कोचीन शिपयार्ड लिमिटेड
COCHIN SHIPYARD LTD

(भारत सरकार का उद्यम / A Govt. of India enterprise)

EoI no. SR/STRATEGY/07/2026/DCCC 30th October 2026

EXPRESSION OF INTEREST TO ENGAGE SYSTEM INTEGRATORS FOR SETTING UP DIGITAL COMMAND AND CONTROL CENTRE FOR SHIP REPAIR DIVISION

1. Company Profile

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 the repair of commercial fleets, CSL continues to drive innovation and bolster India's maritime infrastructure.

CSL commenced ship repair operations in 1982 and has undertaken more than 2600 repair projects of all types, including upgradation of ships, periodic layup repairs, and various kinds of refits, including life extension of ships of the Indian Navy. Along with an array of private customers, CSL has long-term working relationships with various government and public-sector organisations, including Lakshadweep Development Corporation, Coast Guard, Fisheries, Port trusts, and the Andaman administration, DCI, SCI & ONGC, etc.

CSL has recently geographically expanded its footprint across the western and eastern coasts of India. Ship repair facilities have set up at Mumbai, Kolkata and Portblair. Also, in an effort to make Kochi a shipbuilding and repair hub, a new, bigger drydock was constructed at the main facility, and an International ship repair facility is set up at Wellingdon Island, Kochi, with a ship lift and six transfer bays. In Mumbai, CSL has signed a concession agreement with the Mumbai Port Trust to upgrade, operate, and manage the ship repair facility at Hughes Dry Dock and berths nos. 5, 6, 7, and 8. With a proven record in shipbuilding and ship repair, and with logical steps in the right direction for expansion and product diversification, CSL is set to grow consistently in the future.

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 and INS Vikramaditya. 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 starting ship repair operations at Marine Dry-dock, Port Blair under the ambit of MoU with Andaman & Nicobar Administration. CSL is presently one of the best performing ship repair yards in India.

The ship repair business vertical of CSL is supported with functional departments, viz Operations, Materials, Commercial and Planning. Ship repairs are inherently an unpredictable, time-sensitive business. Project duration is highly variable since it has been linked to various factors like dock availability, contractual commitments, material lead times and availability, subcontractor responsiveness, and the speed at which variations are identified and addressed.

CSL is efficiently undertaking these repairs with the help of various systems, including SAP ERP serving as the system of record for several transactions. Project scheduling is managed using planning tools, while progress updates have been coordinated offline and by the executing officers. However, visibility across these workflows remains fragmented, and manual coordination efforts are burdensome. Critical decisions often rely on follow-ups across different functions rather than on a common, real-time operating scenario.

Accordingly, it is proposed to establish a Digital Command and Control Centre intended to serve as the unified digital command centre for ship repair projects, integrating team allocation, project planning, detailed scheduling, AI-enabled procurement, materials monitoring, vendor coordination, field progress reporting, dock and berth utilisation management, and internal services coordination. This has not been envisaged as another dashboard, but as a comprehensive operational command-and-control system integrating the workflows, scheduling, execution visibility, alerts, analytics, and automation into an integrated framework.

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 identify and engage experienced System Integrators willing to collaborate with CSL to establish a state-of-the-art Digital Command and Control Centre for the Ship Repair Division. The initiative seeks partners capable of designing, developing, and implementing an integrated digital ecosystem that will centralise project management, service scheduling, and operational control. Through this collaboration, CSL intends to leverage advanced technologies to enhance efficiency, transparency, and real-time decision-making, thereby transforming ship repair operations into a modern and data-driven platform.

4. Expression of Interest (EOI)

An Expression of Interest (EOI) is accordingly invited from suitable & reputed firms/owners (system integrators) in India engaged in the design and implementation of digital solutions to partner with CSL in setting up a Digital Command and Control Centre for the Ship Repair division.

The concept note for establishing a Digital Command and Control Centre for the Ship Repair Division is enclosed at Annexure A.

5. Eligibility Criteria & Requirements to be met

SL No	Criteria	Requirements	Documentary Evidence
1	Legal Incorporation	The firms should be an Indian Entity incorporated in India under companies act 1956/2013.	Certificate of Incorporation
2	Years of Operation	Minimum 20 years of IT system integration services operations	Company profile and Self-Certification by Authorized Signatory
3	Relevant Project Experience	At least 3 projects (completed) more than 15 Crores INR during the last 10 years in Command Centres (Data Centre)/ ERP/Business Transformation in PSU/State or Central Government in India	• Work orders • Completion certificates • Client references • Self Certification by Authorised signatory
4	Relevant Sectoral Experience	At least 1 of the above project (Sl no 3) (completed) during the last 10 years should be in Heavy Engineering/Maritime industry in India	• Work orders • Completion certificates • Client references • Self Certification by Authorised signatory
5	Financial Strength	The bidder (lead in case of a consortium) should have minimum average annual turnover of INR 100 Crores over the last three financial years (i.e. 2025-26, 2024-25 and 2023-2024). Credential of group companies or parent companies or subsidiary is not allowed.	Copy of the audited Balance Sheet and Profit & Loss Statement of the company
6	Certifications	The bidders shall have the following certifications (valid): • ISO 9001:2015 (Or higher) • ISO 27001:2013 or ISO 27001:2022 (Or higher) • CMMI Level 5 (Or Higher), • ISO 14001 (Or higher)	Valid certificates
7	Manpower positioning	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 Additionally, Bidder should have more than 100 professional resources on their payroll related with Command Centres (Data Centre)/ ERP/Business Transformation areas	Undertaking by Authorised signatory

8	Blacklisting	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	Self-declaration by the bidder on letterhead mentioning that they are not blacklisted by any organisation
9	Net Worth	The firm must have positive net worth in last 3 Consecutive Financial years	Audited Balance sheets
10	CSP (Cloud Service Provider)	The proposed CSP should possess all the below certifications which are valid as on bid submission date – a) ISO 27001:2013 certification (Or Higher) b) ISO/IEC 27017:2015 (Or Higher) c) ISO 27018 (Or Higher) d) ISO 20000 - 1:2011 (Or Higher) e) Undertaking/ certificate for maintaining conformance to MEITY (Ministry of Electronics & IT), GOI India guidelines for Cloud Services in Govt. Organizations.	Valid certificates
11	CSP (Cloud Service Provider)	DC and DR Location in different seismic zone	Self-declaration by the bidder on letterhead
12	CSP (Cloud Service Provider)	CSP Data center should be at least Tier III Certified preferably certified under TIA 942 or Uptime Institute certifications by a 3rd party	Relevant Certificates to be submitted
13	CSP (Cloud Service Provider)	Cloud Service Provider should be offering Cloud Service to Govt. Community for a minimum period of three (3) years in India as on the date of the Tender.	Undertaking on letter head from CSP
14	CSP (Cloud Service Provider)	STQC compliant	Relevant Certificates to be submitted

6. Instructions

(a) Methodology

CSL's intention with this Expression of Interest (EOI) is to receive willingness from suitable & reputed firms/ owners in India who are functioning as system integrators in providing

digital solutions in setting up the Digital Command and Control Centre for Ship repair division.

The arrangement shall be such that

i) The firms that are willing to partner with CSL and meet the Eligibility criteria and requirements as brought out vide this EOI shall be shortlisted.

ii) The shortlisted firms shall have to sign a Non-Disclosure Agreement (NDA) with CSL as per Annexure B.

iii) The Request for Proposal (RFP) detailing the scope of work, technical requirements, and evaluation framework shall be shared with the shortlisted firms post-signing the NDA.

iv) The evaluation shall be conducted under the Quality and Cost Based Selection (QCBS) model, wherein the technical component shall carry a weightage of 70% and the commercial component 30%.

v) The project shall be awarded to the bidder whose bid has secured the "Highest Total Score" out of 100, as per the evaluation framework, and shall be considered the best evaluated Bid.

(b) **Conflict of Interest**

CSL- requires that the firm must provide professional, objective & impartial service and at all times hold the interest of the Company 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.

(c) **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.

(d) **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.

(e) **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.

(f) **Evaluation**

The offer will be evaluated by an evaluation committee based on responses to CSL-defined requirements. 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 meets all eligibility criteria and requirements shall be shortlisted.

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.

(g) **Integrity Pact**

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

(h) **Disqualification**

CSL may, at its discretion and at any time during the evaluation of a 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, in ordinate delays in completion of 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 this EOI.

Communication

For any further queries please contact,

Shri. Devendran Jayaraj,

DGM (SR – Strategy & New Initiatives),

Cochin Shipyard Ltd

Email: devendran.j@cochinshipyard.in

Mob No.9895705086

Shri. Sreejith M

Senior Manager (SR – Strategy & New Initiatives)

E mail: sreejith.m@cochinshipyard.in

Mob No: 8129270894

Proforma for Submission of Expression of Interest

(a) Covering letter clearly indicating the firms interest in partnering with CSL to be engaged as System Integrator in setting up of Digital Command and Control Centre for Ship Repair division. (refer to the form attached at Annexure C).

(b) Power of attorney of the signatory / signatories signing the EOI and (or associating to submit the EOI- to be submitted as per Annexure E.

(c) Company profile details to be provided as per Annexure F - Complete name of the Firm with legal status, date of establishment and type of organization, whether individual (Organization chart to be provided), proprietorship, partnership, private limited company, public limited company etc.

(d) Financial capability statement of the firm as per Annexure G.

(e) 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.

(f) 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.

(g) 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.

(h) Relevant documents substantiating the **Eligibility Criteria & Requirements to be met** (refer clause 5 above) and duly signed compliance matrix.

(i) 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 H.

(j) 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.

(k) Deviations or suggestions, if any

Submission of Expression of Interest

The EOI proposal in hard copy (original) super scribing the EOI number, last date of receipt of EOI clearly marked as "Request for Expression Of Interest to Engage System Integrators for Setting Up Digital Command And Control Centre For Ship Repair Division" shall be addressed to **General Manager (Ship Repair), Dock House, Cochin Shipyard limited, Perumanoor PO, Cochin 682 015, Kerala, India** along with all credentials mentioned above.

Scanned copy of all the documents shall be submitted by email to the following email address:
manoj.ps@cochinshipyard.in
julianjose.pj@cochinshipyard.in
sroffice@cochinshipyard.in
sreejith.m@cochinshipyard.in

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

Scanned copy of EOI (along with all necessary documents) shall reach not later than 1500 hrs (IST) on 16th November 2026. Hard copy of EOI shall be submitted inorder to reach CSL within 05 days of submission of soft copy.

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

(on behalf of)
General Manager (Ship Repair)

Enclosures:

1. Annexure A – Concept Note – Digital Command and Control Centre
2. Annexure B – Non-Disclosure Agreement
3. Annexure C - Format for letter of Submission
4. Annexure D - Application for Qualification
5. Annexure E- Power of Attorney
6. Annexure F - Company Profile
7. Annexure G – Format for Financial Capability
8. Annexure H – Format for Pre integrity pact
9. Annexure I – Format for Compliance matrix

Annexure A

DIGITAL COMMAND AND CONTROL CENTRE IN SHIP REPAIR – CONCEPT NOTE

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Introduction

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 as periodic layup repairs and various kinds of refits, including life extension of ships of the Indian Navy. Along with an array of private customers, CSL has long-term working relationships with various government and public sectors, including Lakshdweep Development Corporation, Coast Guard, Fisheries, Port trusts and Andaman administration, DCI, SCI, ONGC etc.

CSL has recently geographically expanded its footprint across the western and eastern coasts of India. Ship repair facilities have set up at Mumbai, Kolkata and Portblair. Also, in an effort to make Kochi a shipbuilding and repair hub, a new, bigger drydock has been constructed at the main facility and an international ship repair facility has been set up at Wellingdon Island, Kochi, with a ship lift and six transfer bays. With a proven record in shipbuilding and ship repair, and with logical steps in the right direction of expansion and product diversification, CSL is set to grow consistently in the future.

Background

The ship repair business vertical of CSL is based on projects, which is supported with functional departments, viz Operations, Materials, Commercial and Planning. Ship repairs is inherently an unpredictable, time-sensitive business. Project duration is highly variable since it has been linked to various factors like dock availability, contractual commitments, material lead times and availability, subcontractor responsiveness, and the speed at which variations are identified and addressed.

CSL is efficiently undertaking these repairs with the help of various systems, including the ERP software SAP. Many foundational processes are already established, with SAP serving as the system of record for several transactions. Project scheduling is managed using planning tools, while progress updates have been coordinated offline and by the executing officers. However, visibility across these workflows remains fragmented, and manual coordination efforts are burdensome. Critical decisions often rely on follow-ups across different functions instead of being based on a common, real-time operating scenario.

Accordingly, the proposed Command and Control Centre is intended to serve as the **unified digital command centre for ship repair projects**, integrating team allocation, project planning, detailed scheduling, AI-enabled procurement, materials monitoring, vendor coordination, field progress reporting, dock and berth utilisation management, and internal services coordination. This has not been envisaged as another dashboard, but a comprehensive operational command-and-control system integrating the workflows, scheduling, execution visibility, alerts, analytics, and automation into an integrated framework.

This concept note introduces the vision, broad scope, and expected business outcomes for establishing a Digital Command and Control Centre for Ship Repair at CSL. The solutions provider is expected to help design, formulate, and implement an integrated digital platform

that transforms ship repair execution from fragmented, department-led coordination into centrally monitored, data-driven operational control.

Objective

The vision is to create a real-time Digital Command and Control Centre from which all ship repair projects can be planned, monitored, controlled, and reviewed across their lifecycle. The platform should enable subcontractors, OEMs, support-service teams, officers, charging engineers, project managers, Section heads, PMO and the senior management to work on a single version of operational truth at any point in time.

In the desired final state, each project should move digitally from project structure creation and resource assignment, through baseline scheduling and DL-level planning, into material-linked execution, mobile/tablet based progress capture, schedule revision control, invoicing readiness, subcontractor settlement, and finally portfolio-level dock and berth optimisation.

Focus Areas

- Role allocation and assignment of jobs to subcontractors and teams exists in SAP, but the process is cumbersome and not systemised.
- Schedules are created at multiple levels, but baseline PERT, DL-wise sequencing, micro schedules, material status, and approved scope changes are not digitally linked into one control logic and are kept at different organisational silos.
- Progress of the allocated jobs is collected from supervisors, subcontractors, and OEM/service providers by the officers/charging engineers. However, update discipline, validation, escalation, and consequence management need tighter digital implementation.
- The primary resource constraint impacting the projects is the availability of docks and berths. A slight delay in the schedule of one project can affect the schedules of all other vessels docked, as well as the availability of other berths. Currently, there is no program-level monitoring tool to track concurrent projects, dock slots, and berth positions; instead, isolated project-level tracking is being practised.
- Procurement is primarily a rule-based and procedure-heavy function that is monitored and controlled by various stakeholders. This function is crucial for managing project timelines. Currently, our ERP system supports the procurement process from start to finish. However, due to increased scrutiny and additional procedures, procurement efficiency is being challenged.
- Internal service processes, such as the allocation of cranes, forklifts, machine shop slots, and scaffolding requests, have been managed manually. The competing demands, resource constraints, and poor scheduling negatively impact project progress.

Scope – Brief

In this project-driven business model, the functional departments serve as the main drivers, with Project Managers and their teams fulfilling a dual role as both executors and enablers. The departments involved in ship repairs include Operations, Materials, Planning, and Commercial. This initiative aims to optimise functions of each department, supported by digital technologies. The proposed scope of work necessitates coordination among most departments; however, it has been categorised based on the primary roles of each department.

The improvement engine, which utilises digital technology stacks, is essential due to the rise of AI solutions. With these advancements, all relevant data shall be processed by an appropriate AI agent or platform that can provide both suggestive and corrective measures over time. The existing data, as well as newly generated data, shall be used to train the AI models. While it is desirable to have on-premise data/sovereign cloud storage and analysis capabilities.

Ship Repair Operations

The execution of these projects is mainly coordinated by the Ship Repair Operations department, while all other functional departments support the execution of these projects.

Domain	Tentative Scope
Project Management	Project structure creation, team allocation, DL ownership, job assignment, schedule creation, micro planning, progress capture, change integration, invoicing support, and PWO settlement linkage. – Progress capture using Mobile/Tablet/Web applications – Linkage of Project management with Document management
Services Scheduling and Management	Virtual shops, machine availability monitoring and scheduling, app-based internal requests, IoT-enabled process updates, GPS tracking of mobile assets, like cranes and forklifts, and route-aware equipment allocation.

Project management and control

Project Team and Work Allocation

The project management component is the operational backbone of the Command and Control Centre. Each individual project shall begin by creating the project structure in SAP and capturing project particulars, duration, and other details. The projects may be classified into short, medium and long term and these classifications may be used to drive planning timelines, review frequency, and escalation rules.

The project management component shall support the team allocation from the project manager, SRC and SRM members, DL owners, and supporting team members. Then the DL owners shall independently create the micro schedules of allocated DLs, and the project manager shall be able to complement and consolidate the same for the creation of a single Project schedule. The platform shall provide project-wise visibility of all assigned responsibilities and clearly identify unallocated DLs. The platform is expected to generate colour-coded summaries and team/member/department-wise analytics for management views.

Officers should be able to allocate jobs to supervisors and subcontractors digitally, with auto-generated work documents or PWOs carrying DL references and descriptions, and with the ability to communicate the assignment formally.

Scheduling and schedule control

The concept envisions a layered scheduling structure. At the top level, the project manager prepares a baseline or broad PERT aligned with contractual milestones and dock slots. Charging engineers then create logical sequencing and dependencies at the DL level, taking into account technical and logistical constraints. The project manager then freezes the timelines and critical path logic, after which officers create detailed micro-schedules consistent with the approved DL framework. This is an intentional top-down approach to maximise the dock and berth utilisation.

This means the digital solution must support multi-level schedule management with role-based ownership, baseline freezing, revision control, dependency logic, conflict identification, and critical path visibility. It should not merely display Gantt charts; it should serve as a live execution model that flags deviations and potential issues early.

Another important aspect for meeting the schedule is the availability of materials. The materials shall be linked to the schedule and be controlled. Critical materials should be tracked against each DL from the indenting date, enquiry, PO placement, delivery period, and actual delivery, with schedule impact automatically flagged. This effectively means procurement readiness should be embedded within schedule control, not treated as a separate reporting structure.

Progress reporting – Mobile/Tablet/Web App based

This concept proposes updates by supervisors, subcontractors, and OEM/service providers, with review and acceptance by the responsible executing officer or charging engineer.

The platform should also progressively generate work completion records and invoicing readiness outputs alongside execution updates, reducing the end-of-project administrative burden. By capturing photos and linking the QC reports, a unified document management system shall be established.

Services Scheduling and Management

Virtual shop and support services – Mobile/Tablet/Web App-Based

Delays in ship repair often arise from bottlenecks in internal shops, machine availability, lifting equipment, and service response times.

The proposed solution shall include GPS-enabled visibility for material-handling equipment, such as cranes and forklifts. Users should be able to view asset location in the yard, check availability, book service, and make allocation decisions with route awareness and reservation visibility – digitally. The platform or the app used shall also be able to schedule the requirements and allocate the equipment.

The proposed solution should create a "virtual shop" environment covering machine shops, electrical shops, and electronics shops. Machine operational availability should be visible, internal job requests should be app-based, and machine scheduling should be digitally managed to improve utilisation, transparency, and queue discipline.

Ship Repair Materials

The ship repair materials department serves as the core of procurement for ship repairs. The proposed transformation for this department involves implementing "AI-enabled procurement." This initiative will include an analytical engine that operates in the background, collecting and synthesizing data on procured materials and suppliers. Over time, this analytical and AI engine will be able to provide recommendations regarding vendors, the quality of materials, and lead times for procurement.

Domain	Tentative Scope
AI-Enabled Procurement	Rule-based procurement workflow redesign, automated processing from indent to quotation comparison, and controlled automation up to commercial validation stages.

AI-enabled procurement

The proposed transformation aims to shift from traditional manual procurement processes to an Agentic AI-enabled system. This system automates various procurement stages, including raising indents, sending enquiries, and evaluating bids, while adhering to established guidelines. The Agentic AI acts as an intelligent analytical engine, continuously gathering data on materials and suppliers to offer actionable insights for vendor selection and procurement efficiency.

Key capabilities of the system include autonomous workflow triggering, compilation of purchase requisitions, vendor shortlisting, and proposal routing for approval, with critical decisions still requiring human oversight. This transformation promises faster tender cycles, improved documentation, scalable procurement handling, and allows staff to focus on strategic decision-making rather than repetitive tasks, all while maintaining governance and compliance through full audit trails and explainable decision-making.

SR Forward Planning and Contract Management

Ship repair planning is crucial for coordinating available slots for vessels and managing the overall program. Therefore, the focus of this department is primarily on portfolio-level

management rather than project-level management, specifically concerning the allocation of docks and berths to the vessels.

Domain	Tentative Scope
Program Management	Consolidated oversight of all active ship repair projects, dock slot planning, berth allocation, portfolio monitoring, and PMO-led central control.

Program management layer

Central portfolio oversight

The Command-and-Control Centre is not limited to individual projects. It is intended to compile all project schedules into a common planning layer from which dock slot schedules can be promulgated, berth allocation can be automated, and all ongoing repair projects can be monitored centrally by PMO.

This is an important capability to effectively balancing multiple ship repair projects, multiple work fronts, shared resources, and finite infrastructure. A portfolio layer is therefore essential for true command-and-control capability.

Ship Repair Commercial & Business Development

This department serves as the interface between various stakeholders involved in the project, particularly the owners. It manages the project finances. Its primary functions include estimating costs for ship repair projects and invoicing for completed projects. Additionally, this department is responsible for the end-to-end contract management of ship repair projects, as well as the business development function.

AI Enabled Project Estimation
With the integration of AI, the platform shall analyse the scope of work and suggest the relevant work requirements to the estimator for finalising the estimate. This proposed platform will predict the necessary work components and generate estimates accordingly. Additionally, since some project estimates from other shipyards are available on platforms like GEM, the proposed system will access this data, analyse it, and compare the rates.

The platform shall also retrieve input material rates and historical data from SAP and other open market sources, providing suggestions to the estimator while preparing bids. Moreover, it will identify gaps and redundancies in the estimations and recommend ways to enhance competitiveness of the bids.

SR – WECORS & New Initiatives

This department is responsible for weapon repairs in India and afloat/voyage repairs at various locations. Therefore, a project overview along with separate tracking and interfaces will be provided for effective portfolio management.

Technology expectations

This engagement should be positioned as an enterprise transformation program, not a simple application deployment. The provider is expected to respond with depth of consulting and software capability.

Expected capabilities include:

- Business-process re-engineering across ship repair, planning, procurement, and support services.
- Enterprise integration with existing ERP, SAP and planning tools such as MS Project or equivalent.
- Mobile- applications for officers, field supervisors, subcontractors, and OEM/service agencies – with features like geo fencing, no local storage etc.
- Control centre dashboards with alerting, escalation, and role-based access.
- Advanced analytics for delay prediction, bottleneck detection, allocation gaps, utilisation, and portfolio balancing.
- AI/ML capability for procurement support, anomaly detection, risk scoring, and future predictive control.
- IoT integration for machine and mobile-equipment visibility.
- Strong cybersecurity, auditability, and enterprise-grade governance.
- Other requirements as deemed suited to the business environment.

Decision support requirements

The Command-and-Control Centre should be designed with actionability in mind. The dashboards must help users decide, intervene, and escalate, not merely observe.

Which shall include, but not limited to:

- Project portfolio by status, duration, and completion risk.
- Project-wise DL allocation status, including unallocated or overdue assignments.
- Critical path activities due separately in a window.
- Materials at risk, grouped by PR stage, lead time, supplier, and project impact.
- Activities with missing field updates and escalation ageing.
- Scope changes integration and effect on the project and portfolio schedule.
- Dock and berth occupancy outlook, conflicts, and future slotting.
- Shop and equipment utilisation, booking conflicts, queue length, and idle time.

- Vendor and subcontractor performance linked to responsiveness and reporting reliability.
- Subcontractors and Material suppliers' performance analytics.

The selected vendor shall provide comprehensive Annual Maintenance and Support services for a period of five (5) years post-implementation. This shall include bug fixes, system upgrades, adherence to SLA commitments, and 24×7 monitoring. Additionally, the vendor shall ensure deployment of at least six (6) qualified personnel to continuously man the Digital Command and Control Centre during the support period.

Conclusion

This Digital Command and Control Centre represents a digitally led opportunity for CSL-SR to achieve industry-leading efficiency in ship repair operations. By integrating project execution, portfolio oversight, AI-driven procurement, and resource optimisation into a unified real-time platform, CSL can overcome current fragmentation, unlock dock utilisation potential, and deliver consistent superior performance across its expanding portfolio and network of facilities.

Annexure B

FORMAT FOR NON DISCLOSURE AGREEMENT

NON-DISCLOSURE AGREEMENT FOR SHARING DATA RELATED TO "The Projects" WITH M/S _____ TO ENGAGE SYSTEM INTEGRATORS FOR SETTING UP DIGITAL COMMAND AND CONTROL CENTRE FOR SHIP REPAIR DIVISION.

THIS AGREEMENT IS MADE on this day..... of.....2022 BETWEEN M/S _____ AND GENERAL MANAGER, SHIP REPAIR M/S COCHIN SHIPYARD LIMITED (herein referred to as "CSL"), , FOR SHARING OF DATA RELATED TO "The Project" **TO ENGAGE SYSTEM INTEGRATORS FOR SETTING UP DIGITAL COMMAND AND CONTROL CENTRE FOR SHIP REPAIR DIVISION** OF M/S _____ DURING CSL'S PARTICIAPATION IN BIDDING AND IF CSL WINS THE CONTRACT.
BOTH PARTYS TOGETHER FOR THE PURPOSE OF THIS ARRANGEMENT SHALL HEREIN BE REFERRED TO AS "PARTIES"

NOW THESE PRESENT WITNESSESS and the parties hereby agree as follows: -

1. Sharing of information related to the project within M/s _____ should strictly be on **NEED TO KNOW BASIS** only.

2. All information being exchanged between CSL and ____ must be treated as" classified information", whether or not the specific security notation is used in notes, memorandum, analysis, compilation, studies or other documents in hard copy or in electronic media.

3. The secrecy and physical security of all documents and drawings related to project should be kept in strict confidence and should not be used in whole or in part for any purpose other than the purpose for which the same was provided to.

4. Information related to the Project should not be communicated nor caused to be disclosed whether directly or indirectly to any third Party or persons other than those for whom the same was provided by the Navy / M/s CSL.

5. Reproducing/ Xeroxing/ Duplicating in whole or in part of documents/ drawing in hard copy or in electronic media is not to be undertaken where the same has not specifically been authorised by CSL. In any case, all internal reproduction/ Xeroxing/ duplicating should

be controlled by and be authorised at an appropriate level. All such activities are to be communicated and such material shall be handed over to CSL after the engagement of ____ with CSL for this particular requirement.

6. Project information should not be communicated to Navy, OEM's or any other third party through fax, email or by any means. All the communications with respect to the project shall be routed through CSL only.

7. Special precaution needs to be taken by the M/s _____ during interaction with the other vendors/ sub-vendor and their background be ascertained. Sub-vendors and other vendors are to be sensitised on security issues. In case of foreign vendors, approval of CSL & NAVY (THROUGH CSL) is to be taken after providing requisite justification.

8. Each Party will take measures to protect the confidential information of the other Party, that, in aggregate are no less protective than those measures it uses to protect the confidentiality of its own comparable confidential information.

9. Both parties agree that any confidential information received from the other Party shall only be used for the purpose of providing or receiving Services under this arrangement or any other Contract between the parties.

10. The above non-disclosure shall continue to be in vogue after completion of work and through the operational life of the project.

_____	_____
_____.	Cochin Shipyard Ltd
Name:	Name:
Title:	Title:

Annexure C

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

(Date and Reference)

To

The General Manager (Ship Repair)
Cochin Shipyard Limited
Perumanoor P.O
Kochi 682015

Dear Sir,

Sub: Request for Expression Of Interest to Engage System Integrators for Setting Up Digital Command And Control Centre For Ship Repair Division

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 System Integrators for Setting Up Digital Command And Control Centre For Ship Repair Division.

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)

Annexure D

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

(Date)

To

The General Manager (Ship Repair)
Cochin Shipyard Limited
Perumanoor P.O
Kochi 682015

Dear Sir,

Sub: Request for Expression Of Interest to Engage System Integrators for Setting Up Digital Command And Control Centre For Ship Repair Division

Refer CSL EOI no. SR/STRATEGY/07/2026/DCCC dated 30th October 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)

Annexure E

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

Annexure F

Company Profile		
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 an as the case may be	
11	Bank solvency /Solvency Certificate	
12	Turnover for the years given below	
	a) FY 2021-22	
	b) FY 2022-23	
	c) FY 2023-24	
	d) FY 2024-25	
	e) FY 2025-26	
13	Give particulars of registration with Govt. / Semi Govt. / Public Sector Undertakings s/ Local Bodies (if any)	
14	Litigation/Arbitration case pending , If any give details	
15	Other details:	

	a) EPF No & ESI No	
	b) GST No	
	c) Sale tax no	
	d) PAN No	
	e) Service Tax Registration No	
16	Any other information considered necessary, but not included above Note: Use separate sheets for providing more information	

Annexure E

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

Annexure F

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.

3.5 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.

3.6 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.

3.7 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.

3.8 The BIDDER will not accept any advantage in exchange for any corrupt practice, unfair means and illegal activities.

3.9 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.

3.10 The BIDDER commits to refrain from giving any complaint directly or through any other manner without supporting it with full and verifiable facts.

3.11 The BIDDER shall not instigate or cause to instigate any third person to commit any of the actions mentioned above.

3.12 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.

3.13 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. <u>Previous Transgression</u>

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 any 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 this Pact.

2. <u>Fall Clause</u>

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. <u>Independent Monitors</u>

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 extend 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 at .....on .....

For & on behalf of PRINCIPAL

Cochin Shipyard Limited
(Office Seal)

For & on behalf of BIDDER

(Office Seal)

Witness

1.....

2.....

Witness

1.....

2.....

Annexure G

Compliance Matrix			
Sl No	**Description**	**Compliance**	**Supporting Document Requirement**
1	The firms should be an Indian Entity incorporated in India under companies act 1956/2013.	YES/NO	Yes
2	Minimum 20 years of IT system integration services operations.	YES/NO	Yes
3	At least 3 projects (completed) more than 15 Crores INR during the last 10 years in Command Centres (Data Centre)/ ERP/Business Transformation in PSU/State or Central Government in India.	YES/NO	Yes
4	At least 1 of the above project (Sl no 3) (completed) during the last 10 years should be in Heavy Engineering/Maritime industry in India	YES/NO	Yes
5	The bidder (lead in case of a consortium) should have minimum average annual turnover of INR 100 Crores over the last three financial years (i.e. 2025-26, 2024-25 and 2023-2024). Credential of group companies or parent companies or subsidiary is not allowed.	YES/NO	Yes
6	The bidders shall have the following certifications (valid): • ISO 9001:2015 (Or higher) • ISO 27001:2013 or ISO 27001:2022 (Or higher) • CMMI Level 5 (Or Higher), • ISO 14001 (Or higher)	YES/NO	Yes
7	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 Additionally, Bidder should have more than 100 professional resources on their payroll related with Command Centres (Data Centre)/ ERP/Business Transformation areas	YES/NO	Undertaking is required
8	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	Yes
9	The firm must have positive net worth in last 3 Consecutive Financial years	YES/NO	Yes
10	The proposed CSP should possess all the below certifications which are valid as on bid submission date a) ISO 27001:2013 certification (Or Higher)	YES/NO	Yes

	b) ISO/IEC 27017:2015 (Or Higher) c) ISO 27018 (Or Higher) d) ISO 20000 - 1:2011 (Or Higher) e) Undertaking/ certificate for maintaining conformance to MEITY (Ministry of Electronics & IT), GOI India guidelines for Cloud Services in Govt. Organizations.		
11	DC and DR Location in different seismic zone	YES/NO	Yes
12	CSP Data center should be at least Tier III Certified preferably certified under TIA 942 or Uptime Institute certifications by a 3rd party	YES/NO	Yes
13	Cloud Service Provider should be offering Cloud Service to Govt. Community for a minimum period of three (3) years in India as on the date of the Tender.	YES/NO	Yes
14	STQC compliant	YES/NO	Yes
15	Annexure A - Concept Note – Digital Command and Control Centre	YES/NO	Respective annexure to be submitted
16	Annexure B - Non-Disclosure Agreement	YES/NO	Respective annexure to be submitted
17	Annexure C - Format for letter of Submission	YES/NO	Respective annexure to be submitted
18	Annexure D - Application for Qualification	YES/NO	Respective annexure to be submitted
19	Annexure E - Power of Attorney	YES/NO	Respective annexure to be submitted
20	Annexure F - Company Profile	YES/NO	Respective annexure to be submitted
21	Annexure G - Format for Financial Capability	YES/NO	Respective annexure to be submitted
22	Annexure H - Format for Pre integrity pact	YES/NO	Respective annexure to be submitted