

REQUEST FOR INFORMATION (RFI)
FOR PROCUREMENT OF LANDING PLATFORM DOCKs (LPDs)

1. The Ministry of Defence, Government of India, intends to procure Four Landing Platform Docks (LPDs) 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 LPDs. Few important technical parameters of the proposed LPDs 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 LPD (Operational Requirements).** The Landing Platform Dock (LPDs) shall be *capable to transport and land ashore a combined arms force and to sustain their operations ashore.* Inherent to this capability would be a capacity to embark and sustain a body of troops at sea for prolonged durations, to embark, stow onboard and discharge at the objective the full range of the combat cargo required for undertaking and sustaining the operations ashore and to enable operation of multiple means of ship to shore movement of troops and cargo. LPDs will undertake Out of Area Contingencies (OOAC) through *its inherent capability to transport and deploy forces ashore,* ability to arrive quickly in area, and sustain operations at sea for prolonged durations. LPDs will act as Command Centre for the Commander, Amphibious Task Force, Landing Force Commander and the Air Force Commander and also undertake Humanitarian Assistance and Disaster Relief Missions. Additionally, LPDs will also act as mother ship for unmanned capability and to support operation/ exploitation of all dimensions of futuristic unmanned vehicles/ platforms/ equipment. The LPDs will also provide medical facilities for treatment of battle casualties.
4. **Quantity Required and Anticipated Delivery Time Frames.** Four LPDs are proposed to be acquired. The anticipated delivery time lines for the first vessel is maximum of 60 months followed by delivery of one vessel every 12 months. Vendors are to indicate their comments on the build period and timelines for delivery.
5. **Important Technical Parameters.**
 - (a) Details of the LPDs are specified in brief in the Operational Technical Specifications placed at **Appendix A** of this document. Detailed specifications will be given in the Request for Proposal (RFP) which will be issued to Shipyards who have

responded to the Request for Information (RFI), after verifying their credentials and capabilities to construct the LPDs. Feasibility to build the ship 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 LPDs and enhance its employability. Shipyard need to submit the concept design for the ship and specifically indicate which new technology will be offered with the LPDs.

(c) Agreement and / or collaboration with firms with regard to Design and Production Monitoring Technology to be indicated and clearly highlighted in the response. The details of design ToT, Construction ToT, and maintenance ToT if any be also commented upon along with indicative costing.

(d) Experience in building/ supply of ships which meets the requirement as listed in this RFI, along with details of customer/ clients and cost per LPDs, 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 LPDs with detailed break up of cost is to be submitted. This should include material cost, labor cost, training cost, product support cost (if applicable) and taxes (as applicable). All entities factored in the costing are to be indicated in the break up.

(g) Price Variation Clause (PVC) will be applicable in this case i.a.w **Annexure VIII to Appendix M** of DAP-20.

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

(j) The LPDs will be operated by Manpower/ Crew as mentioned in **Appendix A**. The maintenance of the LPDs 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.

(k) 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.

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

- (m) Willingness for Option Clause including the duration for which the Option Clause would be valid is to be indicated.
- (n) Willingness to participate in the bid for procurement of Four Landing Platform Docks (LPDs).
- (p) The tentative delivery schedule/ build period for supply of the LPDs after conclusion of contract including the build strategy.
- (q) The shipyard to submit copy of Government license relevant for ship construction/ building activity.
- (r) 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 LPDs.
- (s) Shipyard has to confirm its acceptance with the terms and conditions on obsolescence of the component/ parts of equipment of the LPDs which may become obsolete during the life cycle of the LPDs as per DAP 20 and amendments thereof.
- (t) 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 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 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 VI 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 LPDs will be as per DAP 2020 and accordingly shipyards are required to submit the details regarding Indigenous Content(IC). The categorization for the procurement is intended to be under Buy (Indian-IDDM)/ Buy (Indian). The LPDs must meet the minimum IC parameters i.a.w Para 21 of Chapter 1 of DAP 20. The Shipyards to also comment on the categorization and IC content as per 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 (as per format at Appendix C)**. Apart from filling details about Shipyard, details about the exact vessel/LPDs meeting our generic technical specifications should also be carefully filled. Additional literature on the vessel/LPDs 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, 5 and 6 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 LPDs 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,
 Chanakypuri, New Delhi- 110021
 Tele: 011-26886429
 Fax: 011-26886426
 E-mail: dsp@navy.gov.in

(e) Last date of acceptance of filled form is 20 Oct 21 (08 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.

Cdr (Ship Production),
Directorate of Ship Production
9th Floor, Chanakya Bhawan,
Chanakyapuri, New Delhi- 110021
Tele: 011-26886432,
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 II 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 LPDs 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 (**Annexure IV to Appendix A Chapter II of DAP 20 is relevant**). The relevant details are placed at **Appendix 'E'**.

**OPERATIONAL/ TECHNICAL SPECIFICATIONS FOR
 LANDING PLATFORM DOCKS (LPDs)**

<u>S No.</u>	<u>Capability</u>	<u>Description</u>
1.	Role	<p><u>Primary</u></p> <p>(a) To <u>Influence the Land Battle</u> through <i>a viable capability to transport and land ashore a combined arms force and to sustain their operations ashore.</i></p> <p>(b) To <u>Undertake Out of Area Contingencies (OOAC)</u> through <i>its inherent capability to transport and deploy forces ashore, ability to arrive quickly in area, and sustain operations at sea for prolonged durations.</i></p> <p>(c) To <u>Act as Command Centre</u> for the Commander, Amphibious Task Force, Landing Force Commander and the Air Force Commander.</p> <p>(d) To undertake Humanitarian Assistance and Disaster Relief Missions.</p> <p>(e) To act as mother ship for unmanned capability and to support operation/ exploitation of all dimensions of futuristic unmanned vehicles/ platforms/ equipment.</p> <p><u>Secondary</u></p> <p>(f) To undertake fleet support functions through underway replenishment capability and comprehensive workshop facilities.</p> <p>(g) To provide medical facilities for treatment of battle casualties.</p>
2.	Compliment and Accommodation	<p>(a) Ship's Crew - 60 officers (30 ship's officers, another 30 officers of joint staff and additional attachments) and 470 sailors (Total 530). Embarked Personnel - 900 troops.</p> <p>(b) Additional accommodation facilities for 20 % women officers and 15 % women sailors/ troops of the total strength.</p>
3.	Length	≤ 200 m.
4.	Beam	Commensurate with the length and tonnage of the ship.

5.	Draught	\leq 08 m in full load conditions without ballasting.
6.	Displacement	Commensurate with length and draught of ship.
7.	Propulsion	Electric Propulsion (Integrated Full Electric Propulsion (IFEP)/ Hybrid) with shafting and propellers.
8.	Speed	Max sustained speed \geq 20 knots and cruising speed of 14 – 16 knots.
9.	Endurance	(a) 10,000 nm at economical speed with 25% reserve fuel. (b) \geq 45 days in terms of machinery, fuel. (c) 60 days in terms of logistics support for the embarked troops and ship's company.
10.	ASW	ATDS
11.	SSM	Ship Launched SSM X 16.
12.	PDMS	VLSRSAM (32 missiles).
13.	CIWS	(a) 4 x AK 630 with Electro Optical Fire Control System (EOFCS). (b) 06 X HMGs with stabilised gun control stations/ SRCGs. (c) Directed Energy Weapon (in lieu of AK 630 when developed). (d) 08 x MMGs.
14.	Chaff	4 x Chaff launching systems (02 LR/ MR launchers).
15.	LRAD	3 x AWD.
16.	Electronic Warfare	Integrated EW system comprising of ESM and ECM subsystem interfaced with CMS
17.	Radar/ Optical Sensor	(a) 01 x E/ F Band combined Air and Surface Surveillance Radar. (b) 01 x 3D C/ D Band Air Surveillance Radar. (c) 01 x Surface Surveillance Radar. (d) 02 x 'I' Band and 01 X E/F COTS Radars. (e) 01 X EOIRST.
18.	Portable Saluting Guns.	Four (fitted for arrangements to be provided).
19.	CAIO	A modular CMS is to be provided onboard the LPDs. The CMS is to be interfaced with all the onboard weapons and sensors and unmanned payload. All weapon system should be capable of being fired through CMS in centralised mode.

20.	Aviation	<p>(a) The ship should have a 'through deck' design and be capable of accommodating at least 02 Heavy Lift Helicopters, 12 Special Operations Helicopters and 02 NSUAS and permit simultaneous operations of at least 04 Special Ops helicopters (includes operation of 01 NSUAS in lieu). Out of these, at least 12 Special Operations Helicopters and 02 NSUAS would be stowed inside the hangar and atleast 02 Heavy Lift Helicopters would be parked on the deck in blade folded configuration.</p> <p>(b) The foremost helicopter spot is to be strengthened to operate a Heavy Lift Helicopter, with max All Up Weight of 40 Tons.</p>
21.	Special Ops	To be able to embark, stow and operate Chariots (01), SORs (02), SPC (02), AUVs.
22.	Unmanned Capability	To be able to embark, stow and operate variety of sea based Surface, Sub-surface and Air unmanned solutions.
23.	Amphibious Capability	<p>(a) 04 x LCMs</p> <p>(b) 04 x LCVPs.</p> <p>(c) To be fitted for to operate two LCACs or two L-CATs.</p>
24.	Amphibious Assault Capability	<p>(a) The ship is to have the ability to carry out standoff/ Over the Horizon operations.</p> <p>(b) A floodable dock aft namely well deck is to be provided for embarkation/ disembarkation of landing craft when underway up to speeds of 5 knots.</p> <p>(c) Access to the well dock is to be through a hydraulically operated stern gate. The stern gate, when fully lowered, should be capable of transfer of vehicles to/ from the landing craft secured at the stern gate.</p>
25.	Dock Well.	<p>(a) Ballasting/ de-ballasting arrangements are to be suitable for launch/ recovery operation in short time upto Sea State 3.</p> <p>(b) The ballasting/ de-ballasting arrangements should have remote and local operations and a ballast control post.</p>
26.	Magazine.	<p>(a) The total cargo stowage spaces should be approx. 1000 m² and capable of warehouse stowage of approx. 400 standard marine pallets.</p> <p>(b) Four separate armouries for safe stowage of personal weapons of the embarked troops including ammunition.</p> <p>(c) Ready use small arms and ammunition lockers on upper decks.</p> <p>(d) Suitable stowage space (preferably on the upper decks) is to be earmarked (in accordance with the existing Indian Naval Magazines and Explosives Regulations) to store approx. 4 tons of highly combustible incendiary ammunition/ pyrotechnics.</p>

27.	Assembly Area.	The ship is to have a suitable assembly area (catering for at least 300 troops). The assembly area should have easy access to Flight Deck, the well deck and the boat deck(s).
28.	Design	The ship should have a 'through flight deck' design and a floodable dock aft (well deck) for launching/ recovery of seaborne payloads.
29.	Hull Form	The ship is envisaged to be of mono hull construction based on proven hull form or supported by adequate model testing for resistance, propulsion, manoeuvring sea keeping (iaw latest version of NCD 102) as well as CFD aerodynamic studies/ wind tunnel test.
30.	Construction Material	The hull, superstructure and structural members are to be of DMR-249A Steel.
31.	Paint Scheme and Deck Covering	Paint schemes are to be applied under paint manufacturers' supervision in accordance with <i>IN</i> extant policies and specifications.
32.	Hull Protection	Cathodic protection is to be provided by means of an ICCP system. The specifications of ICCP system shall conform to NCD 3922. The system should have active shaft grounding and protection against ELFE and UEP.
33.	Sewage Treatment Plant/ Vacuum Toilet System/ Fixed H2S Gas Detection and Alarm System.	Sewage Treatment Plant, Vacuum Toilet System and fixed H2S gas detection with alarm system is to be provisioned in accordance with NCD 3930, Issue 3, 2016 and Def Stan 02-718.
34.	Doors and Hatches.	Standardised Watertight doors and hatches as per latest NCD 1447 & 1448 are to be provided wherever possible. EES are to be provided iaw NCD 1449. Other access arrangement and fittings are to comply with Def Stan 02-149 and Def Stan 02-127.
35.	WT & GT Integrity	WT boundaries are to be iaw Def-Stan 02-900, Part 4, Issue 1, for ship stability and damage stability. Def Stan 02-119 for fire zoning.
36.	Stability.	Stability of the ship and Growth margin (for KG and displacement) should be iaw Def Stan 02-900, Part 4 Issue 1 and NCD 0106. Inclining experiment for all ships of the class iaw latest edition of NCD 0104. Stability Booklet iaw latest version of NCD 0106.
37.	HVAC System.	HVAC system is to be based on latest version of Def Stan 02-102. ATUs & HEs for HVAC are to be iaw latest promulgated SOTR 1903.

38.	Stability Software.	Onboard Stability management software is to be provided which would be integrated with the IPMS/ BDCS system. The software should provide real-time information of tank loading status, condition of variable loads and stability parameters of intact ship as well as for damage scenarios as per latest edition of Def Stan 02-900, Part 4, Issue 1.
39.	Vehicle Carriage Capacity.	Carriage of combat vehicles in one or more decks with a total area not less than 2000 m ² . This area should be adequate to embark at least six Main Battle Tanks (MBT), 20 AAVs/ BMP Class armoured vehicles and approx 60 heavy trucks (or a suitable combination of an equivalent number of trucks and light motor vehicles) at one time.
40.	Loading Ramp	The vehicle deck(s) should be accessed by at least one loading ramp, for embarkation of vehicles from the jetty/ pier. The ramp(s) should be capable of handling light armoured vehicles up to 52 tonnes and vehicles up to height of 3.5 m.
41.	Container Carriage	The ship should have a suitable arrangement, preferably on upper deck, for carriage of \geq ten standard 20 foot size containers. The containers stowed on deck should not in any way restrict the flying operations from the designated helo spots.
42.	Navigation And AIO	(a) 2 x INS-SA and one Next Gen DDU in Fore and Aft configuration (b) 02 x Electro-magnetic Speed Logs. (c) 02 x Echo Sounder (single frequency). (d) 02 x IRNSS Receiver. (e) 02 x AIS. (f) 01 x IFF Mk XII(S). (g) 01 x Standalone ECDIS.
43.	Network Centric Operations	The ship is to be equipped with a Modular CMS and SDN interfaced to weapons and sensors by means of the Ship Data Network (SDN). Data pertaining to CMS, weapons, sensors, SHHD and IBS would ride on SDN. Additionally, networks like IPMS are also to be interfaced to the SDN.
44.	Briefing Rooms	Ship will have three Briefing Rooms. (i) CATF Briefing Room (Capacity- 40 personnel). (ii) LFC Briefing Room (Capacity- 25 personnel). (iii) AFC Briefing Room (Capacity- 25 personnel).
45.	Combat Management System	CMS is to be integrated with all surveillance Radar, FCRs, Weapons systems, Nav Radars, COMMINT, ELINT, ESM, IFF, ADS-B and all other sensors.
46.	Communication	(a) 2 x 1 KW HF Tx with ALE and high speed data modem.

		<ul style="list-style-type: none"> (b) Two SDR (NC). (c) 12 x HD VLF-HF Receiver. (d) 04 SDR (TAC). (e) 1 x 'C' and 'Ku' band terminal with 02 Scorpio MK II. (f) 3 x MSS MK II Tx-Rx with three secrecy device (Gautam Ver 2.0). (g) 4 x GSAT-06 terminals HST. (h) 2 x integrated S Band Tx/ Rx. (j) 7 x MSS SOM with voice upgrade kit with 07 Gautam Ver 2.0 compatible. (k) One Link II Mod III. (l) One each UHF & VHF emergency Aerial. (m) 02 X DMR 16A DAT Recorder. (n) GMDSS Suite
47.	Communication Equipment for Joint Operations	<ul style="list-style-type: none"> (a) 05 x HF portable Tx/ Rx. (b) 05 x HF Portable Tx/ Rx in secondary Band (c) 02 x V/ UHF Tx/ Rx. (d) 06 x DCT. (e) 20 x handheld V/UHF Tx/Rx. (f) 10 x VHF equipment (man pack version). (g) 10 x VHF equipment (fixed version).
48.	Below Deck Hangarage	The hangar space is to provide for stowage arrangements and facilities for at least 12 Special Operations Helicopter in blade fold condition and two NSUAS along with launcher and recovery rig.
49.	Hangar Lifts	For stowage of the helicopters in below deck hangarage, the LPD is to be fitted with two aircraft lifts, one main and one standby lift. The main lift should serve the hangar as well as the vehicle deck(s). The access to/ from hangar/ vehicle deck(s) deck level should be from three sides of each lift. The dimensions of the Main lift should be of 24m X 20 m and the Secondary lift of 22 m X 10m with both permitting a load bearing capability of 24 T.

50.	Helicopter Traversing System	The helicopter traversing system will be used to secure and manoeuvre the helicopters from the landing area to the lift and within
51.	Flight Location Size Deck and	For through flight decks the location of the helicopter operating spots should be such that helicopters can be operated from all spots within the complete wind envelope. The effect of ship's super structure on helicopter operations should be minimal. To undertake simultaneous operation of four special ops helicopter or two heavy lift helicopter the operating spots are to be located one behind the other. To cater for the dimensions of the aircraft the minimum operating spot length 30 m for special ops helicopter and for Heavy lift helicopter minimum spot length 40 m. For a through deck ship the foremost helicopter spot should be strengthened for operating the 40 Tons helo. The ship shall have a through flight deck with each helo operating spot having a minimum width of 15m
52.	Flight Deck Marking	Flight Deck markings are to be based upon the intersection of the pilot's eyeline and the athwartships line for all ships. If the aircraft oleo pattern does not conform to those of standard <i>IN</i> helicopters then a new landing circle should be constructed based upon the optimum position for landing gear.
53.	Underway Replenishment	Underway Replenishment should be iaw Def Stan 07-279 and Def Stan 22-94 (latest versions).
54.	Towing Arrangements	The ship should be capable of towing another vessel of the same size and have complete arrangements for towing and being towed.
55.	Davits and Cranes	<ul style="list-style-type: none"> (a) Two portable radial davits with SWL 250 kg. (b) Davits or suitable lowering/ hoisting arrangements for 2 x 10 m/ 1 x 7.0 m RHIBs, SORs and AUVs. (c) Four davits/ suitable arrangements for LCVPs (two on either side). (d) Cradles for lowering/ hoisting boats, SORs, UAVs would be on the rails for easy movement. (e) One Medium crane of at least 25T capacity. The crane design should cater for separate light/ heavy load hooks.
56.	Anchors and cables	Two bower AC 14 anchors of appropriate size. Anchor chain cable of appropriate size and length adequate for the size of the ship to anchor is to be provided.
57.	Boats.	<ul style="list-style-type: none"> (a) Four Large RHIBs iaw latest <i>IN</i> specifications. (b) Two Medium RHIBs iaw latest <i>IN</i> specifications.

		(c) Six General Purpose Inflatable Crafts with single point lift for hoisting/ lowering by single arm radial davit/ crane.
58.	Life Saving Eqpt	(a) Life Rafts. 20 men life rafts catering for 140% of MP and 110% of troop's iaw IHQ MoD (N)/ DSR policy letter. (b) Life Jackets. GSLJs for 145% of the envisaged manning strength and 110% of troop's carrying capacity. HDLJs as per scale.
59.	Galley	Separate galleys are to be provided for officers, sailors and troops. The officers, sailors and troops galleys are to be in close proximity of the respective dining halls. Design of galley and scullery is to be iaw Def Stan 02-121. The ship's galley should have ready use cold/ cool room to store two days provisions to meet immediate requirements. This facility will be in addition to the cold/ cool rooms be provided to store 60 days provisions. Design and testing of cold/ cool rooms is to be as per Def Stan 02-111.
60.	Stores	Ship to have Naval Store, Clothing Store, Victualing Stores, Bosun's Store, Paint Store, Gunner's Stores, Air Store, Engineering and Electrical Spare Stores, Two Store Rooms for Army, NBCD Store, Canteen Store, HADR Store, Shipwright Store, Inflammable Store and Medical Store.
61.	Cold/ Cool Room	(a) Cold Room – 1.5 T for own use and 2.5 T for troops (b) Cool Room – 12 T for own use and 20 T for troops
62.	Air Conditioning	The air conditioning system should be designed to comply with NES 102. It should be in line with Total Atmospheric Control System (TACS) concept with multiple citadels/ shelter stations. Suitable high capacity ventilation and exhaust arrangement to maintain suitable temperature and a breathable atmosphere inside the dock well with the simultaneous operation of the engines of four LCMs or two LCACs/ L-CATs or embarked vehicles like AAVs and BMP-3 even with the ramp doors closed. Laid down temperature requirements for various compartments, such as magazines, equipment spaces, operation room, cabins, etc, to be provided as given below. 100% redundancy in A/C capacity to be provided. The external and internal design conditions are to be iaw Def Stan 02-102. The system is to cater for sustained operations in tropical conditions and passage through Sub-Arctic cold conditions with <i>IN</i> concurrence on internal temperatures. The specified temperatures are as follows:- (a) Ambient air - 41 °C Dry Bulb/ 39 °C Wet Bulb/ 40 °C Sea Surface Temperature (b) Internal AC spaces - All comps except Galley Complex 23.5°C Effective Temperature (27 °C DB /19.6 ° C WB)

		Galley Complex – 29° C Effective Temperature 34.5 °C DB/ 26 °C WB)
63.	Information Technology	The Administrative Local Area Network (ALAN) will include all aspects of provisioning network connectivity, patch management, antivirus, security patches, and administration etc iaw latest /N IT policy.
64.	Sea Worthiness	The ship should be capable of the following (iaw limits indicated in NATO STANAG 4154 as well as other limits/ restrictions imposed by the design/ equipment fitted):- (a) Transit on all headings up to Sea State 7. (b) Operating helos at all headings up to Sea State 5 and Sea State 6 at best heading as per NATO STANAG 4194 and 4154. (c) Combat system operation up to Sea State 6.
65.	Propulsion	The ship is to be provided with Electric Propulsion (Integrated Full Electric Propulsion/ Hybrid Propulsion) System based on the recommendations of the PSI study, the design displacement and powering calculations. Shipyard to indicate the best option/ solution for the LPD iro IFEP and Hybrid propulsion. The propulsion system should be capable of achieving the desired max speed for end of service life displacement with a growth margin of not less than 10% each on shaft power to cater for in-service increase in displacement, sea-way margin and in-service degradation is to be catered for. The ship should have two shafts capable of delivering the required power
66.	Auxiliary Propulsion.	Auxiliary Propulsion consisting of Bow Thrusters are to be provided to enable better manoeuvrability. The bow thrusters should be commensurate to the size/ tonnage and displacement of the ship.
67.	Diesel Engines and Reduction Gear (in case of Hybrid Propulsion)	Four stroke, non-reversible and turbocharged propulsion marine diesel engines are to be provisioned for a twin shaft configuration. Each engine must be capable of developing requisite power under specified environmental conditions for the vessel. The diesel engines should meet the latest International norms on exhaust emission and personnel safety (IMO/MARPOL regulations on exhaust emissions). Main Diesel Engines and its associated equipment are to comply with Def Stan 02-313. The Diesel engines should be able to achieve the rated speed at 85% of the MCR at designed full load displacement of the ship. Two Marine reduction gearbox iaw Def Stan 02-305, complete with standard accessories are to be provided.
68.	Shafting/ Stern Gear	Suitable shafting iaw Def Stan 02-304 will be designed and manufactured to meet the requirement of the vessel

69.	Power Generation	Proven models of suitably rated Gas Turbine Generators (GTG)/ Diesel Alternators (DA) with LV/HV power output depending on the requirement of IFEP/ Hybrid propulsion are to be provided. The DAs should be compliant to the Def Stan 02-313, 08-142 and extant <i>IN</i> policies. The GTG should confirm to Def Stan 02-309 and 02-362.
70.	Propellers	The vessel will be equipped with two CPP/FPP of material NAB based on the recommendation of PSI. The propeller design is to ensure that no 'singing' phenomenon of propellers occurs. Further, there should be no cavitation throughout the range of operation.
71.	Emergency DG Set.	Emergency generator conforming to EED-Q-242(R2) and Def Stan 313 Issue 3 specifications should cater for following equipment one after the other and is to be provided with starting by battery as well as compressed air:- <ul style="list-style-type: none"> (i) Communication equipment. (ii) Emergency Lighting. (iii) Fire Pump (one). (iv) Salvage Pump (one). (v) Steering Gear (one steering pump). (vi) High Pressure Water Mist System.
72.	Integrated Power Supply Management System (IPSMS).	An Integrated Power Supply Management System (IPSMS) consisting of IPMS and APMS is to be provided, capable of controlling and monitoring main propulsion system components, DAs, auxiliaries, ship systems, power generation, distribution, LV/HV load management including Damage Control Systems. The IPSMS should be based on VME 64 open architecture with distributed control system and dual redundant optical fibre network.
73.	Steering Gear	Electro Hydraulic Follow-up type Steering Gear is to be supplied with redundant power packs, piping systems, power supply and VME 64 control system. Rudder angle indicators are to be provided in the steering gear compartment, MCR, Engine Control Rooms, Bridge (multiple positions), Ops Room, ECP and LSO. Primary, Secondary and Emergency steering positions are to be provided. Auto pilot facility is to be available on steering consoles. Emergency steering pump for operation of the steering gear from emergency steering position should be catered for.
74.	Stabilisers	The ship is to be provided with suitable active stabilization system to meet the operational, weapon utilisation, habitability and sea worthiness requirements specified in earlier/other sections iaw Def Stan 02-339. The Stabiliser control system should utilize open architecture VME 64 cards.
75.	Main Air Compressors	Electric driven air compressors of adequate capacity catering to 100% redundancy as per the calculated air requirements at 300 bar/ highest pressure required by the consumers complying

		with Def Stan02-315 are to be provided. Adequate air storage reservoirs are to be provided at suitable locations.
76.	Emergency Air Compressor	Diesel driven air cooled high pressure air compressor of adequate capacity with suitable starting arrangements is to be same as that of the motor driven compressors provided onboard.
77.	Air Conditioning Plants	(a) Central air-conditioning plants utilising magnetic bearing compressors, catering to the ship's load and minimum reserve capacity of 50% (over and above ship's design load) is to be provided. The AC compressor should use R134A or a superior refrigerant. (b) The number of plants is to be such that with one plant not available, another plant can be rested with the ship's full load being met by the balance plants. All plants should be equally rated and independently operable.
78.	Refrigeration Plant	Minimum two ref plants with 100% redundancy are to be provided to meet ship's requirements to stow victuals for atleast 60 days for the embarked troops and ships complement. The ref compressor should use R134A or superior refrigerant.
79.	Reverse Osmosis Plant.	Required number of RO Plants having suitable capacity are to be provided. The fresh water storage capacity is to be commensurate to the requirement of the ships complement, embarked troops and aviation requirements.
80.	Auxiliary systems	Auxiliary systems like Firemain, Machinery sprinkling, Salvage systems, Domestic Fresh Water systems, Chilled Water system, Domestic Sea Water system, Machinery Sea Water Cooling system, Fuel system, Lub Oil System, AVCAT system, Bilge Pumping Out System, Ballast and De-ballast system and Fixed major fire fighting system in machinery compartments to be provided.
81.	Power Supplies	Following to be provided:- (a) The HV Power supply would be 6.6KV/ 4.16KV/ 3.3 KV or any suitable HV depending on the requirement of the IEP plant. (b) The LV for feeding the ship's service load would be 415V, 50 Hz, 3 phase. The LV Power distribution system is to be in line with conventional warship distribution configuration, controlled through APMS. (c) The ship's lighting supply would be 230V, 50 Hz, 1Ph and the ships would be fitted with LED light fittings conforming EED-50-33 (R1). (d) Power supply for domestic/ portable and COTS equipment will be 230 V, 4 wire system. (e) Two in number shore supply connection boxes are to be provided on Upper Deck for taking 415 V, 50 Hz and 3 phase shore supply. (f) 115/ 200 V AC 400 Hz 3 phase 4 for helo Starting (g) 28 VDC

		(h) 24 V DC
82.	Change Over Switches	<p>(a) Critical equipment/ systems are to be fitted with Auto Changeover Switches (ACOS) to ensure availability of alternate power supply during partial failure/ non-availability of primary power supply. The Auto Transfer Switch (ATS) are required to be installed in lieu of ACOS for systems with embedded system software (Radar, SONAR, Weapon Systems etc).</p> <p>(b) Remote Operated Change Over Switches (ROCOS) for heavier load motors viz., AC Plant, Fire Main, HP air Compressor etc. would be required. In addition, HCOS is to be provided for all equipment envisaged to be provisioned with supply through Emergency Supply Connection Box (ESCB).</p>
83.	Conversion Machinery	Requisite number of suitable static and rotary power conversion equipment to be provided. Static convertors as per NES 537 and rotary as per NES 627.
84.	EMI/ EMC	<p>(a) Standard procedures as per IHQ MoD (Navy) promulgated policies (NECP – 500) on EMI/ EMC aspects to be followed for shipbuilding.</p> <p>(b) The location of all antenna is to be arrived at using modelling software like ship EDF</p>
85.	Internal Communication	<p>(a) <u>Analog MBSRE/ Intercom.</u> Analog MB-SRE/ Intercom are to be provided iaw EED-51-08 dated 20 Dec 13. The analog MB-SRE/ Intercom is required to be interfaced with ACCS communication suite being fitted onboard.</p> <p>(b) <u>Auto Telephone.</u> Provisioning of an independent auto telephone system through suitable digital telephone exchange capable of being connected to at least four external (P&T telephone lines) is required to be undertaken.</p> <p>(c) <u>Sound Power Telephone.</u> Provision of Sound Power telephone is to be catered onboard the ship.</p> <p>(d) <u>Wireless Communication.</u> Internal communication consisting of at least 200 number of hands free sets or as defined by the user having capability to be interfaced with ship's telephone exchange to be provided.</p> <p>(e) Multi-Channel voice recorder is to be provisioned linking internal conning circuits.</p>
86.	Main Switchboard (MSB).	Two switch boards for meeting the requirements of generation control and distribution of power supply system should be provided. Switch boards shall be designed for control and distribution of 415 V, 3 Ph, 50 Hz AC supplies. Switch board enclosure is to meet the requirements to IP-43 standard i.a.w EED-Q-264.
87.	Emergency Switchboard	The electrical power supply from Emergency Generator / Emergency switchboard shall be totally independent source, (as per Classification Society Rules Requirement) and SOLAS. The construction of Emergency switchboard should be similar to that of Main Switchboards and installed on main deck in Emergency Generator Room.

88.	Distribution Boards	Sufficient Nos of distribution boards for 415 V, 230 V, 3 phase, 50 Hz, 230 V, 1 phase and 24 V DC to be installed at appropriate position. All circuits shall be protected by the MCBs of adequate rating.
89.	Transformers	All Transformer/ Rectifiers should conform to EED-50-16, NES-535/NES-536/NES-537. The ship builder shall provide sufficient number of suitable capacity 3 Phase 415/230 volts transformers to cater for small domestic/ galley, lighting, wireless equipment, and navigational loads.
90.	Automatic Emergency Lanterns (AELs).	Rechargeable LED based AELs having rechargeable Ni-Cd cells should be fitted in all living spaces, working areas, lobbies and escape routes. AELs shall conform to EED-50-28 (R1)
91.	Degaussing.	Computerised triaxial DG system interfaced with ship INS SA.
92.	Navigational and signal lights	Navigational and signal lights as per IRPCS 72 and a navigational light panel conforming to EED-Q-261 to be provided.
93.	NBCD Requirements	<p>(a) The requirements for Damage Control, Fire Fighting and Protection, NBC protection and Safety, should be as specified in INBR 312, NES119 and NES 118, as applicable. An IPMS catering for Machinery Control, Power Management, Damage Control, Biological and Chemical Warfare, is to be provided. The control architecture should be distributed digital architecture. Damage Control System should be part of IPMS. BDCS must be able to control/monitor all major Fire Fighting Systems and Damage Control Equipment. Display panel to be provided in DCHQ, Alternate DCHQ and Section Bases.</p> <p>(b) Fire Main System and Fire/ Salvage Pumping Arrangements.</p> <p>(c) Modern Fixed Fire Fighting Systems for Machinery compartments and AVCAT storage Compartment (HP Water Mist/High Expansion Foam/FM 200) or a combination of the aforesaid to be provided.</p> <p>(d) Addressable Smoke and Fire Detection System (AFDS).</p> <p>(e) Manual sprinkling systems are to be provided to magazines/ lockers that contain water activated stores, ammunition transfer spaces, upper deck launchers and containers, hangars and compressed gas cylinder stowage spaces (eg. Oxygen, acetylene, CO₂, N₂, etc.), highly flammable stores, balloon filling stations, paint stores and rooms, AVCAT compartments, etc.</p> <p>(f) Galley Fire Detection and Fire Fighting System with Wet Chemical Suppression for Galley.</p> <p>(g) Flood Warning/ Alarm System to be provided for all vulnerable / high risk compartments.</p> <p>(h) Fixed H₂S Detection and Alarm System is to be provisioned in STP compartments with visual display and audio alarm in DCHQ.</p> <p>(i) Ship Installed Radiac System (SIRS).</p> <p>(j) Ship Installed Chemical Agent Detection system.</p>

		(k) Provisioning of Prewetting System iaw Def Stan 02-118 Section 8 of NES 118 and Para 205 (J) of INBR 312 (Rev)
94.	NBC Arrangements.	(a) Provision of collective protection (Citadel). (b) Provision of shelter stations. (c) Provision of Cleansing stations. (d) Air conditioned stowage for heat sensitive NBC gears. (e) Provision of a salt-water shower in the watch keepers post in the machinery spaces.
95.	Special Operations	(a) Special Ops complex catering for requisite requirements of Spl Ops teams needs to be included to ensure seamless launch of missions for 80 personnel. (b) The ship is likely to embark two Special Operation RHIBs (SORHBs) (length 15 mtrs and weight 10 T) for undertaking special operations, including lowering arrangement and usage in high sea states and fuelling facility. (c) Suitable launching/ recovering arrangement and stowage space for two chariot crafts/ SPC be provided. (Length 12 mtrs, Weight 6 tons). (d) Air conditioned stowage space for two man-portable Autonomous Underwater Vehicles (length 2 m, weight 100 kg) anticipated to be launched from SORHBs/ other boats of suitable size. (e) One dedicated armoury for stowage of specialist arms and ammunition to be provided which should be near Special Ops Complex.
96.	Sickbay Complex	The Sickbay complex is to be located suitably in mid-section of ship, in an area which has low noise and vibration levels. It is to be preferably located on the same deck as helodeck to facilitate easy transfer of casualty to and from Sickbay. The sickbay complex should have separate Air Treatment Units (ATU) with alternate power supply. The Sick Bay will also be the Primary Operation Theatre (OT). It is to have three distinct sections, i.e., MO's Examination Room, Ward area/ Patients' accommodation and OT with a Pre-Operation Room.
97.	MO's Examination Room	The Sickbay should have atleast 4 separate MO's Consultation rooms.
98.	Patient Accommodation / Ward Area	(a) General Ward. One general ward with at least 24 beds is to be provided. They should be placed in a suitable (fore and aft) configuration to minimize the effects of rolling. (b) Intensive Care Unit (ICU). One 16 bed ICU is to be provided in configuration of 12 ICU beds + 4 bedded burns Unit. (c) Isolation Ward. A separate compartment is to be earmarked as Isolation Ward. The compartment should be as per NES 106 Part 2 with double partition type and located in the least

		<p>inhabited portion of the ship. There should be a separate ventilation arrangement with crash stop ventilation and a separate ATU. There should be a total of eight beds in the Isolation Ward. This space can be used as a living space if there are no patients.</p> <p>(d) Each ward complex is to have attached WC and bath of size at least 2 x 2 m.</p> <p>(e) Adequate number of marinised package ACs are to be fitted for the wards and sickbay complex in general</p>
99.	Operation Theatre (OT)	The operation theatre to be provided with one hydraulically operated, foldable, good quality, advanced operation table, a clear space of 1 m on three sides and 1.5 m on head end , Shadow-less OT Lights should be fixed over the operation table and 10 KVA UPS as power backup for life saving equipment.
100.	Dental Facility	A modern Dental Facility/ Dental Centre is to be provided close to sickbay. The Dental Facility should have three separate compartments. One should be adequate to be used as store for Dental Centre and other 2 will house the 3 Compact Dental Chair Units for Dental procedures.
101.	Additional Medical facilities	X-Ray Room, CT Scan Compartment, Pathological Laboratory, Stretchers, First Aid Posts (FAP), Telemedicine Consultation System, Trauma Dressing Stations, Trauma Dressing Stations (Wardroom to be converted).
102.	Hospital Ship Role	The ship may be required to provide limited Hospital Ship cover during HADR missions or to accompanying units during extended operations away from base port. In order to cater for varied tasks like Hospital Ship and HADR Role. The ship is envisaged to house four 20 feet x 9 feet x 9 feet standard shipping containers, customised for Hospital Ship Role. Containers must have easy access to Helo Deck/ Boat Deck. A total of 50 bunks in SS Mess and JS Mess are to be provided with the facilities for conversion into two wards for holding and managing casualties.
103.	LCMs	<p>(a) LOA and breadth 23 m x 6.5 m approx.</p> <p>(b) Draught \leq 5 ft.</p> <p>(c) Cargo Carrying Capacity 60T.</p> <p>(d) Speed of 20 kn plus at light load and minimum 15 kn in full load.</p> <p>(e) Endurance 200 nm.</p> <p>(f) Troop carrying 200 (approx).</p> <p>(g) Sea Worthiness - operate in up to Sea State 3 and should survive up to Sea State 5</p> <p>(h) The hull structure of the LCM should be of DMR 249 A.</p> <p>(j) The LCM's should have two diesel engines driving two propellers/ water jets.</p> <p>(k) The ramps are to be operated by hydraulic motor system with multiple redundancy in case of primary power failure.</p>

		(l) When the main propulsion is running, the boats supplies are to be met through engine driven alternators.
104.	LCVPs	<p>The ship is to be fitted for to embark 4 x LCVPs. The LCVP should be davit mounted/ housed on deck within the well dock or with any other suitable hoisting/ lowering/ stowage arrangement. The essential parameters of the LCVPs are as follows:-</p> <p>(a) LOA and breadth 43 feet m x 10.5 feet. (b) Weight – NMT 9.5 tons. (c) Maximum Speed – NLT 12 knots. (d) Endurance – 200 nm. (e) Vehicle carrying capacity – NLT 4.0 tons.</p>
105.	Landing Craft Air Cushion (LCAC)	<p>The ship is to be fitted for to embark two LCACs in lieu of 4 x LCMs. The essential parameters of the LCAC are as follows:-</p> <p>(i) Length - ≤ 88 ft. (ii) Breadth - ≤ 48 ft. (iii) Height - ≤ 24 ft. (iv) Cargo Capacity - ≥ 75 T. (v) Troop carrying capacity - ≥ 180 troops.</p>
106.	Landing Catamaran (L-CAT)	<p>The ship is to be fitted for to embark two L-CATs in lieu of 4 x LCMs. The essential parameters of L-CAT are as follows:-</p> <p>(i) Length - ≤ 99 ft. (ii) Breadth - ≤ 42 ft. (iii) Cargo Capacity - ≥ 100 T. (iv) Troop carrying capacity - ≥ 180 troops.</p>
107.	Meteorology	<p>The ship is to have a Meteorological Office onboard, which should be able to provide the following information for distribution to various users:-</p> <p>(i) Relative and true wind speed. (ii) Relative and true wind direction. (iii) Cloud ceiling height. (iv) Atmospheric pressure. (v) Dry bulb air temperature. (vi) Wet bulb air temperature. (vii) Broadcast of weather information.</p>

108.	Rules and Regulations	<p>(a) The international conventions and regulations , as listed below and as applicable, are to be applied as far as the operability of the ship as military vessel allows it:-</p> <ul style="list-style-type: none"> (i) International Convention for Safety of Life at Sea (SOLAS). (ii) 1972 International Convention for Prevention of Collision at Sea. (iii) Extant policy on International Convention for Prevention of Pollution from Ships (IMO/ MARPOL). (iv) ICOS (IMO - International Code of Signals). (v) Rules of Navigation and Tonnage Regulation for Suez and Panama Canal Authorities, including Measurement. (vi) ISO 9943 – Ventilation and Air - Treatment of Galleys and Pantries with Cooking Appliances. (vii) Effluent/ emission treatment for overboard and underwater discharges and funnel discharges, commensurate with the International Convention for the Prevention of Pollution from ships 1973, Protocol 1978. (viii) International Convention on Load lines, 1966 and the International Convention on Tonnage Measurement. (ix) Ballast Water Management (BWM) convention 2004. <p>(b) The ship is to be built as per Naval Rules of any of the following International Association of Classification Society (IACS) accredited Classification Societies, either single or dual Class. The selected Class society (or the lead Class Society, in case of dual Class) should have previous experience of Classification of similar ships i.e. LPD or LHD ships. The Naval Specifications/ Owners requirements will be applicable superseding Class rules for the specific portions wherever indicated:-</p> <ul style="list-style-type: none"> (i) RINA. (ii) Det-Norske Veritas - Germanishcher Lloyd (DNV-GL). (iii) Lloyd’s Register of Shipping. (iv) Bureau Veritas. (v) Indian Register of Shipping (IRS). (vi) ABS. <p>(c) Should conform to latest MARPOL regulations.</p> <p>(d) The ship should have a growth potential as per Def Stan 02-900, Part 4, Issue 1 (combatant ships criteria) and NCD 0106, Issue 1 for stability and weight and 25 % for power generation capacity. Growth margins for ships displacement and KG should be as follows:-</p> <ul style="list-style-type: none"> (i) Full Def Stan 02-900 rates for first 10 years.
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		<ul style="list-style-type: none">(ii) Half Def Stan 02-900 rates for next 10 years.(iii) Third of Def Stan 02-900 rates for last 10 years.(e) The issue of trials and inspection for platform should be under the purview of both Classification Society and <i>IN</i> wherein mission critical equipment and weapon/ sensors would need to follow <i>IN</i> norms.(f) Naval Ship Code (ANEP-77) may be referred for design of applicable Naval aspects which are not specifically addressed by Naval Class Rules and specifications/ standards indicated by <i>IN</i>.
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QUESTIONNAIRE FOR LANDING PLATFORM DOCKs

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 (material cost, labor cost, training cost, product support cost (if applicable) and taxes) 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.
14. Will there be a collaboration with experienced foreign shipyard for design of the envisaged LPD? If so, forward information of shipyard collaboration with foreign shipyards.

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)

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

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
GeM			
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 at the earliest.

(b) It is certified that in the past that _____ (name of firm) has never been banned/ debarred for doing business dealings with MoD/ Gol/ any other Government Organisation and that there is no inquiry going on by CBI/ ED/ any other Government agency against the firm.

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

(Authorised Signatory)

**GUIDELINES FOR FRAMING CRITERIA FOR VENDOR SELECTION/
PREQUALIFICATION IN 'BUY (INDIAN-IDDMM)' 'BUY (INDIAN)'
AND 'BUY & MAKE (INDIAN)' CASES**

1. The guidelines prescribed for short-listing/ pre-qualification of Indian vendors in Buy (Indian-IDDMM), Buy (Indian) & Buy & Make (Indian) cases are enumerated in the succeeding paragraphs. Paragraph 2 deals with the parameters that may be considered for short-listing of vendors, whereas Paragraph 3 amplifies the process for applying selected parameters to the process of Vendor Short listing.

2. **Parameters.**

(a) **General Parameters.**

(i) Applicant Entity should be an Indian Vendor as defined at Paragraph 20 of Chapter I of DAP 2020.

(ii) Business dealing with applicant Entity or any of its allied entities should not have been suspended or banned, by MoD/ SHQ or any Government Department or organization (as defined in Guidelines for Penalties in Business Dealings with Entities issued vide Ministry of Defence, D(Vigilance) MoD ID No 31013/I/2006-D(Vig) Vol II dated 21 Nov 2016). None of the Promoters and Directors of applicant entity should be a wilful defaulter.

(iii) "Entities" will include companies, with whom the Ministry of Defence has entered into, or intends to enter into, or could enter into contracts or agreements.

(iv) "Applicant entity" may be a company, subsidiary, an associate company (as defined in the Companies Act, 2013), a consortium or a Joint Venture (JV).

(b) **Technical Parameters.**

(i) Vendor shall be a manufacturing entity or a system integrator of defence equipment and not a trading company, except in cases where the OEM participates only through its authorised Vendors.

(ii) Minimum **two years'** experience in **broad areas like manufacturing/ electronics/ explosives etc. as applicable in the instant procurement case.** If not, then cumulative experience of at least three years in above areas, resulting in gaining of competence for manufacturing the proposed product. (In case the SHQ feels that for a particular equipment a lesser experience could be accepted, then the same should be got approved by the competent authority before including the same in the RFP).

(iii) Where product involves integration, previous experience of not less than one year/ one project in integration of systems/ equipment shall be required.

(c) **Financial Parameters.**

(i) **Average Annual Turnover.** Minimum average annual turnover for last three financial years, ending 31 March of the previous financial year, should not be less than 30% of estimated cost of the Buy (Indian-IDDMM) and Buy (Indian) project and for Buy & Make (Indian) should not be less than 30% of estimated cost of the Make portion.

(ii) **Net Worth.** Net worth of entities, ending 31st March of the previous financial year, should not be less than 5% of the estimated cost of the Buy (Indian-IDDMM) and Buy (Indian) project and for Buy & Make (Indian) should not be less than 5% of estimated cost of the Make portion. For orders above ₹ 5000 crores, the Networth of group companies can be considered on production of suitable documentary assurance.

(iii) **Insolvency.** The entity should not be under insolvency resolution as per Indian Bankruptcy Code at any stage of procurement process from the issuing of RFP to the signing of contract.

(iv) **Credit Rating (Desirable Financial Parameter).** Long term credit rating equivalent to CRISIL rating on Corporate Credit Scale as CCR-BBB or better, and SME-04 or better for SMEs issued by credit rating agencies recognized by SEBI. Credit rating should be as on 31st March of the previous financial year.

(Note 1: All the above Financial Parameters, except Paragraph 2(c)(iii) above (Insolvency) will not be applicable for Capital Acquisition cases where estimated cost is ₹150 crores and below. However, Net worth of entities should not be **negative**.

Note 2: The turnover and net worth of the vendor shall be rounded off to the nearest lower ten/ hundred crores so as to keep the estimated cost of procurement confidential).

(d) **Other Parameters.**

(i) **Industrial License (IL).** Vendors should be either holding a valid defence industrial license or should have applied for the same before responding to RFP. In any case the vendor must confirm holding of IL before commencement of FET. (Items requiring IL will be as per DIPP Press Note 3 of 2014 as amended from time to time).

(ii) **Registration.** Registered for a minimum of two years (one year for SMEs). Minimum number of years not applicable for JVs constituted specifically for a project.

3. Stipulations for Applying Parameters.

(a) **Areas like manufacturing/ electronics/ explosives etc.** referred at Paragraph 2(b)(ii) should be defined in each case of procurement.

(b) In case the Applicant Entity is unable to meet the Financial Parameters by itself, it may rely on its **Holding Company** (as defined in the Companies Act, 2013 and amendments thereof) ("Companies Act") for fulfilment of the Financial Parameters, in which case reliance must be placed on the Holding Company towards fulfilment of **ALL** the Financial Parameters.

(c) In case the Applicant Entity is unable to meet one or more of the Technical Parameters by itself, it may rely on a Group Company (ies) for fulfilment of the Technical Parameters. A Group Company in relation to the Applicant Entity may be:-

(i) A company of which the Applicant Entity it is an Associate Company. Such company should have ownership, directly or indirectly, of at least 26% of the voting shares of the Applicant Entity.

(ii) A company which is an Associate Company of the Applicant Entity. The Applicant Entity should have ownership directly or indirectly, of at least **26%** of the voting shares of such Associate Company.

(iii) A Company with whom the Applicant Entity is commonly owned, directly or indirectly, for at least **26%** of the voting shares by another company. For example: An Applicant Company A is an Associate Company of Company B, in which B holds at least 26%. Further, C is also an Associate Company of B, in which B holds at least 26%. In this case the Applicant Company may use the credentials of C as well.

(iv) The Holding Company and Subsidiary Companies (as defined under the Companies Act) of the Applicant Entity.

(d) The Applicant entity may be a single entity or a group of entities (the "Consortium"), coming together to implement the project. In such case:-

(i) The credentials of only those members or their related entities may be counted, who have at least **26%** equity stake in the Consortium.

(ii) Each Consortium should have a designated Lead Member.

(iii) For Technical Parameters, **any of the Consortium members or their Group Companies** may meet the criteria.

(iv) For Financial Parameters; the Turnover and Net Worth of the Consortium Member shall be reckoned **proportionate to Consortium Member's equity stake** in the Consortium, and each Consortium member should meet the other criteria pertaining to Insolvency and Credit Rating. In case the Consortium Member relies on its Holding Company for any one of the above-mentioned

Financial Parameters, then reliance must be placed on the Holding Company for meeting **all the financial Parameters**.

(e) Vendors should provide all necessary self-authenticated documentation in support of their achievement of criteria. Such documentation should inter-alia include:-

(i) Details of projects/ supply orders successfully executed in the last two years.

(ii) Annual reports for three years of applicant entity, parent and associate companies, consortium and JV partners.

(iii) Details of shareholders, promoters, associated, allied and JV companies.

(iv) Details of vigilance action, viz. ongoing investigation and suspension/ debarment/ blacklisting actions against the applicant entity or any of its allied entities, parent company or consortium and JV partners, if any by any Department/agency of Central Government.

(v) A certificate from CA/CS indicating the financial parameters for the last three years as per Paragraph 2(c).

(Note: If a vendor is already a supplier to MoD and/ or has already provided the above documents in such cases, it should be necessary for the vendor to resubmit only such documentations as is necessary to update the above).

(f) Any vendor furnishing false information will be liable for action as per existing guidelines.

(g) Based on these generic parameters, more specific criteria should be evolved by the SHQ with regard to Technical and Financial parameters {Paras 2(b) and 2(c) above} in each procurement case depending upon requirements peculiar to each case keeping in view the overall need to ensure wider vendor participation. The specific criteria evolved by the SHQ for each case, as per these guidelines, may be got approved by the competent authority before including the same in the RFPs.

4. The criteria for vendor selection shall be clearly stipulated in RFPs so as to maintain transparency. Care shall be taken to ensure that the stipulated criteria are not open to subjectivity and arbitrary interpretation.