITABILITY

19. **Accommodation** : (a) Following accommodation is to be provided preferably on weather deck:-
- (i) One enclosed sheltered bridge.
 - (ii) Accommodation with two bunks for the officers embarking for operations.
 - (iii) Accommodation for six crew members with two tier bunk arrangement.
- (b) Separate accommodation is to be provided for officers and crew members.
- (c) The accommodation spaces should include padded sleeping bunks for all personnel and moulded chairs for seating.
- (d) One SS Indian style WC and Urinal, with chemically treated discharge and fresh water connection from overhead tank, is to be provided for the crew.
- (e) One SS basin with mirror is to be provided.
- (f) One 1000 ltr fresh water tank with gravity flow is to be provided. Water tank should have arrangement for replenishment of water from shore.
- (g) Lockers for secure stowage of the following are to be provided in accommodation compartments:-
- (i) Files, manuals and other documents.
 - (ii) Tools and safety gear.
20. **Medical Facilities**. : First aid boxes are to be provided in the cargo hold and accommodation spaces.

SECTION E – SEAMANSHIP, LIFE SAVING AND SAFETY EQUIPMENT

21. **Seamanship Fittings** :
- (a) **Anchor and Chain Cable.** As per class requirement.
 - (b) **Towing and Berthing Gears.** Towing and Berthing gear are to be provided as follows:-
 - (i) Minimum three sets of bollards with fairleads on either side of each bollard. Bollards and Fairleads should be strengthened to enable alongside towing.
 - (ii) Centreline bollard and bullring/fairlead on stem & stern for towing.
 - (iii) Stag horns/cleats of requisite strength on either side for berthing and rigging of fenders.
 - (c) HMPE Berthing hawsers of adequate size and strength.
 - (d) Polypropylene towing hawsers of adequate size and strength.
 - (e) **Fendering.** Fendering arrangement should be provided to avoid metal to metal contact of the hull whilst alongside another vessel as follows:-
 - (i) Heavy duty non inflatable type fixed fenders made of special rubber conforming to Class Specifications should be provided along the barge side.
 - (ii) Round Tyre fenders with fixed clamp arrangement.
 - (iii) Four each light weight and heavy duty portable pneumatic fenders.
 - (iv) Rubber quality of all inflatable and non-inflatable fenders should be such that fenders, during use should not leave marks and discolour the side of other vessels.
 - (f) Scuppers are to be provided at suitable location for draining rain water from deck.
22. **Life Saving Equipment.** :
- (a) Life saving requirement should be as per SOLAS.
 - (b) **Life Rafts.** 1 x 20 men life raft with securing

arrangement iaw FOST Safety Acquaint SAQ/SS-02/13 is to be provided.

(c) **General Service Life Jackets (GSLJs)**. 12 General Service Life jackets are to be provided; specification of GSLJ is to be iaw NCD 3925.

(d) **Hazardous Duty Life Jackets (HDLJs)**. Six Hazardous Duty Life jackets are to be provided; specification of HDLJ is to be iaw NCD 3926.

(e) **Life Buoy and MOB Markers**. Life buoys and MOB markers are to be provided on upper deck as follows:-

(i) One Lifebuoy on foyle.

(ii) One Lifebuoy each on either side of superstructure.

(iii) One Lifebuoy with Man Overboard Light and Smoke Marker on QD.

(f) Specification of Man Overboard Light and Smoke Marker should be iaw Article 06033 of BR 67/2009 (Admiralty Manual of Seamanship).

23. **Safety Equipment** : The following safety equipment are to be provided:-

- (a) Helmets - 7
- (b) Ear Defenders - 7 pairs
- (c) Safety Gloves - 10 pairs
- (d) Anti Splash Goggles - 4
- (e) Dust Protectors - 10
- (f) Safety Harness - 4

24. **Documentation** : The documents are to be provided as per Classification Society Requirements. 'Ship Fit' and 'As Fitted' drawings, maintenance, repairs and refit documents, catalogue of spares/ D 787 for OBS and B&D inventory for all the machinery are to be provided along with the barge.

25. **Test Equipment** : Test equipment as per *IN* Policy is to be provided as Part of First Outfit of Stores.

26. **U/W Hull Protection** : The Barge should be designed for a five year inter docking interval. A suitable u/w hull protection (sacrificial anode) system is to be provided.

27. Paint Scheme : As per current policy promulgated by IHQ MoD(N).

SECTION F – MISCELLANEOUS

28 Construction Features.

- (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).
- (b) Torpedo/missile stowage space is to be well protected from the sides and bottom.
- (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.
- (d) All electrical fittings and equipments are to be flame proof.
- (e) Barge is to be constructed in accordance with Classification Society Rules.
- (f) 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.
- (g) 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.
- (j) 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.
- (k) Fixed metal ladders are required inside the cargo hold in the forward, mid and aft sections of the cargo hatch.
- (l) A portable/collapsible gangway (length 10 feet), capable of carrying 02 men should be provided.
- (m) A pilot ladder of 10 meter length is to be provided.
- (n) 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) Collapsible Jack Staff and Ensign Staff are to be provided.

QUESTIONNAIRE FOR THREE BOTTOM OPENING DUMB BARGE

1. What will be the displacement/ dimensions of the Barge?
2. What are the comments on proposed Delivery Schedule of the Vessel?
3. What is the capacity/ infrastructure of the shipyard to meet the delivery schedule?
4. What would be the approximate cost of the vessel and shipyards financial capability to undertake the project?
5. What is the past experience of shipyard in similar projects?
6. What are your order book status?
7. Details to be submitted for generating/ refining/ rationalizing the SQRs prior issuance of RFP.
8. Furnish details that go into determining the cost of the scheme, including factors such as Annual Maintenance Contract (AMC), product support package, training, documentation, etc.
9. Furnish details of capability clearance certificate to indigenously design and develop the required equipment/ platform.
10. What are the applicable key technologies and materials required for manufacturing of the equipment/ system/ platform and the extent of their availability or accessibility in case they are not available in India?
11. What is the approximate cost estimation and suggestions for alternatives to meet the same objective as mentioned in this document?
12. What are the capabilities of Indian Shipyards to Indigenously Design, Develop and Manufacture (IDDM) the required equipment?
13. Availability of the equipment/ system/ platform in the Indian market, level of Indigenization, delivery capability, maintenance support, life time support, etc.

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 IHQ MoD(N) 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.**

(a) Category of Industry(Large/ medium/ small Scale) : _____

(b) Annual turnover : _____ (in INR)

(c) Number of employees in firm: _____

(d) Details of manufacturing infrastructure: _____

(e) Earlier contracts with Indian Ministry of Defence / Government agencies:

<u>Contract Number</u>	<u>Equipment</u>	<u>Quantity</u>	<u>Cost</u>

6. **Certification by Quality Assurance Organisation.**

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

7. **Details of Registration.**

<u>Agency</u>	<u>Registration No.</u>	<u>Validity(Date)</u>	<u>Equipment</u>
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 within five (05) working days of occurrence.

(d) It is certified that design and development in indigenous and belong to the _____ (Vendor) and / or _____ (its Indian Sub Vendor). The Indigenous Content in the said equipment is _____ % as on date and likely to be raised to _____ % by _____ (date). The certification for the same is enclosed.

(c) It is certified that the complete set of design and production drawing are available and source code for all software applications/ programmes are also available with the _____ Vendor and that these would be produced for verification when required.

Note: - Certification for 12(b) and (c) is required only if claiming IDDM category.

(d) 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 Organisation and that there is no inquiry going on by CBI/ ED/ any other Government agency against the firm.

Note: - Para 112 and Appendix K to Chapter II of DAP 20 may be referred.

(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 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>Contractual delivery</u>	<u>Actual delivery</u>
8.	Orders in hand (attach order copies for similar ships/ crafts 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)

