

**REQUEST FOR INFORMATION (RFI)**  
**FOR CONSTRUCTION OF EIGHT MISSILE CUM AMMUNITION BARGES**

1. The Ministry of Defence, Government of India, intends to procure Eight Missile Cum Ammunition Barges (**MCA**) Barges for the Indian Navy from Indian Shipyards.
2. This Request for Information (RFI) consists of two parts as indicated below: -
  - (a) **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the Barges. Few important technical parameters of the proposed barge 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.

**PART- I**

3. **The Intended Use of Barges (Operational Requirements).** In brief placed at **Appendix A** of this document.
4. **Important Parameters.**
  - (a) Details of the barges are specified in brief at **Appendix A** of this document. Further 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 Barges. Feasibility to build the Barges with specifications indicated at **Appendix A** is to be submitted by the Shipyard.
  - (b) Budgetary quotes for the barges with detailed break up of cost is to be submitted. All entities factored in the costing are to be indicated in the break up.
  - (c) Information on whether the offered barge/design is in use by any other Navy is to be indicated.
  - (d) The barges will be operated by Manpower/ Crew as indicated in **Appendix A**. The maintenance of the barges post guarantee period will be carried out by Naval Dockyards/repair yards. Training for 07 operators and maintenance personnel are to be imparted for three days by the Shipyard/ OEM at *IN* premises.
  - (e) Whether the Vendor would be able to comply with all provisions of DPP 16 or not. If not, which Para/ Clause of DPP would not be agreed to, with reasons.
  - (f) Vendors may consider RFI as advance information to obtain requisite government clearances.
  - (g) Build Period/ Delivery Schedule for the Barges is to be indicated.
  - (h) Acceptability of the terms of payment as per DPP 16 to be indicated.

(j) Experience in Building similar barges along with client details to be indicated.

(k) MOU, if any, with respect to design aspects to be indicated.

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

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

(d) The 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 DPP 2016**.

(f) **Integrity pact (if applicable)**. An integrity pact along with appropriate IPBG is a mandatory requirement in the instant case (**Refer Annexure I to Appendix M of schedule I of Chapter II of DPP 16**).

(g) **Performance-cum-Warranty Bond**. Performance-cum-Warranty Bond equal to 5% of value of the contract is required to be submitted after signing of contract.

(h) **Indigenous Content**. Since the envisaged procurement is from Indian Shipyards, vendor may indicate the indigenous content iaw Para 13 of Chapter 1 of DPP 16.

## **PART- II**

6. **Procedure for Response**

(a) In addition to the information solicited in Part 1, Shipyard must fill the form of response as given in **Appendix B to Chapter II of DPP 16** and **Appendix C** of this document. Apart from filling details about Shipyard, details about the exact vessel meeting our generic technical specifications should also be carefully filled. Additional literature on the vessel can also be attached with the form.

(b) Compliance Matrix with respect to Operational/ Technical Specifications indicated at **Appendix A** is to be submitted in the format specified below in hard and soft (both in editable and uneditable form) copies. Compliance to all the serials of **Appendix A** is to be indicated. Additional literature / information /

documentary evidence as relevant be attached with due reference in the remarks column.

<u>Section/ Ser</u>	<u>Compliance (Yes/No)</u>	<u>Remarks</u>

(c) Compliance/ acceptance to issues mentioned at Para 4 and 5 above are to be clearly indicated.

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

The Principal Director  
 Directorate of Ship Production  
 8<sup>th</sup> & 9<sup>th</sup> Floor, Chanakya Bhawan,  
 Chanakyapuri, New Delhi - 110021  
 Tele: 011-26886433  
 Fax : 011-26886426  
 E-mail: dsp@navy.gov.in

(e) Last date of acceptance of filled form is\_\_\_\_\_ (03 weeks from uploading of RFI). The Shipyards short listed for issue of RFP would be intimated.

7. The Government of India invites responses to this request only from Indian Private Shipyards. The end user of the barges is the Indian Navy.

8. 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 DPP16.

**OPERATIONAL / TECHNICAL SPECIFICATIONS**  
**FOR 08 X MISSILE CUM AMMUNITION BARGES**

**SECTION A – GENERAL**

1. **Aim** : To promulgate the preliminary staff requirements for a non-Propelled Missile Cum Ammunition Barge capable of embarking and disembarking articles to ships alongside.
  
2. **Functions** :
  - (a) To embark / disembark articles to ships alongside.
  
  - (b) The barge should be capable of carrying various articles, either singly or in combination. Relevant details of articles / drawing / samples would be intimated at later stage as required.
  
  - (c) Total cargo tonnage capacity of upto 100 tons.
  
  - (d) Cradles/ stands/ trolleys/ rails is to be reconfigurable and provided for stowage/ handling of different type of missile/ ammunition into the cargo hold.
  
  - (e) Securing arrangements for accessories/ associated gears for missiles like fuel tanks, defueling hoses, HP air bottle etc. to be provided.
  
3. **General Remarks** :
  - (a) There will be no lifting gear provided in the barges.
  
  - (b) A clear head room is to be catered for in the hold.
  
  - (c) The hold is to have a sprinkler system fitted (90:10 Cu:Ni) which can be actuated from outside the compartment. The sprinkling system should be capable of connecting shore fire main supply through four in number in line hydrant valves (NAB) located on port (Fwd & Aft) and Stbd (Fwd & Aft) and the hold is to have a suitable drainage system.
  
  - (d) All electrical fittings, ventilations should be explosion proof and fire fighting system shall be in accordance with Classification Society rules.
  
  - (e) The hold is to have sliding weather proof hatch covers in four parts so as to give a clear opening of 25x 6.5 x 4m. Not more than two persons should be capable of carrying out manual operation of sliding the weather proof hatch. A suitable roll on cover is to be provided to assist the closing/ opening of the hatch covers. A removable winch is to be provided in addition.

(f) Adequate lashing arrangements are to be catered for in the hold.

(g) The weather deck is to have 2 in number 500 Watt flood lights capable of being powered by external power source ashore/ afloat.

(h) Vessel should be built as per Classification Society norms.

4. Life : Minimum 30 years
5. Draught : Max 2 meters, when fully loaded.
6. Dimensions : Beam not more than 10m. Length as required to carry the cargo as stated at para 10(b) and draught as mentioned at para 13 above.
7. Crew : One Officer / Master and six qualified civilian crew (for sheltered space requirement)
8. Sea Worthiness: Should be as per Classification Society norms.
9. Environmental Conditions: Should be capable of operating in Indian tropical environmental conditions.

### **SECTION B – NAVIGATION**

10. Nav Lights: (a) As per International Regulations for Prevention of Collision at Sea, 1972.  
  
(b) Flame proof and preferably operated on 24 V battery.

### **SECTION C – HULL, MACHINERY, ELECTRICAL AND NBCD**

11. Stability: Should be designed to have intact and damaged stability as Per Classification Society rules.
12. Hull: The Hull material conforming 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 natural 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 stowing arrangements.
11. Portable Pumps: (a) One suitable engine driven pump of not less than 35

TPH capacity and two submersible pumps one each of 20 and 40 TPH to be provided.

(b) A hand pump of adequate capacity.

16. Power Generation: (a) Standard COTS inverter of adequate capacity with suitable maintenance free battery is to be provided for the electrical consumers (lights, fans, Nav lights etc). Watertight charging points for charging the batteries using 415V, 50 Hz, 3 Phase shore supply are to be provided on port and stbd sides of the superstructure. The batteries on full charge be able to hold load for at least three hours. Suitable portable generator set of adequate capacity to cater for navigation lights, 04 reflectors, tube lights and 3 fans.

(b) Two portable flash lamps and two in number reflector lamps / twin light tube fittings (flame/ Explosion proof) are to be affixed flushed with bulkheads, 1.0 m above the deck level of the cargo hold.

17. Fire Fighting: The fire fighting arrangement is to be as per NMER. Adequate number of portable extinguishers (9 Ltr AFFF and 2 Kg CO<sub>2</sub>) are to be provided at suitable locations with securing arrangements in accordance with provisions of classification Society.

#### **SECTION D - ACCOMMODATION AND HABITABILITY**

18. Accommodation: (a) Following sheltered spaces are to be provided preferably on weather deck: -
- (i) One enclosed shelter bridge for Officer/ Master.
  - (ii) One crew shelter for six civilian personnel.
- (b) The sheltered spaces should be segregated with partitions for Officer / Master and civilian crew.
- (c) The sheltered spaces should include padded sleeping bunks for atleast 50 % of the personnel and moulded chairs for seating.
- (d) One SS Indian style WC & Urinal, with a chemically treated discharge, and fresh water connection from overhead tank, is to be provided for the crew.
- (e) One SS basin with mirrors to be provided.
- (f) One 1000 ltr fresh water tank to be provided, for gravity flow, with inbuilt replenishment arrangement.

(g) Lockers for secure stowage of documents, tools and lifting appliances etc. are to be provided in the service crew accommodation.

19. Medical Facilities: First aid boxes to be provided in the hold and crew spaces.

### **SECTION E – LOGISTICS ARRANGEMENTS**

20. Seamanship Fittings: (a) Anchor and Chain Cable. As per Class requirement.  
 (b) Towing and Berthing Gears. Minimum three sets of bollards, fairleads, stag horns/ cleats of requisite strength be provided on each side and one each on centerline on stem & stern for berthing, towing astern/ alongside as required.
21. Life Saving Equipment: (a) Life saving requirement shall be as per SOLAS.  
 (b) Life Rafts. 1 x 20 men life rafts.  
 (c) Life Jackets. Life jackets for crew plus 50%.
22. Documentation. Complete inventory of the spares and the relevant documentation of equipment and machinery is to be provided. 'Shipfit' 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 yardcraft.
23. Test Equipment : Test equipment as per *IN* Policy to be provided as Part of First Outfit of Stores.
24. U/W Hull Protection : The Barge would be designed for a five year inter-docking interval. An underwater hull protection (sacrificial anode) system is to be provided.
25. Paint Scheme : As per current policy promulgated by IHQ MoD(N).

### **SECTION F – MISCELLANEOUS**

26. Construction Features: (a) The size of the cargo hold of the barge should not be less than 25 x 6.5 x 4 m (LBH).  
 (b) Thickness of shell plate and double bottom plate to be as per Class.  
 (c) Ammunition / missile stowage space to be well protected on the sides and bottom.  
 (d) Mooring arrangements as required for inland water service.

(e) The barge is to be of double hull construction in way of hold.

(f) The barge is to be constructed in accordance with classification society rules for inland water service.

(g) All electrical fittings and equipment to be flame proof as per NMER.

(h) The weather deck should have a 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.

(j) Wooden gratings (in 1.5 X 1.5 meter sections) are required to be placed on the cargo deck flushed with the protruding lodgment shoes to bear the load of the containerised missiles.

(k) Fixed metal ladders are required inside the cargo hold in the forward, mid and the aft section of the cargo hatch.

(l) A portable/ collapsible gangway (length 10 feet), capable of carrying 02 men should be provided.

(m) A jumping ladder of 10 meter length to be provided.

(n) Height of wheel House from waterline should be NMT 6.6m loaded condition with collapsible mast and jack staff.



(Refers to Para7 and 15(a) &amp; 15(b) of Chapter II of DPP -16)

**INFORMATIONPROFORMA**  
**(INDIAN VENDORS)**

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

\_\_\_\_\_

\_\_\_\_\_

(Company profile, 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/DG NAI			
OFB			
DRDO			
Any other Government Agency			

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

Name of Organisation : \_\_\_\_\_

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

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

(a) Name of 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 Licence 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.

(b) 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 44 and Appendix F of Chapter II of DPP 16 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/ drydocks 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 ACTCM Barges/ 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 barges 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 ACTCM Barges offered to meet the specified requirements and build period from date of order							
11	Detailed specifications of commercially off the shelf (COTs) ACTCM barges if available for outright purchase, if any							