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Directorate of Naval Architecture  
Room No. 200, 2<sup>nd</sup> Floor  
Naval Headquarter Annex Building  
Talkatora Stadium, New Delhi 110001

NC/4900/10M GRP RHB

Jun 18

To,

M/s

**REQUEST FOR INFORMATION (RFI) FOR CONSTRUCTION  
OF 10 METRE GRP RIGID HULL BOAT FOR INDIAN NAVY**

1. The Ministry of Defence, Government of India, intends to procure 10 Meter GRP Rigid Hull Boat (RHB).
2. This Request For Information (RFI) consists of two parts as indicated below.  
**Submission of incomplete format will render the Vendor liable for rejection:-**
  - (a) **Part I.** The first part of the RFI incorporates operational characteristics and features that should be met by the 10M GRP RHB. A few important technical parameters of the proposed RHB are also mentioned.
  - (b) **Part II.** The second part of the RFI states the methodology of seeking response of Vendor.

**PART-I**

3. **The Intended Use of 10 m GRP RHB (Operational Requirements).** These are specified in the Operational/ Technical Requirements placed at **Appendix A** of this document.
4. **Important Parameters.** Detailed specifications will be given in the Request for Proposal (RFP) which will be issued to firm after verifying their credentials and capabilities to build the RHB. Further following details are to be submitted:-
  - (a) Feasibility to build the 10M GRP RHB with the enclosed specifications (**Appendix A**). Any modification to the specifications can be suggested by the vendor with suitable justification.

- (b) Budgetary quotes with breakup of cost including all the elements that needs to be structured into the costing of the complete equipment (including that of comprehensive maintenance /product support package) which will serve as guidelines to formulate all encompassing SOC .
- (c) Build Period.
- (d) Experience in Building similar vessels along with client details.
- (e) MOU, if any, with respect to design aspects.
- (f) Whether the vendor would be able to comply with all provisions of DPM-09 or not. If not, Para/Clause of DPM-09 not agreed to, with reasons.
- (g) Vendors may consider RFI as advance information to obtain requisite government clearances.
- (h) The tentative delivery schedule for supply of the RHB after conclusion of the contract.
- (j) Acceptability to terms of payment as per DPM-09.

5. **Additional Specifications.** The aim of seeking this RFI is also to finalise the specifications for the 10M GRP RHB with inputs from vendors. Following information to be provided by the firm:-

- (a) Modalities of training of crew to operate and maintain RHB.
- (b) Willingness for option clause and repeat clause, including the duration for which option clause and repeat clause would be valid.
- (c) Para wise compliance of Appendix A. If not, which Para / clause would not be agreed to, with reasons.
- (d) The tentative delivery schedule for supply of RHB after conclusion of contract.
- (e) Acceptability of Terms of payment.
- (f) Approximate cost estimation of 10m RHB with bullet proof cupola in Indian currency only (Without taxes, duties, etc).
- (g) Approximate cost estimation of supply and installation of bullet proof cupola (for 10m RHB) in Indian currency only (Without taxes, duties, etc).

6. The vendor should confirm that the 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 submission 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 Staff Evaluation, a Commercial Negotiation Committee 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.
- (e) The Vendor would be required to accept the general conditions of Contract given in the Standard Contract Document of DPM-09.
- (f) **Performance-cum-Warranty Bond**. A Performance-cum-Warranty Bond equal to 5% value of the Contract is required to be submitted after signing of the Contract.

## **PART-II**

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

- (a) The vendors must fill the form of response as given in Appendix B & C (as applicable). Apart from filling details about the company, details about the exact RHB meeting our generic technical specifications should also be carefully filled. Additional literature on the RHB can also be attached with the form.
- (b) The filled form should be dispatched at the under mentioned address: -
- The Principal Director Naval Architecture  
Room No, 200, 2<sup>nd</sup> Floor  
Directorate of Naval Architecture  
Naval Headquarters Annex Building  
Talkatora Stadium, New Delhi 110001
- Tele: 011-21410496  
Fax: 011- 21410483  
E-Mail: [dna.ihqmod@navy.gov.in](mailto:dna.ihqmod@navy.gov.in)
- (c) Last date of acceptance of filled forms along with details sought is XX/ XX/ 2018. The vendor short listed for issuance of RFP would be intimated.

8. The Government of India invites responses to this request only from vendors who qualify the criteria specified in **Appendix D**. The end user of the RHB is the Indian Navy.

9. The Government of India invites responses to this request only from Boat manufacturers fulfilling following requirements:-

- (a) Firm should have manufactured and supplied GRP boats of 10m or above.

(b) Firm should have its own boatyard certified by Classification Society (IACS) member for manufacturing GRP boats of length 10 m or above. Valid class certificate is to be submitted.

(Supporting documents to be submitted along with responses)

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 RFI, should it be so necessary, at any stage.

10. The acquisition process would be carried out under the provisions of **DPM-09**.

**OPERATIONAL / TECHNICAL SPECIFICATIONS FOR  
10 M GRP RIGID HULL BOAT (RHB) FOR INDIAN NAVY**

**DETAILED NSQR IS ATTACHED MAIN EXTRACT IS PLACED BELOW:-**

<b><u>GENERAL</u></b>		
1.	<b>Functions</b>	<p>The boat shall perform the following tasks in harbour and at sea:-</p> <ul style="list-style-type: none"><li>(a) Life Saving.</li><li>(b) Boarding Operations.</li><li>(c) Force Protection.</li><li>(d) Casualty Evacuation (CASEVAC)</li><li>(e) Ferrying Armed Boarding Party and undertake Personnel Transfer.</li><li>(f) Undertake Stores Transfer.</li><li>(g) Boat Patrol.</li><li>(h) Provision for special operations by suitably changing the configuration and carrying additional fuel tank.</li></ul>

2.	<b>General</b>	<p>(a) The RHB should be built as per IHQ MoD (N) approved Classification Society Standards</p> <p>(b) The RHB should be built as per IHQ MoD (N) approved Classification Society Norms and be suitably compliant in respect of afloat safety in accordance with the MCA requirements for Fast Rescue Boats under SOLAS regulations and in compliance with IHQ MoD (N) specifications</p> <p>(c) Sustained operations with a life of at least 10 years, with annual exploitation rate of more than 1000 hours.</p> <p>(d) The RHB should be able to operate in tropical conditions.</p> <p>(e) The RHB should comply to specific <i>IN</i> requirements wherever mentioned, which would supersede the class requirements in case of conflicting requirements.</p> <p>(f) Marinised Stainless Steel of grade AISI 316L is to be used for all hull fittings.</p> <p>(g) The RHB is to be built complying with all requirements of IMO, MARPOL and SOLAS regulations.</p>
3.	<b>Principal Particulars</b>	<b>Specified Value/Range</b>
(a)	Length extreme including appendages & collar	10 M $\pm$ 0.5 M
(b)	Beam extreme including collar	NMT 3.5 M $\pm$ 0.2 M
(c)	Displacement (Full load)	As per design
(d)	Draught (Full Load)	NMT 0.80 M
(e)	Weight (hoisting)	As per design
(f)	Max Speed (Full Load)	More than 30 knots

(g)	Endurance (Full Load)	NLT 120 nm at 24 kn extendable by carrying additional tanks.
(h)	Fuel Oil Capacity	To meet specified endurance with 25% reserve
(j)	Reserve of buoyancy	Unsinkable even when filled with water with min 10% reserve of buoyancy
(k)	Operating Sea State	Sea State 4 with full load and speed of at least 24 kn.
(l)	Crew	03 persons
(m)	Hoisting capacity (including crew)	05 persons
(n)	Carrying capacity (including crew)	≥ 18 persons
(p)	Engine	Suitable inboard engine either with stern Drive or Water Jet for achieving the desired range and speed requirements, and other parameters with product support available in India.
4.	<b>Sea Worthiness</b>	Capable to operate in Sea State 4 (with full load and speed of at least 24 knots) and steerable upto Sea State 5.
5.	<b>Equipment Operating Conditions</b>	<p>The equipment and the machinery fitted on the RHB should comply to marine operating standards and should be capable of satisfactory operation in Indian tropical conditions as follows: -</p> <ul style="list-style-type: none"> <li>(a) Ambient air temperature from Zero to + 50° C.</li> <li>(b) Water temperature from 04 to 35° C.</li> <li>(c) Max relative humidity of 100 % at 35° C.</li> <li>(d) Roll of 25° and pitch of 8°.</li> </ul>
6.	<b>Ergonomics</b>	Latest design concept, with respect to ergonomics/ functional aspects and crew comfort are to be adopted.
<b>Navigation and Communication</b>		
7.	<b>Main Console.</b>	An ergonomically designed covered canopy type coxswain console and helm post for the crew should be provided to enable discharge of all Command and Control functions. The RHB should be equipped with an electronic monitoring system, wherein the following system status is

		<p>available to the crew: -</p> <p>(a) All vital information like speed, heading, navigation waypoints, course to steer, track plot etc.</p> <p>(b) Remote control facility for operations of engines and auxiliary machinery.</p>
8.	<b>Multi Functional Display (MFD) for Navigation</b>	Multi Function Display (MFD) of suitable size for mounting on Coxswain console and capable of functioning on battery is to be provided. MFD should be compatible for uploading and display of Electronic Navigation Charts (S63 format) and integration with GPS receiver and AIS for navigational safety.
9.	<b>Additional Equipment</b>	<p>Additionally, following equipment for communication and safety of the boat are to be fitted/ provided:-</p> <p>(a) SBAS enabled GPS - One</p> <p>(b) AIS - One</p> <p>(c) Illuminated Boat Compass - One</p> <p>(d) Binocular - Two</p> <p>(e) Night Vision Binocular - Two</p> <p>(f) Light weight Aluminium Alloy floatable Boat hooks - Two</p> <p>(g) Light weight Aluminium Alloy floatable Oars - Four</p> <p>(h) Weather proof VHF MMB with DSC feature for distress calling, battery backup and noise cancelling hand free headphone and speaker arrangement for coxswain. - One</p> <p>(j) <i>IN</i> approved Hand held VHF Radio with battery charger, spare - Two</p>



		<p>batteries, noise cancelling hands free headphone and water proof bag.</p> <p>(k) Fixed search light with 360<sup>0</sup> rotation - One</p> <p>(l) Portable (Hand held) search lights - Two</p> <p>(m) Strobe Light - One</p> <p>(n) Aldis Lamp - One</p> <p>(p) Loud Hailer - One</p> <p>(q) Electric Siren - One</p>
10	<b>Nav Lights/Shades</b>	Navigation lights should be provided iaw International Regulations for the Prevention of Collision at Sea – 1972
11	<b>Goal Post Mast.</b>	<p>Goal post type mast should be fitted on transom for fitment of the following:-</p> <p>(a) Nav lights/ shapes.</p> <p>(b) Antennae of Navigation and Communication equipment.</p> <p>(c) Jack Staff to fly a Flag/ Ensign.</p> <p>(d) Strobe Light.</p>
<b><u>HULL, LIFE SAVING, DAMAGE CONTROL AND FIRE FIGHTING</u></b>		
12	<b>Build Specification</b>	The boat should be constructed as per a proven hull design and in accordance with Classification Society rules and norms.

13	<b>Hull Material</b>	<p>The RHB should be made of State-of-the-Art material ( GRP). The manufacturing process should yield a hull form, which is extremely strong and light weight. The following aspects should be covered during design:-</p> <p>(a) Deep ‘V’ shape planing hull.</p> <p>(b) Suitable for chock stowage onboard.</p> <p>(c) Foam filled Collar as follows:-</p> <p>(i)Thick Hypalon material fabric or equivalent.</p> <p>(ii) Heavy-duty abrasion cladding on the outboard side all around the boat.</p> <p>(iii) Additional fendering layer at locations likely to encounter repeated impact and rubbing.</p> <p>(iv) The collar should be attached to the hull by means of two arrangements viz., Primary and Secondary securing arrangements as follows:-</p> <p>(aa) The primary arrangement should ensure rigid connection of the collar to the hull and water tightness between the collar and hull. However, the arrangement should be such that the collar can be disconnected when required for necessary repairs.</p> <p>(ab) Secondary arrangement for securing collar to the boat should be of 08 number of polyester webbing reinforced straps fixed to the hull.</p> <p>(d) The RHB should be adequately protected against corrosion.</p> <p>(e) Metal parts should be salt water and acid proof (Stainless Steel AISI 316L or similar material) for longevity.</p>
14	<b>Operations</b>	The RHB should be configurable and capable for ship borne operations as follows:-

		<p>(a) Capable of being stowed on chocks either on upper deck near ship's side or below deck, and should be ready to be deployed as life boat in case of emergency.</p> <p>(b) Capable of being launched/ recovered whilst underway with ships speed of upto 12 kn using single fall hook type davit or stern launch/ recovery arrangement.</p> <p>(c) Configurable for launching and recovery whilst underway iaw BR 67/2009 (Admiralty Manual of Seamanship). Necessary deck eyes, fittings and accessories are to be provided to configure RHB for launching and recovery whilst underway.</p>
15	<b>Essential Equipment/ Fitment.</b>	<p>Essential equipment/ fitments and associated gear should be provided as follows:-</p> <p>(a) Lifting arrangements:-</p> <p>(i) Henriksen Release Hook iaw Article 05099 of BR 67/2009 for single point lifting for ship borne operations.</p> <p>(ii) Four lifting deck eyes for rigging four legged synthetic webbing sling.</p> <p>(iii) Two sets of four legged Synthetic webbing slings of specification iaw NCD 4001.</p> <p>(b) Gun mount stands with ammunition stowage and securing arrangement are to be provided as follows:-</p> <p>(i) Fixed gun mount stand at the bow for MMG/LMG.</p> <p>(ii) Portable/ retractable gun mount stands on either side at stern for LMG/INSAS</p> <p>(c) Supply and installation of bullet proof cupola with following features:-</p> <p>(i) Bullet Proof protection level – NIJ Level III</p>

		<p>(ii) Front and sideways protection for main control console operator.</p> <p>(iii) Detachable protection in the rear to form an enclosed cabin to accommodate boat crew in an emergency.</p> <p><b>Note:</b> <u>Boat builders are requested to provide all possible options conforming to the above specifications for bullet proof cupolas and its fitment onboard. The proposals should include details like length, breadth, height, weight and pictures of bullet proof cupolas.</u></p> <p>(d) Following Safety/ life saving arrangements:-</p> <p>(i) Tow straps and grab rails to provide extra support for passengers/ crew.</p> <p>(ii) Lifelines fitted on collar.</p> <p>(iii) Grab handles on collar on either side.</p> <p>(iv) Foot stirrups on deck and anchoring arrangement for body harness on Gun Mount stand to support the Gunman.</p> <p>(e) Suitable emergency damage control kit to repair minor damage occurred during operations.</p> <p>(f) Stag Horns/ Cleats and fairleads should be provided at suitable locations on either side along the length of the boat.</p>
16	<b>Life Saving Equipment</b>	<p>Life Saving Equipments are to be provided as follows:-</p> <p>(a) One Lifebuoy with lifeline. Specification of Lifebuoy should be iaw Article 06033 of BR 67/ 2009 (Admiralty Manual of Seamanship).</p> <p>(b) One rescue quoit.</p> <p>(c) <b>General Service Lifejackets (GSLJ).</b> 20 General Service Lifejackets (GSLJ) are to be provided. Specifications of GSLJ should be iaw NCD 3925.</p> <p>(d) <b>Hazardous Duty Lifejackets (HDLJ).</b> Six Hazardous Duty Lifejackets (HDLJ) are to</p>

		be provided. Specifications of HDLJ should be iaw NCD 3926.				
		(e) Boat Bag and other on board equipment as specified by <i>IN</i> .				
17	<b>Seating arrangement and Stowage space</b>	<p>Seating arrangement is to be provided as follows:-</p> <p>(a) Seating arrangement for coxswain and crew with stowage space for battery and boat gear below the seats.</p> <p>(b) Removable and configurable seating arrangement:-</p> <p>(i) To maximize equipment/ stores carrying capacity.</p> <p>(ii) To configure RHB for embarkation of Flag/ Senior Officer.</p> <p>(c) Suitable stowage space and securing for at least two stretcher bound patients.</p> <p>(d) Stowage space with suitable arrangement for Anchor and Chain cable with rope should be provided on the bow.</p> <p>(e) Stowage Arrangement for carrying 40 It of potable drinking water. The arrangement should have window of adequate size to carry out frequent cleaning of this stowage.</p>				
18	<b>Fire Fighting Arrangement</b>	<p>Adequate fire fighting arrangements meeting Classification Society requirements are to be provided. Additionally, the following are to be provided:-</p> <p>(a) Two CO<sub>2</sub> injection point on Engine Casing on either side and one injection point on coxswain console to extinguish bilge/ engine/electrical fire with suitable capacity CO<sub>2</sub> cylinder</p> <p>(b) Two each portable CO<sub>2</sub> and DCP extinguishers</p>				
<b>Engine and Systems</b>						
19	<b>Operating Profile</b>	<p>The propulsion package should be capable of providing sustained operations for 08 – 10 hours per day, with an annual exploitation rate of more than 1000 hours. For better comprehension the operating profile expected of the RHB is as appended below: -</p> <table border="1" data-bbox="667 1369 1984 1407"> <thead> <tr> <th>Ser</th> <th>Speed of RHBs in Knots</th> <th>Nos of</th> <th>Operating Time</th> </tr> </thead> </table>	Ser	Speed of RHBs in Knots	Nos of	Operating Time
Ser	Speed of RHBs in Knots	Nos of	Operating Time			

				<b>Hours</b>	
		(a)	30 Knots or above	150 hrs	15% of annual exploitation
		(b)	Excess of 12 Knots – up to 30 Knots	650 hrs	65% of annual exploitation
		(c)	Excess of 5 Knots – up to 12 Knots	200 hrs	20% of annual exploitation
20	<b>Propulsion package</b> ..	The propulsion package is to comprise of the following:			
		<p>(a) High efficiency propulsors with power output to meet operational exploitation mentioned above.</p> <p>(b) The propulsion package should consist of inboard diesel engine of suitable capacity/ rating coupled to reversible gear box driving either the stern drive or water jet propulsors, to meet the operational requirements mentioned above. The propulsion package should have product support available in India.</p> <p>(c) The engine should have self-contained alternator producing sufficient amperage even at low RPM, to provide electrical supply to all navigation and communication aids, controls and auxiliaries.</p> <p>(d) The seawater cooling system for the main engines should incorporate special fitments/ mechanism for shallow/ muddy water operations. The filter must facilitate at least 30 minutes of operations in shallow/ muddy water.</p>			
21	<b>Bilge draining</b> .	RHB should be capable of completely clearing the hull cavity and bilges through bilge pump/ self draining scuppers. Motor driven pump of suitable capacity with 100% redundancy should also be provided for pumping out in case of emergency. Additionally, hand operated bilge pump is to be provided.			
22	<b>Safety Features and ventilation</b> .	<p>(a) <b><u>Dry Run Bearing</u></b>. The Engine should be fitted with a dry-run thrust bearing and dry run sea water pump enabling the engine to be started and run for short periods (up to five minutes) whilst out of the water. Additionally, suitable arrangement should be provided for supply of water through sea water inlet for starting of engine on chocks during routine maintenance and checks post repair.</p> <p>(b) <b><u>Deadman Switch</u></b>. The boat should be provisioned with an emergency stop switch that is</p>			

		<p>operated via a cord clipped to the coxswain. In the event of the coxswain falling overboard, the cord should operate the emergency stop switch causing the engine to stop instantly</p> <p><b>(c) Natural Safety Switch.</b> The Boat should be fitted with natural safety switch to prevent the Engine from starting when the Gear gets engaged.</p> <p><b>(d) Fuel Supplies Shut off Valve.</b> An Emergency Fuel Supply shut off Valve to be provided outside the casing, to prevent spreading of engine fire_</p> <p><b>(e) Ventilation.</b> A fume/smoke detection system should be fitted in the hold near the diesel tank/ engine with alarm at control console. Engine ventilation and Exhaust arrangement should be as per class requirements and in consonance with engine OEM recommendations.</p>
<b>ELECTRICAL</b>		
23	<b>Power Supply</b>	The Power Generation and Distribution (PGD) system should cater for uninterrupted power supply to various consumers ie, control system, navigation and communication aids, and lighting/ electrical appliances fitted in RHB.
24	<b>Batteries</b>	Maintenance free, heavy duty, batteries of adequate capacities to cater for emergency power backup for the equipment onboard and engine starting requirements (as appropriate) should be provided. In addition to integral charging of batteries when the engine is running, suitable battery charging arrangement to facilitate charging of above batteries using power supply from shore/ mother ship is also to be provided.
<b>MISCELLANEOUS</b>		
25	<b>Towing arrangement</b>	<p>Following towing arrangements should be provided:-</p> <p>(a) Towing another boat of equal size and displacement with speed of at least 8 kn. Suitable arrangements should be provided at stern for towing of another boat.</p> <p>(b) Receiving towing assistance from another vessel. Suitable arrangement should be provided at the bow to facilitate receiving of tow from another vessel.</p>
26	<b><u>Trolleys for: Transportation and chocks for Stowage.</u></b>	<p>Special attention with regard to its portability by means of ship and on land is to be adhered to. The following are to be provided for stowage and transportation:-</p> <p>(a) Transportation Trolley suitable – as per requirement for towing using Motor Transport</p>

		Vehicle. (b) Stowage Chocks - 01 set per RHB
27	<b>Miscellaneous Equipments</b>	<p>The following are to be supplied with each RHBs:-</p> <ul style="list-style-type: none"> <li>(a) Synthetic Webbing Slings - 02 sets per RHB</li> <li>(b) Weather proof cover for entire boat - 01 per RHB</li> <li>(c) Weather Proof Console Cover - 01 per RHB</li> <li>(d) Safety Helmets - 06 per RHB</li> <li>(e) Light weight fenders - 04 per RHB</li> <li>(f) Suitable Anchor with Chain and rope arrangement. - 01 per RHB</li> <li>(g) First aid kit - 01 per RHB</li> <li>(h) Emergency damage control kit to repair minor damages - 01 set per RHB</li> </ul>
28	<b>Delivery Period</b>	First boat with OBS spare within 6 months of signing contract
29	<b>Para wise compliance</b>	The firms are required to furnish clause by clause compliance of specifications bringing out clearly the deviations from specification if any.



**INFORMATION PROFORMA**  
**(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 submit an undertaking 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 within five working days of approval by relevant competent authority.

**2. Type (Tick the relevant category).**

Original Equipment Manufacturer (OEM) - Yes/ No

Authorised Representatives 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: \_\_\_\_\_ Tele: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

**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 Number	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 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.

(b) It is certified that design and development is indigenous and belongs to the \_\_\_\_\_ (Vendor) and/ or \_\_\_\_\_ (its Indian Sub Vendor). The Indigenous Content in the said equipment is \_\_\_\_\_% as on date and is likely to be raised to \_\_\_\_\_% by \_\_\_\_\_ (date). The clarification 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.

(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.

**(Authorised Signatory)**

**INFORMATION PROFORMA**  
**(FOREIGN 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 submit an undertaking 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 within five working days of approval by relevant competent authority.

2. **Type (Tick the relevant category).**

Original Equipment Manufacturer (OEM)	Yes/No
Government sponsored Export Agency	Yes/No (Details of registration to be provided)
Authorised Vendor of OEM	Yes/No (attach details)
Others (give specific details) _____	

3. **Contact Details.**

Postal Address: \_\_\_\_\_  
City : \_\_\_\_\_ Province : \_\_\_\_\_  
Country: \_\_\_\_\_ Pin/ Zip Code : \_\_\_\_\_  
Tele : \_\_\_\_\_ Fax : \_\_\_\_\_  
URL/Web Site : \_\_\_\_\_ Email : \_\_\_\_\_

4. **Local Branch/Liaison Office/Authorised Representatives, in India (if any).**

Name & Address: \_\_\_\_\_  
City : \_\_\_\_\_ Province : \_\_\_\_\_  
Pin code : \_\_\_\_\_ Tel : \_\_\_\_\_ Fax : \_\_\_\_\_  
Email. \_\_\_\_\_

5. **Financial Details.**

- (a) Annual turn over : \_\_\_\_\_ USD
- (b) Number of Employees in firm \_\_\_\_\_.
- (c) Details of manufacturing infrastructure available \_\_\_\_\_.

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

Agency	Contract Number	Equipment	Quantity	Cost

6. **Certification by Quality Assurance Organisation (If Applicable).**

Name of Agency	Certification	Applicable from (date & Year)	Valid till (date & year)

7. **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 FSS to be mentioned together)

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

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

(d) Status (in service /Design development stage): \_\_\_\_\_

(e) Production capacity per annum: \_\_\_\_\_

(f) Countries where equipment is in service: \_\_\_\_\_

(g) Whether export clearance is required from respective Government: \_\_\_\_\_

(h) Any collaboration/joint venture/co production/ authorised dealer with Indian Industry (give details):

Name & Address: \_\_\_\_\_

Tel : \_\_\_\_\_ Fax : \_\_\_\_\_

8. Alternatives for meeting the objectives of the equipment set forth in the RFI.

9. Any other relevant information. \_\_\_\_\_

10. **Declaration.** It is certified that:-

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

(b) The \_\_\_\_\_ (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.

**(Authorised Signatory)**

**CRITERIA FOR VENDOR SELECTION/ PRE QUALIFICATION**

1. **Technical Parameters.**

- (a) Number of years of experience in manufacturing of same/ similar product.
- (b) Details of manufacturing infrastructure for manufacturing the 10m GRP RHB.
- (c) Quality plan maintained by vendor.
- (d) Details of certification by Quality Assurance Agencies.
- (e) Industrial License details at the time of submission of bid.
- (f) Annual production capacity and capability to increase the production capacity to meet the delivery schedule requirements of Services.

2. **Financial Parameters.**

- (a) **Turnover.** Turnover of Rs. \_\_\_\_\_ Crs in last three years.
- (b) **Capital Assets.** Capital Assets of \_\_\_\_\_.
- (c) **Profit.** Profit/ Loss in last three years \_\_\_\_\_.
- (d) **Tax Return.** Copy of Income Tax Return filed during last three years.

3. **Additional Parameters.**

- (a) Projects/ supply orders successfully executed in last five years.
- (b) Annual reports of last five years.
- (c) Shareholder information.
- (d) Details of Promoters, associated, allied and JV companies.
- (e) Details of vigilance action viz ongoing investigation and suspension/ debarment/ blacklisting actions against the company, if any.

4. **Undertaking.** Prospective Vendors must submit an undertaking that information provided by them is correct.