

REQUEST FOR INFORMATION (RFI)
FOR CONSTRUCTION OF SIX BOTTOM OPENING BARGE

1. The Ministry of Defence, Government of India, intends to procure **Six Bottom Opening Barge** for the Indian Navy (*IN*) from Indian Shipyards.
2. This Request for Information (RFI) consists of two parts as indicated below (**Submission of incomplete format will render the Shipyard liable for rejection**):-
 - (a) **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the Barge. A 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.

PART-I

3. **The Intended Use of Barge (Operational Requirements)**. These are specified in brief and placed at **Appendix A** of this document.
4. **Important Parameters.**
 - (a) Details of the barge are specified in brief at **Appendix A** of this document. Further detailed specification will be given in the Request for Proposal (RFP) which will be issued to Shipyards who would respond to the Request for Information (RFI), after verifying their credentials and capabilities to construct the Barge, in accordance with the extant Capacity Assessment Guidelines of IHQMoD (N). Feasibility to build the Barge with specifications indicated at **Appendix A** is to be submitted by the Shipyard.
 - (b) Budgetary quote of the Barge with detailed break up of cost including custom duty/taxes is to be submitted. This should include material cost, labor cost, training cost and product support cost, AMC etc. All entities factored in the costing are to be indicated in the break up. **Shipyard to indicate the costing of all Equipment and Machinery envisaged onboard the barge.** Custom Duty/Taxes to be included separately and indicated in the Budgetary quote.
 - (c) Information on whether the offered Barge/ design is in use by any other Navy and experience in building similar Barge along with client details to be indicated.
 - (d) The Barge will be operated by Crew as indicated in **Appendix A**. The maintenance of Barge post warranty period (min 12 months) 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) /N premises. Shipyard to indicate acceptance for the same. **Shipyard to provide details wrt manpower/crew required to operate and maintain the Barge as per the below mentioned format:-**

Ser	Designation (list is Indicative)	No of personnel	Remarks
(a)	Crew		
(b)	Technician		
(c)	Master		

(e) Whether the shipyard would be able to comply with all provisions of DPP-16 as amended from time to time or not. If not, which Para/ Clause of DPP would not be agreed to, with reasons.

(f) Shipyard may consider RFI as advance information to obtain requisite Government clearances.

(g) Shipyard has to confirm its acceptability with the terms of payment as per DPP 16 and amendment thereof.

(h) MoU, if any, with respect to design aspects to be indicated.

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

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

(l) Willingness to participate in the bid for procurement of Bottom Opening Barge.

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

(n) Shipyard can communicate with Directorate of Ship Production, IHQMoD(N) to seek clarifications, if any, on the technical aspects of the Bottom Opening Barge while responding to RFI.

(p) In addition to the costing details at Para 4(b) above, shipyard to provide the equipment wise costing for undertaking AMC for equipment/machinery etc installed on the Bottom Opening Barge.

5. 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 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 shipyard 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 shipyard 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.** An integrity pact along with appropriate IPBG is a mandatory requirement in the instant case (Refer Annexure I to Appendix H of schedule I of Chapter IV of DPP 16).

(g) **Performance-cum-Warranty Bond.** Performance-cum-Warranty Bond equal to 10% of value of the contract is required to be submitted after signing of Contract.

(h) **Indigenous Content (IC).** The procurement of the Barge will be as per DPP 16 and accordingly shipyards have to submit the details regarding Indigenous Content(IC) and the likely percentage of IC considered for the barge. The categorization for the procurement will be under Buy (Indian-IDDM)/ Buy (Indian). The Bottom Opening Barge must meet the minimum IC parameters i.a.w Para 13 of Chapter 1 of DPP 16.

PART- II

6. Procedure for Response

(a) Shipyard must fill the form of response as given in **Appendix B to Chapter II of DPP 16**, sample format at **Appendix B** and **Appendix C** of this document. Apart from filling details about Shipyard, details about the exact barge meeting our generic technical specifications should also be carefully filled. Additional literature on the Bottom Opening Barge 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 write protected 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 parameters mentioned at Para 4 and 5 above are to be clearly indicated and certified in the RFI response.

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

The Commodore (SP)
Directorate of Ship Production
8th 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 28 Feb 19. The Shipyards short listed for issue of RFP would be intimated.

7. The Government of India invites responses to this request only from Indian Shipyards. The end user of the Bottom Opening Barge is 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 DPP 16.

OPERATIONAL/TECHNICAL SPECIFICATIONS
FOR BOTTOM OPENING 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 at least 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 foxtle.

(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.

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/ DGNAI			
OFB			
DRDO			
Any other Government Agency			

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

Name of Organisation : _____

Membership Number : _____

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

(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 is 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
FOR SHIPYARD SELECTION / PRE QUALIFICATION
(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) and capability to increase the production capacity to meet delivery schedule requirements of services							
6.	Details of future expansion and business development planned							
	Number of years of experience in manufacturing of same/similar barge							
7.	Vessels delivered in last 05 years. (attach previous order copies for yardcraft/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	Quality Plan maintained by Shipyard							
10	Details of certification by Quality Assurance Agencies							
11	Industrial License details at the time of submission of bid							
12	Financial information (in INR)							
	(a)	Annual turnover in the last three financial years (year wise)						
	(b)	Capital Assets						
	(c)	Profits made						
	(d)	Tax return (copy of Income Tax return filed during last three years)						
	(e)	Net Worth = equity+ reserves						
	(f)	Debt/Equity ratio						

	(g)	Quick Ratio = (current assets long term debts)/current liabilities	
	(h)	Attach copies of certified published annual report showing turnover and financial status in support of above information for last five years	
13	Details of shareholders		
14	Details of Promoters, associated, allied and JV companies,		
15	Details of vigilance action viz ongoing investigation and suspension/debarment /blacklisting actions against the shipyard, if any		
16	Detailed specifications of yardcraft offered to meet the specified requirements and build period from date of order		
17	Detailed specifications of commercially off the shelf (COTs) yardcraft if available for outright purchase, if any		

Undertaking:- It is certified that the above information is true and any changes will be intimated within five (05) working days of occurrence.

(Authorised Signatory)