

REQUEST FOR INFORMATION (RFI)
FOR CONSTRUCTION OF NEXT GENERATION FAST ATTACK CRAFTs (NGFACs)

1. The Ministry of Defence, Government of India, intends to procure Next Generation Fast Attack Craft (NGFAC) for the Indian Navy (*IN*) from registered Indian 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 NGFACs. Few important technical parameters of the proposed craft are also mentioned.
 - (b) **Part II.** The second part of the RFI states the methodology of seeking responses of Shipyards. **Submission of incomplete response format will render the Shipyard liable for rejection.**
 - (c) **Part III.** Guidelines for Framing Criteria for Shipbuilding cases.

PART- I

3. **The Intended Use of NGFAC (Operational Requirements).** The Next Generation Fast Attack Craft (NGFAC) is capable of high speed and maneuverability, detecting, tracking and engaging surface threats, low radar, acoustic, magnetic, visual and IR signatures, high degree of automation to reduce manpower and improve habitability, automated weapon, sensor and machinery monitoring systems, Inflatable RIBs (Rigid Inflatable Boats) for Maritime Interdiction Operations (MIO) and Visit Board Search and Seizure (VBSS) Operations, and Low Intensity Maritime Operations (LIMO) Capability. The intended use of the craft is specified in the Staff Requirements placed at **Appendix A** of this document.
4. **Quantity Required and Anticipated Delivery Time Frames.** Seven NGFACs are proposed to be acquired. The anticipated delivery time lines for the first vessel is maximum of 22 months followed by delivery of one vessel every 03 months. Vendors may indicate their comments on the build period and timelines for delivery.
5. **Important Parameters.**
 - (a) Details of the crafts are specified in brief in the Staff Requirements 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 craft. Feasibility to build the craft 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 craft and enhance its employability. Shipyard need to submit the concept design for the craft and specifically indicate which new technology will be offered with the craft.
- (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 craft which meets the requirement as listed in this RFI, along with details of customer/ clients and cost per craft, 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 crafts 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 craft/design is in use by any other Navy is also to be indicated.
- (h) The Craft will be operated by Manpower/ Crew as mentioned in **Appendix A**. The maintenance of the craft 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 RFI 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 Seven Next Generation Fast Attack Craft (NGFAC).

(n) The tentative delivery schedule/ build period for supply of the craft 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 craft.

(r) Shipyard has to confirm its acceptance with the terms and conditions on obsolescence of the component/ parts of equipment of the craft which may become obsolete during the life cycle of the craft 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 M of schedule I, DAP 20**).

(g) **Performance-cum-Warranty Bond.** Performance-cum-Warranty Bond both equal to 5% 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 craft 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), Buy (Indian) or Buy & Make (Indian). The craft must meet the minimum IC parameters i.a.w Para 21 of Chapter 1 of DAP 20.

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/craft meeting our generic technical specifications should also be carefully filled. Additional literature on the vessel/craft 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 the Appendix A, has to be clearly indicated along with reasons.

(c) Compliance/ acceptance to parameters mentioned at Para 4 and 5 above are to be clearly indicated and certified in the RFI 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 craft 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: 011-26886432
Fax: 011-26886426
E-mail: dsp@navy.gov.in

(e) Last date of acceptance of filled form is 26 FEB 2021 (06 weeks from uploading of RFI). 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 RFI.

Lt Cdr Rashul Khan,
Tele: 011-26886434,
Fax: 011-26886426/ 26886439
E-mail: dspp4.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.

(d) The shipyard should be in possession of Warship Production License (Details to be provided)

9. The Government of India invites to this request only from Original Equipment Manufacturers (OEM)/ Authorised Vendors/ Government Sponsored Export Agencies (applicable in the case of countries where domestic laws do not permit direct export by OEM). The end user of the crafts is the Indian Navy.

10. 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

11. 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 NEXT GENERATION FAST ATTACK CRAFT (NGFAC)

1. **Aim of RFI.** To finalise the specifications of Next Generation Fast attack crafts (NGFACs), to meet the Indian Navy's requirements.
2. **Functions.** NGFAC should be capable of fulfilling Local Naval Defence (Seaward defence of defended Ports, Offshore Installations, Vital Areas and Vital Points), Interception and Attack, Low Intensity Maritime Operations (LIMO) as the essential functions and Special Operations, Anti-Piracy Operations as additional functions.
3. **Capabilities.** Towards performance of above mentioned roles, the NGFAC should have the capabilities of High Speed and Maneuverability, Sustained High Speed, Capability of detecting, tracking and engaging surface threats, Low radar, acoustic, magnetic, visual and IR signatures, High degree of automation to reduce manpower and improve habitability, Automated weapon, sensor and machinery monitoring systems, Inflatable RIBs for MIO and VBSS Ops, LIMO Capability, NBCD and FF capability, Enclosed Bridge with suitably located Weapons Control Post, NCO and communications capability, Redundancies in terms of equipment, viz. emergency cabling, redundancy of networks, dispersal of switchboards, uninterrupted power supplies etc., and Conformity of equipment fit to latest IMO/MARPOL/ MEPC regulations in force, wherever applicable.
4. The planned service life of the ship is 20 years. And exploitation shall be not less than 180 days in one year. The ship should have an endurance of not less than 04 days without OTR/refueling at economical speed (with 25 % reserve fuel remaining onboard). The range of ship (with 25 % reserve fuel remaining onboard) should be Not less than 1800 nm at economical speed, Not less than 900 nm at maximum sustainable speed and Not less than 400 nm at max speed.
5. **Classification Standards.** The ship is to be built as per the Naval Rules and Regulations of IHQ MoD (N) Approved Classification Societies. Additionally, systems and sub-systems related to stability, habitability and machinery are to comply with relevant Naval Specifications and DEFSTANs detailed in subsequent sections.
6. **Operational Cycle.** The operational duration of the ship between two consecutive refits is to be a minimum of 18 months. The operational-cum-refit-cycle will be indicated by *IV*, based on the ship fit definition and routines of equipment fitted onboard.

7. All machinery, weapons, sensors and equipment should be able to sustain at sea for a minimum mission time of up to four weeks at a stretch, with minimum onboard maintenance.

8. **Displacement & Dimensions.** Approx. displacement is 300 Tones, Length and Max Beam width are as per design. Draught is not more than 2.5 m in fully laden condition.

9. **Speed.**

(a) Maximum Speed of ≥ 45 Kn in full loaded condition, at ambient air temperature of -10°C to 45°C .

(b) Economical Speed ≥ 20 knots.

(c) Maximum sustained speed of ≥ 35 knots.

(d) The ship should be capable of operating at low speed (≤ 10 Kn) for duration as per broad operating profile as mentioned at para 12 (a) below.

10. **Propulsion.** Low noise Water Jet Propulsion with two or more engines for maximum speed ≥ 45 Kn from *IN* approved vendors. All elements of Main Propulsion are to be iaw NES requirements. Propulsion system should be suitably designed to meet the stealth requirement of the ship and be able to provide the required power to weight ratio required for the ship. The main engine should be capable of achieving the rated speed at 85% of the MCR. The ship's MCR should have automated and remote monitoring and indication and control capability for all machinery including PGD.

11. **Complement.** The ship would have a complement of approximately 04 officers (CO + 03) and 20 sailors. The bunks are to be provided for 110% of the ship's complement and designed iaw Def Stan 02-107.

12. **COTs Technology.** COTs based technology is to be incorporated in Surveillance, Detection and Classification, Selected DC, Survival and First Aid equipment, Auxiliaries and Control Systems, Communication, Galley Services, Command and Control, Data Management and Networking and Computation Processing and Databases.

13. Shock protection as per current Naval Design Standards. The ship should have the ability to undertake Light Line Transfer. Suitable noise reduction measures are to be incorporated, to meet radiated noise specifications iaw IS 13161 (Part 3) (both under water and above water).

14. **Integrated Platform Management System (IPMS).** "Integrated Platform Management System, including Battle Damage Control System (BDCS), is to

be provided. The Ship Control Centre (SCC/MCR) should have consoles for control and monitoring of main propulsion system, auxiliaries and BDCS.”

15. **Hull Form.** The ship is to be a single hull construction of a proven hull form based on existing designs or supported by adequate model testing to prove the efficacy of the design.

16. **Stability.** The vessel should satisfy the stability requirements for both intact and damaged conditions as per Def Stan 02-900, Part 4, Issue 1 or latest. The growth margins should be as Full Def Stan 02-900 rates for first 10 years and Half Def Stan 02-900 rates for next 10 years.

17. **Construction Material.** The main hull and superstructure should be of all welded Steel of DMR 249A. DMR 291 Aluminium/Composite materials may be used for minor bulkheads/structures in case of necessity to reduce weight. However, Aluminum/composites are not to be used for any locations forming part of the structural fire boundary.

18. **Stealth.** The design of the ship should incorporate stealth features and fittings to minimize RCS and IR signatures. IR Signatures of hot spots should be reduced to the extent feasible and IR Suppression Material should also be an integral part of the design. Shock mounts and other means to ensure low vibrations and low acoustic noise should be an integral part of the design.

19. **Weapons and Sensors.** The ship should be fitted with 01 x 30 mm NSG and 01 x 12.7 mm SRCG with EOFCS **OR** 02 x 12.7 mm SRCG with EOFCS, 02 x Acoustic Warning Device (AWD), 01 x EOIRST, 02 x High Power Search Lights with remote activation and control from Bridge, Check fire bell arrangement and indications iaw policy guidelines issued by IHQ MoD (N)/DSR, The SRCGs are to be sited with maximum coverage, both in training and elevation, to ensure maximum 'A' arcs and Small Arms as per warrant allowance promulgated by IHQ MoD (N)/DONA.

20. **Magazines and Gun Wharf Stores.** Magazines for 30mm NSG/12.7mm SRCG (as required) and complete EP of Small Arms ammunition, RU Lockers in the vicinity of small arms posts, 01 x Pyrotechnic Locker, Hand Grenade and Scare Charge RU Lockers as per the latest specifications laid down by IHQ MoD (N)/DSR and Armory for small arms with suitable securing arrangements should also be catered.

21. **Navigation & CMS.** 02 x I-Band COTS Navigational Radars with combiner unit and ECDIS functionality with MFCs. 02 x INS-SA with one DDU, Centre Line Pelorus on Bridge and Bridge Top. Bridge Top Pelorus should be clear of the Magnetic compass, Gyro repeaters on Bridge Wings, MCR and ASP, 01 x Echo Sounder (latest version), 01 x Electro Magnetic Speed Log (latest version) and Two SBAS enabled DGPS receivers

with independent display and facility to receive SBAS and IRNSS. 02 x ECDIS to be fitted. One transmitting type magnetic compass with repeaters on bridge top. Self-compensation Digital Magnetic Compass (COTS item) for ASP. A customised CMS should be provided with the ship. All sensors of the ship will be interfaced with the CMS so as to provide a comprehensive Common Operational Picture of the Area of Operations. It will also provide for centralised control and management of all ship's weapons and sensors (provision of Target Designation from CMS) to the maximum extent supportable by the corresponding equipment.

22. **Oceanographic & Meteorological Equipment.**

(a) **Conventional Met Equipment.** The following Conventional Meteorological instruments are to be provided for manual confirmation of observations:-

Ser	Equipment/Instrument	Qty
(i)	Precision Aneroid Barometer	01
(ii)	Dry Bulb Thermometer	02
(iii)	Wet Bulb Thermometer	02
(iv)	Aneroid Barometer	01
(v)	Barograph (Large)	01
(vi)	Whirling Psychrometer	02
(vii)	Hand Held Anemometer with wind Vane	02
(viii)	Portable Marine Stevenson Screen	01
(ix)	Digital Barometer	01

(b) Two Buckets (Marine) with sea thermometer are to be provided. 01 AWDS to be installed with all outputs in digital format on multi-function display including NMEA output with facility of integrating it with ECDIS and Mod CMS. Wind Speed and Direction Indicator Systems capable of indicating both true and relative wind (included in AWDS). Repeaters in various locations including Bridge, SCC/MCR, Briefing Room and Captain's Cabin.

23. **Communication.** The ship should have an Advanced Composite Communication Suite (ACCS) integrating all communication equipment to the communication data bus. The ACCS should be fully compatible with the data link equipment. Fixed Raid sets including 02 Nos Software Defined Radios along with RCUs, 100W HF Tx/Rx, 02 All Wave Receivers with HSDM and GMSK demodulators, SATCOM, RUKHMANI, UHF SATCOM MSS. Ship also be provided with Visual Signalling equipment, Associated systems, portables and cryptographic equipment, GMDSS equipment, EW system and Emergency Power supply systems.

24. **Towing Arrangements.** The ship should be capable of towing ships of similar displacement at sustained speeds of upto 8 kn. Towing arrangements should include forward and aft towing facilities with emergency disengagement facility. The towing arrangements and associated gear should conform to BR 67/2009 (Admiralty Manual of Seamanship) and Class rules. Towing arrangement is to be provided in accordance with the IN requirement. Complete set of gear for towing aft and being towed forward are to be provided.

25. **Davit and Lifting Arrangements.** Single Fall and hook type davit, conforming to NCD 1500 is to be provided for Launch and recovery of 4.7 m RIB from rear of the ship, Lowering and hoisting of Gemini craft and Lifting stores including light combat equipment for transfer upto waterline and recovery of targets at sea.

26. **Boats.**

- (a) One RIB (4.7 m) iaw specifications indicated by IHQ MoD (N). The RIB is to be re-configurable for FPM role, with provisions for fitting LMG/MMG.
- (b) General Purpose Inflatable Craft as per latest edition of NCD 4006.
- (c) Suitable chock stowage arrangement for both the 4.7 m RIB and inflatable craft are to be provided.
- (d) Both the 4.7 m RIB and inflatable craft are to be provided with separate OBM tanks for stowage and maintenance purposes.
- (e) Provisions should be made to enable stowage and rear launch/recovery of inflatable crafts and Underwater Free Flooding Combat Crafts (UWFFCC) of length upto 9 m, width 1.5 m and displacement upto 4 Tonnes.

27. **Air Conditioning.** The ship is to be fully air conditioned for extreme tropical conditions. Laid down temperature requirements for various compartments such as magazines, equipment spaces, cabins etc., are to be provided. Adequate redundancy in A/C capacity is to be provided iaw latest edition of Def Stan 102. Total atmospheric control system is to be provided for citadel and integrated with IPMS. SOTRs for TACs will be approved by IHQ MoD (N)/DNA. Temperature range as per latest edition of Def Stan 02-102 is to be provided.

28. **Environmental Conditions.** All machinery are to be designed to operate at full efficiency under the following environmental conditions iaw NES 1004 (unless otherwise specified):-

- (a) **Ambient Air Temperature** : -10°C to 55°C.
- (b) **Relative Humidity** : 95% at 32°C.
- (c) **Ambient Sea Water Temperature** : Max 35°C.
- (d) **NBC Close Down Condition.** : 70°C

29. **Power Generation.** Suitably rated Diesel Alternators (DA) with 100% reserve capacity to meet electrical load satisfactorily under ships various operating conditions are to be provided. The system is to be designed such that full load of the ship will be shared between two DAs during sailing without loading the DAs beyond 80%. Further, SOLAS requirements are also to be complied with. All engineering requirements of auto starting of the DAs (automatic time bound priming, coolant pre-heating and circulation, availability of compressed air/battery backup etc) as required are to be provided. The diesel engine power is to be adequate for driving the generator set in extreme tropical conditions. The DA prime-movers should meet latest MARPOL/international norms on exhaust emissions in force. Indigenous product support must be available.

30. **Emergency Power Generation Equipment.** A suitably rated Emergency DG (EDG) conforming to EED-Q-242(R2) specifications as indicated at Para 4 of Section L should be provided to cater for emergency power supply of equipment listed in INBR 312 and Ser 13 of Section F. The DA prime-movers should meet latest MARPOL/international norms on exhaust emissions in force. The EDG should be standalone, air cooled and have an independent switchboard from where supply is distributed.

31. **Ship Systems.** Indicative ship systems are Firemain System, Machinery Sprinkling System, Salvage System, Arrangements for taking trials of Salvage Pumps to be included in the design, Fixed Major Fire-Fighting System in machinery compartments (latest contemporary major fire fighting systems), Domestic Fresh Water System with hydrophore tank, Chilled Water System, Domestic Sea Water System, HP and LP Compressed Air Systems, Machinery Sea Water Cooling system, Air Intake and Exhaust System of MEs, DAs and other machinery, Fuel System, Lub Oil System, Anti-Fouling Anti Corrosion System, Bilge Pumping Out System and Flushing through system of all sea water coolers/HEs with fresh water.

32. **Power Generation and Distribution.** The ship should be provided with suitable number of Diesel Generators conforming to EED-Q-242(R2), with 100% reserve power and redundancy, from *IN* approved vendors to cater for maximum electrical load envisaged at any operational regimes of the vessel, should not be more than 80% of normal rating. While selecting the generator a minimum growth margin of 10% of the estimated load should be catered. Generators should be suitable for unattended parallel operation. Automatic Power Management System is to be provisioned for automated power generation, control, monitoring and power distribution.

33. **General Power Supply Requirements.** Following types of main power supplies are to be used:-

- (a) 415 V AC, 50 Hz, 3 Phase, 3 wire with floating neutral.

(b) 230 V AC, 50 Hz, 1 Phase.

(c) 230 V AC, 50 Hz, 1 Ph supply derived from 415V, 3 Ph, 4 wire system (obtained through secondary star connected transformer) with earthing of neutral to ship's hull along with ELCB & DPDT MCB for domestic and COTS equipment.

(d) 24V DC.

34. **Emergency Diesel Alternator.** In addition to the main generators, one stand-alone air cooled emergency diesel generator of sufficient capacity should be provided. The EDA meeting EED-Q-242(R2) requirements should not be loaded more than 80% of the rating. A growth margin of 10% of the estimated load to be catered while selecting the generator. The emergency diesel alternator located above water level will supply electrical power, through the emergency switchboard conforming to EED-Q-264, as a totally independent source through auto bus transfer switch mechanism to consumers as indicated at Para 13 of Section F and Para 11 of Section K.

35. **Automatic Power Management System (APMS).** Power management shall be achieved through Automated Power Management System. The APMS should comply with EED-50-048 and is to achieve a high level of availability, reliability with ease of maintenance and servicing. APMS should be a fully integrated, microprocessor based, distributed architecture control system providing distributed control positions that utilizes an object oriented graphical operator interface.

36. **Main Switch Boards.** Two switch boards (main and auxiliary) with bus-bar coupler between each generator section, switch gear and distribution boards conforming to EED-Q-264. Switch boards shall be designed for control and distribution of 415 V, 3 Ph, 50 Hz AC supplies.

37. **Major NBCD Systems.** The ship should possess NBCD arrangements as per INBR 312 (Rev 2010), NES 118 and NES 119 or their latest versions. The ship should have major firefighting and damage control systems including Battle Damage Control System (BDCS).

38. **Diving.** One air conditioned diving store is to be provided and necessary diving equipment along with necessary arrangements required for stowage/ storage.

39. **Medical.** Sickbay, Medical equipment, stretchers, first aid boxes, emergency OT and burns ward provisions should be provided.

40. **Information Technology**. Administrative Local Area Network (ALAN) to network all departments of the ship should be provided. The LAN will facilitate sharing of resources (storage media, printers, applications software) and electronic mail amongst users.

QUESTIONNAIRE FOR NEXT GENERATION FAST ATTACK CRAFTs

1. What will be the displacement/ dimensions of the ships?
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 RFI?
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:

Contract Number	Equipment	Quantity	Cost

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 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 RFI.

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 NGFAC/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 NGFAC offered to meet the specified requirements and build period from date of order	
11		Detailed specifications of commercially off the shelf (COTs) NGFAC if available for outright purchase, if any	

(Authorised Signatory)