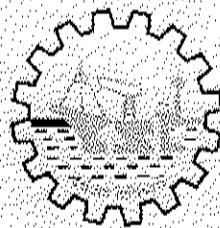


EXPRESSION OF INTEREST

COCHIN SHIPYARD LIMITED

(A Government of India Enterprise)

Administrative Building, Shipyards Campus, Perumanoor (PO), Kochi - 682015, Kerala, India



NOTICE INVITING EXPRESSION OF INTEREST (EoI) TO ENGAGE DESIGN & ENGINEERING FIRMS [MARINE] FOR FEASIBILITY STUDY OF RE ENGINEING OF LARGE NAVAL VESSEL

Reference no - CSL/SRP/353/2026

Date 24th March 2026

SL No	Description	Particulars
1	EoI no and date	CSL/SRP/353/2026 dated 24 th March 2026
2	Inviting Authority	Cochin Shipyard Limited ("CSL")
3	Name of work	Notice inviting Expression of Interest (EoI) to Engage design & engineering firms [marine] for feasibility study of re engineering of large naval vessel
4	Place of availability of EoI Documents	Official Website of CSL: https://cochinshipyard.in Central Public Procurement Portal ("CPPP"): https://eprocure.gov.in
5	Last date and time of proposal	02 nd April 2026 before 1500 hrs IST
6	Address for submitting Bids	Assistant General Manager (SRP & SR-IT) Cochin Shipyard Limited, Ship Repair Office, Shipyard Campus, Perumanoor (PO), Kochi – 682015, Kerala, India. E mail: sroffice@cochinshipyard.in devendran.j@cochinshipyard.in sreejith.m@cochinshipyard.in sureshbabutc@cochinshipyard.in julianjose.pj@cochinshipyard.in



कोचीन शिपयार्ड लिमिटेड
COCHIN SHIPYARD LTD
(भारत सरकार का उद्यम / A Govt. of India enterprise)

SHIP REPAIR
STRATEGY & NEW INITIATIVES

Enquiry No. CSL/SRP/353/2026

24th March 2026

EXPRESSION OF INTEREST TO ENGAGE DESIGN & ENGINEERING FIRMS
[MARINE] FOR FEASIBILITY STUDY OF RE ENGINEING OF LARGE NAVAL
VESSEL

1. Company Profile

Cochin Shipyard Limited (CSL), a Government of India enterprise under the Ministry of Ports, Shipping and Waterways (MoPSW), stands as a hallmark of excellence in India's maritime sector. Incorporated in 1972, under the Companies Act, 1956, CSL has solidified its reputation as a leader in shipbuilding and ship repair, serving both defence and commercial clients with unmatched expertise. With a strong presence across multiple locations, CSL is known for its advanced capabilities, unwavering commitment to quality, and a legacy of delivering innovative maritime solutions. From crafting cutting-edge warships to repair of commercial fleets, CSL continues to drive innovation and bolster India's maritime infrastructure.

CSL commenced ship repair operations in the year 1982 and has undertaken more than 2500+ repair projects of all types including upgradation of ships as well periodic layup repairs and various kinds of refits including life extension of ships of Indian Navy. Along with an array of private customers, CSL have long term working relationship with various government-public sectors including Lakshdweep Development Corporation, Coast Guard, Fisheries, Port trusts and Andaman administration, DCI, SCI & ONGC etc.

CSL has recently geographically expanded its footprints across the western and eastern coast of India. With a view to make Kochi a Ship building and repair hub, a new bigger dry dock has been constructed at the main facility and an international ship repair facility has been set up at Willingdon Island, Kochi with a ship lift and six work stations. CSL is also operating Ship Repair Units at Hughes Dry Dock Mumbai, Netaji Subhash dock at Kolkata and Marine dockyard at Sri Vijayapuram, Andaman and Nicobar Islands.

2. Introduction

CSL started offering ship repair services in 1982 and acquired relevant technical expertise, proven track record in project management and vastly experienced in repairing, revamping and life extension of all kinds of ships including ships for dredging and the oil exploration industry. Over the years, CSL has undertaken repairs/ refits of 240+ Indian Naval vessels which includes recurrent dry-dockings of the aircraft carriers INS Viraat, INS Vikramaditya

and INS Vikrant. CSL currently operates ship repair services at the western and eastern coast of India vis Cochin, Mumbai and Kolkata though its facilities viz CSL Main yard, ISRF, CMSRU and CKSRU and started ship repair operations at Marine Dockyard at Sri Vijayapuram, Andaman and Nicobar Islands under the ambit of MoU with Andaman & Nicobar Administration. CSL is presently one of the best performing ship repair yards in India.

CSL has extensive experience in the repairs and maintenance of large naval vessels of Indian Navy including the aircraft carriers. All the offloaded refits of aircraft carriers have been undertaken by CSL and, the expertise gained from the indigenously built INS Vikrant has led the Indian Navy to propose that CSL assist in evaluating the feasibility of replacing the steam boilers with gas turbines for a large naval vessel of Indian Navy.

So, in order to support CSL in undertaking this complex project, it is decided to outsource the design and engineering related functions on 'as needed' basis.

3. Objective of EOI

CSL intends to engage with the Indian Navy in evaluating the feasibility of re-engineing one of the large naval vessels from steam propulsion to gas turbines. CSL is calling for this Expression of Interest (EOI) to engage qualified design and engineering firms operating in the marine/shipping fields and willing to participate in the aforementioned project with CSL from the feasibility study stage.

4. Expression of Interest (EOI)

An Expression of Interest (EOI) is accordingly being invited from suitable & reputed firms/owners in India who are exclusively engaged in the design and engineering of ships/marine structures.

5. Eligibility Criteria & Requirements to be met

- a) The firms should be an Indian Entity.
- b) The primary and exclusive function of the firms shall be in design and engineering of ships and marine structures.
- c) Turnkey design solution capacity from concept, contract, basic design, production design and signature management of various ship types.
- d) Experience in working on Naval (Defence) platforms and familiarity with Naval standards.
- e) In-house advanced analysis capabilities, including shock and vibration analysis for naval and commercial ship designs.
- f) Proven track record of collaboration and coordination with various classes like IRS, DNV, LRS, etc.
- g) The firm shall be willing to undertake 3D scanning of the vessel as part of the project if required.
- h) The firm shall be willing to position its employees at the CSL headquarters premises (At Kochi) during the preparatory and execution stages of the projects on a need basis.
- i) The firm shall be able to, at its own cost & expenditure, carry out necessary visits/surveys on board the ships at its location as necessary. This includes participation in coordination meets & discussions with the client, along with the yard as required.

- j) The firm must have positive net worth.
- k) The firm should not have been blacklisted nor have been given any tender holiday by any PSU/DPSU/Central & State Govt organisation during the last 5 years. The firm has to submit a declaration in this regard.
- l) The engagement for the project is exclusive in nature from the pre-bid (feasibility) stage and on a "No Cure- No Pay basis (NC- NP). The firm shall bear all costs & expenses for the engagement during Phase 1, and there shall be no obligation on the yard to pay any costs or expenses to the firm until the project is pursued further, nominating CSL for the preparation of DPR and further execution.

6. **Instructions**

(a) **Methodology**

(b) CSL's intention with this Expression of Interest (EOI) is to receive willingness from suitable & reputed firms/ owners in India who are functioning in the marine/shipping fields of ship repair/conversion/retrofit projects to be engaged as design and engineering partners on an as-needed basis.

The arrangement shall be such that the design & engineering firm collaborate satisfactorily with CSL throughout the feasibility study stages on a "No Cure - No Pay" basis (meaning no cost incurred to CSL in case the feasibility is not ascertained or IN has not pursued further for DPR preparation, nominating CSL). The scope of work for Phase 1 is at Annexure A.

Upon winning the contract or CSL being nominated by IN to undertake further stages of this project, viz.,

- a) DPR preparation
- b) Execution of the Re Engineering

CSL shall collaborate with the selected design and engineering firm to prepare DPRs based on mutually agreed and pre-approved MoUs at both stages.

The proposed arrangement with the shortlisted firm shall consist of the following,

Phase 1 – Feasibility Studies

- i. Signing of Non-Disclosure Agreement for sharing the project-specific details.
- ii. The firm extends the Design and Engineering support as per Phase 1 SoW (Annexure A) on a "No Cure – No Pay" basis to CSL.

Phase 2 – Preparation of DPR

A separate Design & Engineering contract shall be entered into with the selected Design and Engineering firm. The finalisation of scope for the preparation of DPR shall be governed by an MOU and SoW (Annexure B) as per the RFP/ enquiry by Indian navy (If the project is pursued further, nominating CSL for the preparation of DPR). The same shall be firmed up based on mutual agreement prior to submission of bids to the Navy by CSL.

Phase 3 – Project Execution

CSL may, at its discretion, opt to engage the same firm for Phase 3 for detailed design, engineering analysis, stability calculations, and other technical design services on a mutually agreeable basis. However, there is no binding commitment towards the same from CSL. Therefore, the shortlisted firm has no claim or entitlement to this work for Phase 3.

(c) **Design Fee**

Phase 1 – Feasibility Studies

Design & Engineering Services – Nil (On “No Cure No Pay” basis)

Phase 2 – Preparation of DPR

Design Service/Cooperation for Preparation of DPR (If IN decides to proceed with the project, and CSL is nominated for it.): On the basis of the agreed-upon scope as per the RFP and MoU, a budgetary estimate shall be received from the shortlisted firm, before submitting a bid to the Navy. Prior to signing the design-engineering contract for DPR preparation with the firm, a separate committee shall be established to negotiate the price and other terms. The amount so stated by the Design and Engineering firm shall also be taken into account by CSL when submitting its bid to Indian Navy.

(d) **Conflict of Interest**

CSL- requires that the firm must provide professional, objective & impartial service and at all times hold the interest of Cochin Shipyard Limited paramount, strictly avoid conflicts with other assigned jobs or their own corporate interests. In case the applicants have any subsisting interest, either by themselves or through their partners, that is likely to conflict the work specified in the requirements, they shall declare such interests as part of their proposal.

(e) **Right to Accept Proposal**

CSL- reserves the right to modify, expand, restrict, scrap this proposal or reject any Expression of Interest without assigning any reason.

(f) **Clarifications**

During evaluation stage of the Expression of Interests, CSL may at its discretion, ask owners/firms for clarifications on their proposal. The owners/firms are required to respond within the time frame prescribed by CSL.

It may be noted that CSL will not reimburse any costs incurred by bidders for the preparation and submission of the EOI.



(g) Language

The proposal and all associated correspondence shall be in English. All supporting documents or printed literature submitted along with the offer shall also be in English.

(h) Evaluation

The offer will be examined by an evaluation committee based on responses to the requirements defined by CSL. The Technical Evaluation Criteria for evaluating offers are as per Annexure C. If it is found necessary, applicants may be called to present the details on a suitable date and time. The purpose of such presentations is to facilitate applicants in demonstrating their capacities and assist the evaluation committee in achieving the envisaged objective. The firm that scores the highest marks will be shortlisted for design and engineering support.

The evaluation of proposals shall be conducted at the sole discretion of the evaluation committee. The committee's decisions shall be deemed final and binding on all bidders. Under no circumstances shall these decisions be subject to challenge, nor shall any details pertaining to the evaluation process be disclosed to any party.

(i) Integrity Pact

The bidders shall sign and submit an "Integrity Pact (IP)" to be executed between the bidder and Cochin Shipyard Ltd. Along with the bid as per Annexure I. IP shall be implemented through the independent External Monitor for the bid.

(j) Disqualification

CSL may at its discretion and at any time during the evaluation of proposal, disqualify any bidder, if they have/ are.

- (i) Submitted the proposal documents after the response deadline.
- (ii) Not submitted satisfactory documentary evidence and proof as required
- (iii) Made misleading or false representations in the forms, statements and attachments submitted.
- (iv) Submitted a proposal that is not accompanied by required documentation or is non responsive.
- (v) Failed to produce clarifications related thereto, when sought.
- (vi) Declared ineligible by Government of India/- State Govt./Public Sector Undertaking.
- (vii) Not meeting any of the stipulated eligibility criteria laid out.

Even though the bidders meet the qualification criteria, they are subject to be disqualified if CSL come to know during the evaluation stage,

- Made misleading or false representations in the forms, statements and attachments submitted in proof of the qualification requirements and or
- Record of poor performance such as abandoning the works, not properly completing the contract, inordinate delays in completion of assignment, financial failures etc.

- Information relating to the evaluation, clarification and recommendation for qualification shall not be disclosed to bidders or any other persons not officially concerned with such process. Any effort by the bidder to influence CSL process may result in rejection of their responses to the EOI.

Communication

For any further queries please contact,

Shri. Devendran Jayaraj,
DGM (SR – Strategy & New Initiatives),
Cochin Shipyard Ltd
E mail : devendran.j@cochinshipyard.in
Mob No.9895705086

Proforma for Submission of Expression of Interest

- (a) Duly filled Annexure C – Technical Evaluation Criteria along with the supporting documents for each criteria
- (b) Covering letter clearly indicating the firms interest in partnering with CSL to be engaged as a design and engineering partners in ship repair projects. (refer form attached at Annexure D & E).
- (c) Power of attorney of the signatory / signatories signing the EOI and/or associating to submit the EOI- to be submitted as per Annexure F.
- (d) Company profile details to be provided as per Annexure G - Complete name of the Firm with legal status, date of establishment and type of organization, whether individual, proprietorship, partnership, private limited company, public limited company etc. (Organization chart to be provided).
- (e) Financial capability statement of the firm as per Annexure H.
- (f) Exact and complete corporate/registered/home & office address, business address, telephone numbers, Fax numbers, email and cable address. For firms with foreign registry, indicate any branch office(s) established in India with details in aforesaid manner.
- (g) If present firm is the successor to or outgrowth of one of the or more predecessors firms, fresh name(s) of former entity titles and year(s) of their original establishment with details in aforesaid manner.
- (h) Contact details of designated representative -List of not more than two (02) principals who may be contacted by the Office. Listed principals must be empowered to speak on behalf of the firm on policy and contractual matters (to be included in (Annexure G).
- (i) Relevant documents substantiating the **Eligibility Criteria & Requirements to be met** (refer clause 5 above) and duly signed compliance matrix.
- (j) The firm shall also attach with the EOI a Pre Contract Integrity pact duly signed by the authorised signatory in the prescribed format as per Annexure I.
- (k) All pages of the Request for EOI document, including amendments if any shall be duly signed and sealed by the authorised representative of the bidder as a token of the acceptance of all the terms and conditions stated therein the document.
- (l) Deviations or suggestions, if any



Submission of Expression of Interest

The EOI proposal in hard copy (original + one soft copy) super scribing the EOI number, last date of receipt of EOI clearly marked as "Request for Expression Of Interest To engage design & engineering firms [marine] for feasibility study of re engining of large naval vessel " shall be addressed to **Assistant General Manager (SRP & SR - IT) Cochin Shipyard Limited, Ship Repair Office, Shipyard Campus,Perumanoor (PO), Kochi – 682015, Kerala, India** along with all credentials mentioned above.

Email address for submission of application:

To

1. sroffice@cochinshipyard.in

Copy to

1. devendran.j@cochinshipyard.in
2. sreejith.m@cochinshipyard.in
3. sureshbabute@cochinshipyard.in
4. julianjose.pj@cochinshipyard.in

The applicants are requested to get an acknowledgment for submission of EoI, by return mail. Please contact following telephone number for any clarification on this. 0484 250 1870/1231

Jurisdiction

This invitation for EOI is subject to the Law of India, any dispute or difference on account of this EOI shall be subject to the Courts in Cochin, Kerala.

Last date for submission of proposal

The EOI shall reach the addressee not later than 1500 hrs (IST) on 02nd April 2026.

Any amendments in "Request for EOI" will be published as corrigendum posted in CSL-website. (www.cochinshipyard.in)

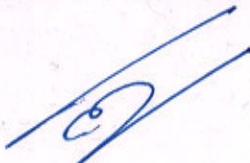


Assistant General Manager (SRP & SR - IT)

Enclosures:

1. Annexure A – Scope of work – Feasibility study
2. Annexure B – Scope of work – DPR
3. Annexure C – Technical Evaluation Criteria
4. Annexure D - Format for letter of Submission
5. Annexure E - Application for Qualification
6. Annexure F- Power of Attorney
7. Annexure G - Company Profile
8. Annexure H – Format for Financial Capability
9. Annexure I – Format for Pre contract integrity pact
10. Annexure J – Format for Compliance matrix

Annexure A



Scope of Work for Phase 1 – Feasibility Study

Phase I

Identify feasible Gas Turbines that can be packaged with a suitable reversible gearbox, enabling the Indian Navy to select the most favourable available option for the Main Propulsion Package. The Feasibility Study shall include the following:-

- i. Identification of available options for Gas Turbines and associated Main Reduction Gear unit to match the power requirements without compromising on the core capability of the platform.
- ii. Feasibility of installation of a reversible gearbox that can be coupled with a suitable Gas Turbine with SISO or DISO for a 33 MW shaft to achieve a ship speed of 29 knots. The study also needs to estimate the maximum speed that can be generated with various options.
- iii. Matching of optimal propulsion power requirements of the identified Propulsion Packages to maintain design platform performance through a preliminary Propulsion System Integration study and feasibility of installation onboard.
- iv. Suitability of various GT option being considered based on installation requirements, support systems requirements, intake-exhaust ducting and routing (including structural changes and relocation of affected compartments), ventilation system, power supply etc.
- v. List of compartments/ equipment/ system likely to be affected due to the addition/ removal of equipment and routing of intake and uptake for Gas Turbines and DAS in lieu of Boilers and TAS.
- vi. Qualitative Assessment of anticipated change in displacement & draught (trim by aft critical for flying operation), and its effects on stability of the ship, including the requirement of addition of dead ballast, if necessary.
- vii. Conversion of feed water tanks to lub oil fuel tanks
- viii. Need and feasibility of incorporating IRSS in the GT Exhaust system.
- ix. Changes to the machinery compartment layout that will be required due to removal of existing Boilers, Steam Turbines and Steam Auxiliaries, including (but not limited to) the following:- Removal of DPs, TDBUs, Working water control system and other TD Auxiliaries.

- x. Replacement of TAS with DAs including requirement of augmenting power generation onboard and routing of intake and exhaust as well as DA support systems like Fuel, lub oil, ventilation FF system etc and additional requirement for fuel tank spaces.
- xi. Study of replacement of existing MIS Wartsila DAS (04) with Cummins DAS of similar or higher rating.
- xii. Re-assessment of power requirement/ total load of the ship and the need to augment existing power generators, switchboard, breakers, cables etc.
- xiii. Replacement of TDAC with MDAC and the need to augment/reduce AC plant capacity.
- xiv. Details along with specifications for various selected options for propulsion, power generation and other auxiliaries to include (not limited to) the following:-
 - a) Gas Turbine (for various available options)
 - b) Reduction Gears
 - c) Diesel Alternators
 - d) AC Plants
 - e) Main Propulsion controls
- xv. Cost-benefit analysis/ estimate of the savings in fuel and maintenance that are likely to accrue due to the re-engining with Gas Turbines for the balance life of the ship (till 2050).
- xvi. Any other aspect related to 'Re-engining' which needs to be factored shall also be examined.



Annexure B

Tentative Scope of Work for Phase 2 – Detailed Project Report Preparation

Phase 2

This part of the study shall involve DPR for the selected Propulsion Package, along with the complete SOW for re-engining, in line with Phase-I Feasibility Study and the IN's recommendation based on Phase-I outcomes. The DPR shall include the following (but not limited to):-

- i. Detailed PSI study based on the selected Gas Turbine/RG option including 'Dynamic Simulation' to ensure stability of the propulsion system in various modes of operation. Suitability of the existing Thrust Block/ shafting/ propeller to match the RG and requirement of any augmentation.
- ii. Identification of associated Control System and study of all interfacing systems and related equipment for suitability/ modification.
- iii. Study of effect/ impact of exhaust from the funnels for the identified Gas Turbines on flying operation and mitigation measures.
- iv. Preliminary CFD study to establish the losses in the intake and exhaust of the GTS, its effect and likely mitigating measures.
- v. Fire Fighting system for Gas Turbines and augmentation/ upgradation of existing major FF system for machinery spaces suitable for GT equipment.
- vi. Study of adequacy of existing LO centrifuges for proposed Main Propulsion Plant and need for any augmentation/modification.
- vii. Augmentation of the existing fuel system to include Fuel Centrifuges.
- viii. Changes to the machinery compartment layout that will be required due to removal of existing Boilers, Steam Turbines and Steam Auxiliaries, including (but not limited to) the following:-
 - ix. Removal of DPS, TDBUs, Working Water Control system and other TD auxiliaries.
 - x. Replacement of TAS with DAs including requirement of augmenting power generation onboard and routing of intake and exhaust as well as DA support systems like Fuel, lub oil, ventilation FF system etc and additional requirement for fuel tank spaces.
 - xi. Study of replacement of existing MIS Wartsila DAS (04) with Cummins DAS of similar or higher rating.

- xii. Replacement of TDAC with MDACS and the need to augment/ reduce AC Plant Capacity.
- xiii. Remote Control Valves.
- xiv. Conversion of LPSG/ Alfa Laval DPS to RO-FEDI plants for GT washing requirements.
- xv. Details along with specifications and cost estimate for various selected options for propulsion, power generation and other auxiliaries to include (not limited to) the following:-
 - a) Gas Turbine (for various available options)
 - b) Reduction Gears
 - c) Diesel Alternators
 - d) AC Plants
 - e) Main Propulsion Control
 - f) Services to include removal of steam related equipment required for re-engining, power supply and AC
 - g) Any other major costing elements
- xvi. Detailed assessment of power requirement/total load of the ship and proposal to augment existing power generators, APMS, switchboard, breakers, cables etc with details and specifications of equipment/ system.
- xvii. List of all machineries/ equipment and systems that are required to be replaced/ upgraded along with unshipping route for major machinery.
- xviii. Details and specifications of all machineries/equipment and systems that are required to be installed onboard along with location, compartment layout, mounting arrangement/layout and shipping-in routes.
- xix. Details of networking and signal architecture for MPP Control System proposed to be installed along with layout of proposed MPP control system.
- xx. Comprehensive 3D model of all major machinery spaces and intake/exhaust of Gas Turbines and the Diesel Alternators (ducting and location on upper decks) to ensure that every system, interface and installation aspects related to re-engining are accurately represented and fully accounted for.
- xxi. CFD analysis of the effect/impact of exhaust from the funnels for the selected Gas Turbine on flying operation and mitigation measures.

- xxii. Structural changes that would be required for the routing of intake and compartments, and the relocation plan is also to be prepared in consultation with IN. The study shall also include CFD analysis to establish losses in the intake and exhaust of the GTS, their effects on the Gas Turbine's performance, and recommended mitigating measures.
- xxiii. CFD analysis of Air Intakes & Exhaust to validate air intake losses and exhaust back pressure. Correlation of the losses identified through analysis on performance of the selected equipment.
- xxiv. Detailed mounting arrangements of machinery/ equipment to match/ reduce the present structure-borne vibrations/ radiated noise characteristics.
- xxv. Changes to existing ship systems that would be required to support the new propulsion, power generation systems and other auxiliaries.
- xxvi. Suitability of the available fuel carrying capacity of the platform to support the proposed re-engining.
- xxvii. Suitability of existing fuel tanks for Gas Turbines and associated fuel system.
- xxviii. Plan for conversion of feed water tanks to lub oil fuel tanks and augmentation of new fuel tanks for DAs.
- xxix. Plan for the augmentation of existing LO centrifuges for the selected Main Propulsion Plant.
- xxx. Plan for augmentation of the existing fuel system to include Fuel Centrifuges.
- xxxi. Need and feasibility of incorporating IRSS in the GT exhaust system.
- xxxii. ABN/ SBN and URN analysis.
- xxxiii. Assessment of detailed scope of work with respect to degutting of redundant steam machinery, systems, auxiliaries, including de-gutting routes and realistic time estimates.
- xxxiv. Redundancy in the operation of machinery/ equipment shall be incorporated wherever feasible, ensuring continued functionality in the event of failures.
- xxxv. Additional modifications that may be required to ship's structures and appendages for integration including weight management.
- xxxvi. Changes/ modification to MCR/ TCR layout.

- xxxvii. Modifications/ changes to the machinery space cooling system.
- xxxviii. Machinery space heat load calculation based on the selected equipment/machineries and systems, and requirement of modifications/ changes to machinery space cooling, ventilation and exhaust systems.
- xxxix. Detailed assessment of the anticipated change in displacement and its effect on stability parameters of the ship, along with mitigating measures, including the addition of dead ballast, if necessary.
- xl. Working Level Drawings (WLDS) for following:-
 - o All equipment and system which are required to be installed/ modified/ upgraded along with mounting arrangement.
 - o All affected machinery compartments and habitable spaces.
 - o Any other structural modification being proposed/ required.
- xli. Any other relevant works as part of the preparation of DPR

Annexure C



Sl No	Evaluation Criteria	Max Marks	Details of Criteria: Allocation of Marks	Remarks
Project Specific				
1	The firm's experience in Basic Design of Naval vessels	10	The firm should have undertaken the basic design of an Indian Naval vessel a. No of Qualified Basic design projects with a contract value of 500 lakhs or more - - 5 marks for at least one project of length below 150m - 10 marks for at least one project of length above 150m	Documentary evidence of the basic design contracts and Work completion certificates have to be furnished.
2	The firm's experience in production design of Naval vessels	10	The firm should have undertaken the production design of an Indian Naval vessel a. No of Qualified production design projects with a contract value of 300 lakhs or more - - 5 marks for atleast one project of length below 150m - 10 marks for atleast one project of length above 150m	Documentary evidence of the contracts and Work completion certificates have to be furnished.
3	Competence in Naval vessel design	20	Marks will be allocated for the demonstrating experience in the following areas a) Stability analysis of various ships - 4 marks b) Propulsion system integration studies - 4 marks c) Shock resistance - 3 marks d) NBCD - 3 marks e) Vibration and Internal Noise Analysis - 3 marks f) Exhaust Plume Trajectory Studies - 3 marks	Documentary evidence against each shall be provided. * Relevant pages of contract * Relevant pages of report
4	Competence in Re Engining of Indian Naval Ships	20	Demonstrating experience in undertaking DPR or Detailed Engineering of re engining of Indian Naval Vessels. Marks will be allocated based on the Firm's experience in preparation of DPR/ Detailed engineering of Indian Naval vessel for Retrofits/Re Engining. a. No of Qualified Projects with a contract value of 100 lakhs or more - - 15 marks for one project - 20 marks for more than one Project	Documentary evidence of the contracts and Work completion certificates have to be furnished.

General Firm Capability - Turn Over				
5	The average annual turnover for the last three financial years (FY 22-23 FY 23-24 & FY 24-25)	10	Above Rs 12 Cr -10 Marks Above 10 Cr and up to 12 Cr -8 Marks Above 8 Cr and up to 10 Cr-6 Marks Above 6 Cr and up to 8 Cr -4 Marks Above 4 Cr and up to 6 Cr -2 Marks Minimum Avg Turn Over shall be 4 Cr	Proof of average turnover of the Design Firm for the last three financial years duly certified by a statutory auditor. In case the Design firm does not have a statutory auditor, it shall provide the certificate from its chartered accountant that ordinarily audits the annual accounts of the design firm. In addition, design firms must provide audited financial statements (Balance Sheet, Profit & Loss Statement, Cash Flow statement) for FY 22-23 FY 23-24 & FY 24-25.
Proficiency of Human Resources				
6	Manpower available (For Design Activities) with the Design Firm	5	-10 marks will be allocated if the number of employees in the design department ≥ 40 -5 marks will be allocated for the number of employees in the design department ≥ 20 No marks will be awarded if the number of employees less than 20 nos.	PF statements and Organisation chart to be submitted



7	Qualified and Experienced manpower available with the design firm	10	<p>The firm should have 10 qualified and experienced engineers on their payroll as follows.</p> <p>a) Naval Architecture - 2 Engineers b) Hull & Structural - 2 Engineers c) Machinery & Outfit - 2 Engineers d) Piping - 2 Engineers e) Electrical - 2 Engineers</p> <p>Qualification : Engineering Degree (B.Tech/B. Engg or Equivalent) Experience : > 8 Years</p> <p>Each qualified personnel shall be assigned 1 mark each.</p>	Resume and Work Experience of the Personnel shall be submitted
8	Domain/Technical Lead Personnel on rolls of the company to be deployed for the project.	10	<p>The firm should have qualified and experienced Domain/Team leads on their payroll as follows.</p> <p>a) Naval Architecture - 1 Team Lead b) Hull & Structural - 1 Team Lead c) Machinery & Outfit - 1 Team Lead d) Piping - 1 Team Lead e) Electrical - 1 Team Lead</p> <p>Qualification : Engineering Degree (B.Tech/B. Engg or Equivalent) Experience : > 18 Years</p> <p>Each qualified personnel shall be assigned 2 mark each.</p>	Resume and Work Experience of the Domain/Technical Lead Personnel shall be submitted
Quality				
9	Quality Assurance and Certification	5	Adherence to industry standards ISO 9001 for quality management.	Copy of certification to be submitted
		100		



Format for letter of Submission
(On Parent Company's Letter Head)

(Date and Reference)

To

The Assistant General Manager (SRP & SR - IT)
Cochin Shipyard Limited
Perumanoor P.O
Kochi 682015

Dear Sir,

Sub: EXPRESSION OF INTEREST TO ENGAGE DESIGN & ENGINEERING FIRMS [MARINE] FOR FEASIBILITY STUDY OF RE ENGINEING OF LARGE NAVAL VESSEL

1. We, _____ (Name of the Parent Company) hereby authorise _____ (name of Subsidiary Company/ Authorised representative), to prepare and submit the proposal in response to the CSL requirement to Engage Design & Engineering firms [Marine] for Ship Repair/Conversion Projects

2. If _____ (Name of subsidiary company) is successful in meeting the requirements to the satisfaction of CSL, _____ (name of Parent Company) will provide full technical and financial assistance to _____ (name of subsidiary company) in order to perform the contractual obligations with Cochin Shipyard Ltd.

(Signature of the Authorised Representative)

(Name & designation of the Authorised Representative)

(Name of the Parent Company)



APPLICATION FOR QUALIFICATION
Letter of Proposal / Bid-Covering letter
(On Applicant's letter head)

(Date and Reference)

To

The Assistant General Manager (SRP & SR - IT)
Cochin Shipyard Limited
Perumanoor P.O
Kochi 682015

Dear Sir,

**Sub: EXPRESSION OF INTEREST TO ENGAGE DESIGN & ENGINEERING
FIRMS [MARINE] FOR FEASIBILITY STUDY OF RE ENGINEING OF LARGE
NAVAL VESSEL**

Refer CSL EOI no. CSL/SRP/353/2026 dated 24.03.2026

Dear Sir,

With reference to your Request for EOI referred above, We, (name of _____
the applicant/ Firm) having examined all relevant documents and understood their
contents, hereby submit our EOI Proposal for the short listing of Prospective Firms.

We further state that

1. All information provided in the Proposal and in the Appendices is true and correct.
2. We shall make available to CSL any additional information necessary or required to supplement or authenticate the Proposal.
3. We are not under a declaration of ineligibility issued by Govt. of India / State govt. / Public Sector Undertakings.
4. We do not have any conflict of interest in accordance with the Request for EOI document.
5. We agree and undertake to abide by all the terms and conditions of the Request for EOI Document.

Thanking you,

Yours faithfully,

(Signature of the Authorised Representative)

(Name and designation of the Authorised Representative)

(Name of the Applicant / Consortium leader)

FORMAT FOR POWER OF ATTORNEY

Date

TO WHOMSOEVER IT MAY CONCERN

Mr(name of the person(s)), domiciled at

.....

.....(address), acting as
.....(designation and name of the company), and
whose signature is attested below, is authorized on behalf of

.....
(name of the applicant) to provide information and respond to enquiries, etc. as may be
required by the employer for the project of

.....
(project title) and is hereby further authorized to sign and file relevant documents in respect
of the above.

(Attested signature of Mr.....)

For.....

(Name and designation of the firm

<u>Company Profile</u>	
1	Name of Bidder/owner of the firm/company
2	Nationality
3	Head Office Address
4	Address on which Correspondence should be done
5	Tel. No.
6	Mobile no.
7	Fax No.
8	E-mail address
9	Place of incorporation / registration and Country
10	Constitution of bidder, Specify if the bidder is
	a) An individual
	b) A proprietary firm
	c) A firm in partnership
	d) A Limited Company or Corporation
	Attach a copy of Proprietorship or Partnership Deed or Memorandum & Articles of Association of Incorporation of Company as the case may be
11	Bank solvency /Solvency Certificate
12	Turnover for the years given below
	a) FY 2022-23
	b) FY 2023-24
	c) FY 2024-25
13	Major projects executed in last 05 years in the domain of design and engineering of ships/ marine structures.
14	Give particulars of registration with Govt. / Semi Govt. / Public Sector Undertakings s/ Local Bodies (if any)
15	Litigation/Arbitration case pending , If any give details
16	Other details:
	a) EPF No & ESI No

	b) GST No	
	c) Sale tax no	
	d) PAN No	
	e) Service Tax Registration No	
17	Contact details of designated representative	
18	Any other information considered necessary, but not included above Note: Use separate sheets for providing more information	

FORMAT FOR FINANCIAL CAPABILITY

Sl. No.	Last three Financial Year	Annual Turnover	Net worth as at the end of the financial year
1			
2			
3			

To be signed by the Authorized Signatory of the Applicant with Name, Designation, seal and date.

Certificate from Chartered Accountant:

This is to certify that _____ (name of the Applicant) has received the payments shown above against the respective years and that the net worth is as computed.

Name of the Authorized Signatory representing Auditing firm:

Designation:

Name of firm (Chartered Accountant):

Signature of the Authorized Signatory:

Seal of Audit firm

SECTION X
PRE CONTRACT INTEGRITY PACT

General

This pre-bid pre-contract Agreement (hereinafter called the Integrity Pact) is made on day of the month of, between Cochin Shipyard Ltd (CSL), A Government of India Enterprise under the Ministry of Ports, Shipping & Water Ways having its registered office at Cochin, Kerala, India (hereinafter called the "PRINCIPAL") of the First part and M/s..... (hereinafter called the "BIDDER/Seller") of the second part.

WHEREAS the PRINCIPAL proposes to procure and the BIDDER/Seller is willing to offer/has offered the stores and

WHEREAS the BIDDER is a private company / public company / Government undertaking / partnership/registered export agency, constituted in accordance with the relevant law in the matter and the PRINCIPAL is a Government of India Enterprise.

NOW, THEREFORE,

To avoid all forms of corruption by following a system that is fair, transparent and free from any influence/prejudiced dealings prior to, during and subsequent to the currency of the contract to be entered into with a view to:-

Enabling the PRINCIPAL to obtain the desired said stores/equipment/item at a competition price in conformity with the defined specifications by avoiding the high cost and the distortionary impact of corruption on public procurement, and

Enabling BIDDERS to abstain from bribing or indulging in any corrupt practice in order to secure the contract by providing assurance to them that their competitors will also abstain from bribing and other corrupt practices and the PRINCIPAL will commit to prevent corruption, in any form, by its officials by following transparent procedures.

The parties hereto hereby agree to enter into this Integrity Pact and agree as follows:-

Commitments of the PRINCIPAL

- 1.1 The PRINCIPAL undertakes that no official of the PRINCIPAL, connected directly or indirectly with the contract, will demand, take a promise for or accept,



directly or through intermediaries, any bribe, consideration, gift, reward, favour or any material or immaterial benefit or any other advantage from the BIDDER, either for themselves or for any person, organization or third party related to the contract in exchange for an advantage in the bidding process, bid evaluation, contracting on implementation process related to the contract.

- 1.2 The PRINCIPAL will, during the pre-contract stage, treat all BIDDERS alike and will provide to all BIDDERS the same information and will not provide any such information to any particular BIDDER which could afford an advantage to that particular BIDDER in comparison to other BIDDERS.
 - 1.3 The officials of the PRINCIPAL will report to the appropriate Government office any attempted or completed breaches of the above commitments as well as any substantial suspicion of such a breach.
2. In case any such preceding misconduct on the part of such official(s) is reported by the BIDDER to the PRINCIPAL with full and verifiable facts and the same is prima facie found to be correct by the PRINCIPAL, necessary disciplinary proceedings, or any other action as deemed fit, including criminal proceedings may be initiated by the PRINCIPAL and such a person shall be debarred from further dealings related to the contract process. In such a case while an enquiry is being conducted by the PRINCIPAL the proceedings under the contract would not be stalled.

3. Commitments of BIDDERS

The BIDDER commits itself to take all measures necessary to prevent corrupt practices, unfair means and illegal activities during any stage of its bid or during any pre-contract

or post-contract stage in order to secure the contract or in furtherance to secure it and in particular commit itself to the following:-

- 3.1 The BIDDER will not offer, directly or through intermediaries, any bribe, gift, consideration, reward, favour, any material or immaterial benefit or other advantage, commission, fees, brokerage or inducement to any official of the PRINCIPAL, connected directly or indirectly with the bidding process, or to any person, organization or third party related to the contract in exchange for any advantage in the bidding, evaluation, contracting and implementation of the contract.
- 3.2 The BIDDER further undertakes that it has not given, offered or promised to give, directly or indirectly any bribe, gift, consideration, reward, favour, any material

or immaterial benefit or other advantage, commission, fees, brokerage or inducement to any official of the PRINCIPAL or otherwise in procuring the Contract or forbearing to do or having done any act in relation to the obtaining or execution of the contract of any other contract with the government for showing or forbearing to show favour or disfavor to any person in relation to the contract of any other contract with the Government.

- 3.3 BIDDERS of foreign origin shall disclose the name and address of their Indian agents and representatives, if any and Indian BIDDERS shall disclose their foreign principals or associates, if any, in the bid.
- 3.4 BIDDERS shall disclose the payments to be made by them to their Indian agents/brokers or any other intermediary, in connection with this bid/contract in the bid and the payments have to be in Indian Rupees only. The BIDDER further confirms and declares to the PRINCIPAL that the BIDDER is the original manufacturer/ integrator/authorized agent of the stores/equipment/items and has not engaged any individual or firm or company whether Indian or foreign to intercede, facilitate or in any way to recommend to the PRINCIPAL or any of its functionaries, whether officially or unofficially to the award of the contract to the BIDDER, nor has any amount been paid, promised or intended to be paid to any such individual, firm or company in respect of any such intercession, facilitation or recommendation.
- 3.5 The BIDDER, either while presenting the bid or during pre-contract negotiations or before signing the contract, shall disclose any payments he has made, is committed to or intends to make to officials of the PRINCIPAL or their family members, agents, brokers or any other intermediaries in connection with the contract and the details of services agreed upon for such payments.
- 3.6 The BIDDER will not collude with other parties interested in the contract to impair the transparency, fairness and progress of the bidding process, bid evaluation, contracting and implementation of the contract.
- 3.7 The BIDDER will not accept any advantage in exchange for any corrupt practice, unfair means and illegal activities.
- 3.8 The BIDDER shall not use improperly, for purposes of competition or personal gain, pass on to others, any information provided by the PRINCIPAL as part of the business relationship, regarding plans, technical proposals and business details, including information contained in any electronic data carrier. The BIDDER also undertakes to exercise due and adequate care lest any such information is divulged.

- 3.9 The BIDDER commits to refrain from giving any complaint directly or through any other manner without supporting it with full and verifiable facts.
- 3.10 The BIDDER shall not instigate or cause to instigate any third person to commit any of the actions mentioned above.
- 3.11 If the BIDDER or any employee of the BIDDER or any person acting on behalf of the BIDDER, either directly or indirectly, is a relative of any of the officers of the PRINCIPAL, or alternatively, if any relative of an officer of the PRINCIPAL has financial interest/stake in the BIDDER's firm, the same shall be disclosed by the BIDDER at the time of filing of tender.
The term 'relative' for this purpose would be as defined in section 6 of the Companies Act 1956.
- 3.12 The BIDDER shall not lend to or borrow any money from or enter into any monetary dealings or transactions, directly or indirectly, with any employee or the PRINCIPAL.

4. Previous Transgression

- 4.1 The BIDDER declares that no previous transgression occurred in the last three years immediately before signing of this Integrity Pact, with any other company in any country in respect of any corrupt practices envisaged hereunder or with any Public Sector Enterprise in India or any Government Department in India that could justify; BIDDER's exclusion from the tender process.
- 4.2 The BIDDER agrees that if it makes incorrect statement on this subject, BIDDER can be disqualified from the tender process or the contract, if already awarded, can be terminated for such reason.

5. Earnest Money (Security Deposit)

- 5.1 While submitting commercial bid, the BIDDER shall deposit an amount **NIL** (to be specified in RFP) as Earnest Money as applicable/Security Deposit, with the PRINCIPAL through any of the following instruments:

- (i) Bank Draft of Pay Order in favor of CSL.
- (ii) A confirmed guarantee by an Indian Nationalized Bank, promising payment of the guaranteed sum to the PRINCIPAL on demand within three working

days without any demur whatsoever and without seeking any reasons whatsoever. The demand for payment by the PRINCIPAL shall be treated as conclusive proof of payment.

- (iii) Any other mode or through any other instrument (to be specified in the RFP).
- 5.2 The Earnest Money if applicable/Security Deposit shall be valid upto the complete conclusion of the contractual obligations to the complete satisfaction of both the BIDDER and the PRINCIPAL, including warranty period.
- 5.3 In case of the successful BIDDER a clause would also be incorporated in the Article pertaining to Performance Bond in the Purchase Contract that the provisions of sanctions for Violation shall be applicable for forfeiture of Performance Bond in case of a decision by the PRINCIPAL to forfeit the same without assigning any reason for imposing sanction for violation of this Pact.
- 5.4 No interest shall be payable by the PRINCIPAL to the BIDDER on Earnest Money/Security Deposit for the period of its currency.

1. Sanctions for Violations

- a. Any breach of the aforesaid provisions by the BIDDER or any one employed by it or acting on its behalf (whether with or without the knowledge of the BIDDER) shall entitle the PRINCIPAL to take all or any one of the following actions, wherever required:-
- (i) To immediately call off the pre contract negotiations without assigning any reason or giving any; compensation to the BIDDER. However, the proceedings with the other BIDDER(s) would continue.
- (ii) The Earnest Money Deposit (in pre-contract stage) and/or Security Deposit/ Performance Bond (after the contract is signed) shall stand forfeited either fully or partially, as decided by the PRINCIPAL and the PRINCIPAL shall not be required to assign any reason therefore.
- (iii) To immediately cancel the contract, if already signed, without giving any compensation to the BIDDER.

- (iv) To recover all sums already paid by the PRINCIPAL, and in the case of an Indian BIDDER with interest thereon at 2% above the prevailing Prime Lending Rate of State Bank of India, while in case of a BIDDER from a country other than India with interest thereon at 2% above the LIBOR (London Inter Bank Offer Rate). If any outstanding payment is due to the BIDDER from the PRINCIPAL in connection with any other contract for any other stores, such outstanding payment could also be utilized to recover the aforesaid sum and interest.
 - (v) To encash the advance bank guarantee and performance bond/warranty bond, if furnished by the BIDDER, in order to recover the payments, already made by the PRINCIPAL, along with interest.
 - (vi) To cancel all or any other contracts with the BIDDER. The BIDDER shall be liable to pay compensation for any loss or damage to the PRINCIPAL resulting from such cancellation / recession and the PRINCIPAL shall be entitled to deduct the amount so payable from the money(s) due to the BIDDER.
 - (vii) To debar the BIDDER from participating in the future bidding processes of CSL for a minimum period as deemed appropriate, which may be further extended at the discretion of the PRINCIPAL.
 - (viii) To recover all sums paid in violation of this Pact by BIDDER(s) to any middleman or agent or broker with a view to securing the contract.
 - (ix) In cases where irrevocable Letters of Credit have been received in respect of any contract signed by the PRINCIPAL with the BIDDER, the same shall not be opened.
 - (x) Forfeiture of Performance Bond in case of a decision by the PRINCIPAL to forfeit the same without assigning any reason for imposing sanction for violation of this pact.
- b. The PRINCIPAL will be entitled to take all or any of the actions mentioned at para 6.1(i) to (x) of this pact also on the Commission by the BIDDER or any one employed by it or acting on its behalf (whether with or without the knowledge of the BIDDER), of an offence as defined in chapter IX of the Indian Penal code, 1860 or Prevention of Corruption Act, 1988 or any other statute enacted for prevention of corruption.
- c. The decision of the PRINCIPAL to the effect that a breach of the provisions of this pact has been committed by the BIDDER shall be binding on the BIDDER. However, the BIDDER can approach the Independent Monitor(s) appointed for the purposes of this Pact.

2. Fall Clause

- a. The BIDDER undertakes that it has not supplied/is not supplying similar product/systems/items or subsystems at a price lower than that offered in the present bid in respect of any other Ministry/Department of the Government of India or PSU and if it is found at any stage that similar product/systems or sub systems/items was supplied by the BIDDER to any other Ministry/Department of the Government of India or PSU at a lower price, then that very price, with due allowance for elapsed time, will be applicable to the present case and the difference in the cost would be refunded by the BIDDER to the PRINCIPAL, if the contract has already been concluded.

3. Independent Monitors

- a. The PRINCIPAL has appointed Independent Monitors (hereinafter referred to as Monitors) for this Pact in consultation with the Central Vigilance Commission.

- 1) Dr. Rajan S Katoch, IAS (Retd.)

A-91, Alkapuri,

Bhopal (MP) - 462022.

Mobile: 8800919222

Email: rkatoch@nic.in

- 2) Dr. Vinod Bihari Mathur, IFoS (Retd.)

D302, Arborea Luxury Homes,

Tarla Nagal, Near Doon Helidrome,

Dehradun, Uttarakhand – 248001.

Mobile: 9412054648

Email: vbm.ddn@gmail.com

- b. The task of the Monitors shall be to review independently and objectively, whether and to what extent the parties comply with the obligations under this Pact.
- c. The Monitors shall not be subject to instructions by the representatives of the parties and perform their functions neutrally and independently.

- d. Both the parties accept that the Monitors have the right to access all the documents relating to the project/procurement, including minutes of meetings.
- e. As soon as the Monitors notices, or has reason to believe, a violation of this pact, he will so inform the Authority designated by the PRINCIPAL.
- f. The PRINCIPAL accepts that the Monitors have the right to access without restriction to all Project documentation of the BUYER including that provided by the BIDDER. The BIDDER will also grant the Monitors, upon his request and demonstration of a valid interest, unlimited access to his project documentation. The same is applicable to Subcontractors. The Monitors shall be under contractual obligation to treat the information and documents of the BIDDER/Subcontractor(s) with confidentiality.
- g. The PRINCIPAL will provide to the Monitors sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the parties. The parties will offer to the Monitors the option to participate in such meetings.
- h. The Monitors will submit a written report to the designated Authority of PRINCIPAL /Secretary in the Department/ within 8 to 10 weeks from the date of reference or intimation to him by the PRINCIPAL /BIDDER and, should the occasion arise, submit proposals for correcting problematic situations.

4. Facilitation of Investigation

In case of any allegation of violation of any provisions of this pact or payment of commission, the PRINCIPAL or its agencies shall be entitled to examine all the documents including the Books of Accounts of the BIDDER. The BIDDER shall provide necessary information and documents in English and shall extend all possible help of the purpose of such examination/inspection.

5. Law and Place of Jurisdiction

- a. This Pact is subject to Indian Law. The place of performance and jurisdiction is the seat of the PRINCIPAL.
- b. A person signing Integrity Pact shall not approach the Courts while representing the matters to Independent External Monitors and shall await their decision in the matter.



6. Other Legal Actions

The actions stipulated in this Integrity Pact are without prejudice to any other legal action that may follow in accordance with the provisions of the extent law in force relating to any civil or criminal proceedings.

7. Validity

a. The validity of this Integrity Pact shall be from date of its signing and extend upto 5 years or the complete execution of the contract to the satisfaction of both the PRINCIPAL and the BIDDER/Seller, including warranty period, whichever is later. In case BIDDER is unsuccessful, this Integrity Pact shall expire after six months from the date of the signing of the contract.

b. Should one or several provisions of this Pact turn out to be invalid; the remainder of this pact shall remain valid. In this case, the parties will strive to come to an agreement to their original intentions.

8. The parties hereby sign this Integrity Pact aton

For & on behalf of PRINCIPAL

Cochin Shipyard Limited
(Office Seal)

For & on behalf of BIDDER

Office Seal)

Witness

1.....

1.....

2.....

2.....

Witness

Annexure J

Compliance Matrix				
Sl No	Description	Compliance	Supporting Document Requirement	Reference of supporting documents enclosed
1	The firm should be an Indian Entity.	YES/NO	Yes	
2	The primary and exclusive function of the firms shall be in design and engineering of ships and marine structures.	YES/NO	Yes	
3	Turnkey design solution capacity from concept, contract, basic design, production design and signature management of various ship types.	YES/NO	Yes	
4	Experience in working on Naval (Defence) platforms and familiarity with Naval standards.	YES/NO	Yes	
5	In-house advanced analysis capabilities, including shock and vibration analysis for naval and commercial ship designs	YES/NO	Yes	
6	Proven track record of collaboration and coordination with various classes like IRS, DNV, LRS, etc.	YES/NO	Yes	
7	The firm shall be willing to undertake 3D scanning of the vessel as part of the project if required.	YES/NO	Undertaking is required	
8	The firm shall be willing to position its employees at the CSL headquarters premises (At Kochi) during the preparatory and execution stages of the projects on a need basis.	YES/NO	Undertaking is required	
9	The firm shall be able to, at its own cost & expenditure, carry out necessary visits/ surveys on board the ships at its location as necessary. This includes participation in coordination meets & discussions with the client, along with the yard as required.	YES/NO	Undertaking is required	
10	The firm must have positive net worth.	YES/NO	Yes	
11	The firm should not have been blacklisted nor have been given any tender holiday by any PSU/DPSU/Central & State Govt organisation during the last 5 years. The firm has to submit a declaration in this regard	YES/NO	Undertaking is required	

12	The engagement for the project is exclusive in nature from the pre-bid (feasibility) stage and on a "No Cure- No Pay basis (NC- NP). The firm shall bear all costs & expenses for the engagement during Phase 1, and there shall be no obligation on the yard to pay any costs or expenses to the firm until the project is pursued further, nominating CSL for the preparation of DPR and further execution. The details of employees to be engaged shall also be furnished.	YES/NO	Undertaking is required	
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