

No. SY-18020/1/2021-SBR
Government of India
Ministry of Ports, Shipping and Waterways
(SBR Section)

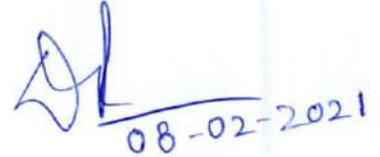
Transport Bhawan, Parliament Street
New Delhi- 110001
Dated the, 8, February, 2021

OFFICE MEMORANDUM

Subject : Standard Operating Procedure (SOP) for Procurement of Deep-Sea Fishing Vessels

The undersigned is directed to enclose a copy of the Standard Operating Procedure(SOP) for Procurement of Deep-Sea Fishing Vessels and to request you to kindly ensure immediate implementation of the SOP. A copy of the SOP is enclosed.

Enclosures: As stated



08-02-2021

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To,

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2. Director, Central Institute of Fisheries Technology. CIFT Junction, Willingdon Island, Matsyapuri P.O., Cochin-682 029, Kerala. Phone : 0484-2412300; E-mail : aris.cift@gmail.com; cift@ciftmail.org
3. The Chairman & Managing Director, Cochin Shipyard Ltd., Permanoor, P.O Bag No.1653, Kochi-682016, Fax: 484- 2384001, Email: cmd@cochinshipyard.com
4. Shri. R. Sachdeva, Sr. Vice President, Indian Register of Shipping, 104, Copia Corporate Suites, District Centre, Jasola. Email Id: r.sachdeva@irclass.org
5. Prof. Hari V Warrior, Head of the Department, Ocean Engg and Naval Architecture Department, Indian Institute of Technology Kharagpur, Kharagpur-721302. Email: warrior@naval.iitkgp.ernet.in

Copy to:

1. Addl. PS to Hon'ble Minister of Ports, Shipping and Waterways
2. PS to Secretary, Ministry of Ports, Shipping and Waterways
3. PS to Additional Secretary (PS&W)
4. PS to JS(S)

PRADHAN MANTRI MATSYA SAMPADA YOJANA (PMMSY) & ATMANIRBHAR BHARAT ABHIYAN

Standard Operating Procedure
for
Procurement of Deep-Sea Fishing Vessels



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INTRODUCTION

The Pradhan Mantri Matsya Sampada Yojana (PMMSY) aims to enhance fish production to 220 lakh metric tons by 2024-25 from 137.58 lakh metric tons in 2018-19 at an average annual growth rate of about 9%. The ambitious scheme will result in doubling export earnings to Rs.1,00,000 crore and generate about 55 lakhs direct and indirect employment opportunities in fisheries sector over a period of next five years. One of the trust areas for this is development of deep-sea fishing.

Government of India (GoI) is also pursuing the ambitious "Atmanirbhar Bharat Abhiyan" aimed at attaining Self Reliance, which would in turn lead to heightened Make in India and manufacture in India. This initiative aims to promote not only the MSME's and domestic industries, but it also seeks to facilitating large-scale employment generation, while at the same time ensuring that India becomes truly self-reliant in all spheres. The Public Procurement (Preference to Make in India) Order 2017, "PPP-MII Order, 2017", as amended in June 2020 is also relevant in this context.

The Ministry of Ports, Shipping & Waterways as part of its commitment to implement the directives of GoI wishes to promulgate necessary guidelines to enable and ensure compliance with this initiative in its areas of administration and operations. As part of the many steps being initiated in this regard, it proposes to issue Standard Operating Procedures (SoP) to be complied with to facilitate Procurement of standardized Deep-Sea Fishing Vessels (DSFV) under the PMMSY scheme. In this regard, the following SoP for procurement of standardized DSFV is hereby promulgated, for strict compliance:

1. To assist the state fisheries departments in expeditious implementation of PMMSY, this Ministry proposes to issue **Approved Standardized DSFV Design & Specifications (ASDDS)**. The ASDDS shall provide the minimum basic design parameters under which the vessels are to be constructed. DSFV's constructed in compliance of the ASDDS promulgated by this Ministry shall be eligible for subsidy under the PMMSY scheme.
2. The ASDDS shall be developed for a certain number of vessel variants (initially about 3 types), based on recommendations of a 'Nodal Authority' (NA), chaired by Director, Central Institute of Fisheries Technology (CIFT) and comprising of representative from The Indian Register of Shipping (IRS) representing Ministry of Shipping as Certification Agency, Cochin Shipyard Limited (CSL) representing Ministry of Shipping as Ship Building specialist, and representative from the Naval Architecture Department of the Indian Institute of Technology (Kharagpur) or IIT Madras for the DSFV's built under the PMMSY scheme.
3. The ASDDS, which will cover the Basic design aspects such as Outline Specifications, General Arrangement, Basic Calculations, Basic Structural Drawings, etc. will be prepared by CSL, technically vetted by CIFT and approved 'In Principle' by IRS. Thereafter, the ASDDS will be published on the website. For

any additional requirement to the minimum basic parameter, approval has to be taken from respective agency.

4. The detailed design & engineering for vessel construction shall be carried out either by the shipyard building the vessel or through any capable design agency in India.
5. State Fisheries Departments may identify beneficiaries and form tri-partite agreement between Beneficiary, State Government and Builder, for procurement of DSFV's complying with ASDDS.
6. DSFV's complying with the ASDDS shall be built in Indian shipyards empaneled by the State Government in compliance with the minimum eligibility criteria laid out in Annexure-1.
7. Quality Control checks as per the Quality Assurance Plan and issuance of Final Certificate (complying to Annexure -2) for the DSFV construction shall be undertaken through IRS, on chargeable basis.
8. Maximization of localization is mandated for key components like engines, generators, shafting, propulsion and valves to support Indian MSME's under the Atmanirbhar Bharat Abhiyan.

Note: For construction of vessels with designs other than those published under ASDDS shall be technically vetted by CIFT and approved by IRS and built in yards qualified as per this SOP, in order to be eligible for PMMSY scheme.

INDICATIVE TIMELINES

Development & promulgation of ASDDS Development and promulgation of ASDDS shall be done as per the indicative timelines below

Sl No.	Task Description	Proposed Date	Action By
1	Official Promulgation of SoP and Formation of Nodal Authority (NA)	T ₀	MoPSW
2	Sharing primary details of first 2 DSFV variants to NA	T ₀ +5	CSL
3	Sharing primary details of third DSFV variants to NA	T ₀ +15	CSL
4	Review, finalization & approval of the primary design details	T ₀ +30	NA
5	Publication of final Design	T ₀ +43	MoPSW

Design Package –

- The ASDDS package defines a high-level framework to ensure a benchmarked level of performance & quality as well as safety & stability of DSFV's when constructed.

- At the same time, it permits ample room and required flexibility to Shipyards for fine-tuning the details during the production design/ engineering & procurement stages, to allow adequate competitiveness among the Shipyards as well as to meet local customer requirements.
- The final 'In-principle Approved' ASDDS design package published shall comprise of General Arrangement Drawing, Outline Specification, Midship Section Drawing, Profile & Deck Plans and Preliminary Stability Calculations.
- Any deviation sought from the 'In-Principle Approved' drawings and stability calculations, during construction of a DSFV, shall be approved by IRS.



Annex - 1 : QUALIFICATION OF BOAT BUILDING YARD

Every application for the registration of the building yard shall be accompanied by the following.

A. Extend of Land and Ownership

- i. Ownership : Own/ Lease/ Joint ownership with consent
- ii. Location : Preferably Near sea shore

B. Registration requirement

- i. At least MSME registration
- ii. GST

C. Experience in Boat Building

- i. Minimum 3 years' experience with track-record of having built at least two boats of similar or larger size with Steel / FRP as required.
- ii. Experienced Group leader
- iii. Qualified Naval Architect for the entire duration of the project
- iv. Qualified Quality control Inspector for the entire duration of the project
- v. Skilled Laborer-(minimum -3)
- vi. Qualified Welders (Minimum -2)& Machinery and outfit Team

D. Financial Qualification

- i. Net worth/ Solvency (10% of the unit cost)
- ii. IT statements for last 3 years
- iii. TIN number
- iv. GST

E. Emergency Management

- i. Firefighting emergency management equipment (to be certified by fire service)

F. Insurance Policy

- i. Insurance for the Yard and Boats build/ repair/ modified and personnel in the yard (till taking over of Boat by owner)

G. In house facilities required (either owned or outsourced)

- i. Three phase Electricity supply with Power Backup
- ii. Generator Room

- iii. Office Room
- iv. Covered Storage as necessary.
- v. Blasting & Painting Facilities
- vi. NDT facilities
- vii. Quality control department and records of inspections.

2. Functioning of the Building Yard

Following condition shall be followed by every owner of building yard.

- A. Prior sanction shall be obtained from the authorized officer of the respective State Government for the construction of a new vessel. For this, a declaration showing the purpose and use of the vessel shall be furnished by the owner.
- B. The building yard should be equipped with fire safety system and first aid facility.

3. Inspection of Building Yard

Inspection agency may inspect the building yard at any time without prior notice and check whether the conditions specified are satisfactory or not. If the conditions are not satisfied, steps to issue a stop memo at site or give certain period for rectifying the defect. On failure to comply with the conditions, report to be given to the adjudicating authority (State Government).



Annex-2 : CERTIFICATION OF THE VESSEL

The vessel shall be constructed based on the approved design approved "in principle" by IRS with respect to the adequacy of hull structure and stability aspects, for the intended operation.

1. Certification Process

- a. The vessel construction will be broadly governed by the ASDDS/ technical specification published by The Ministry of Ports, Shipping & Waterways and based on the plans approved in principle by IRS.
 - b. For structural adequacy verification, Rules and Regulation for the construction and classification of steel/ FRP ships by the Indian Register of Shipping (IRS) will apply.
 - c. For stability verification, recommended criteria for fishing vessel of the 2008 IS Code would apply.
 - d. Construction is to be as per good shipbuilding practices and documented quality standards/practices of shipyard.
 - e. An inclining Experiment should be carried out at final stage of construction of the fishing vessel. The results from the experiment would be compiled in the form of a report and submitted for review to IRS. The approved lightship particulars will form the basis for preparation of stability booklet which will be submitted for review to IRS.
 - f. For sister vessels, a draught survey will be carried out in lieu of the Inclining Experiment and provided deviation from lead vessel is within acceptable limits [as per criteria in clause 8.1.2, chapter 8 of IS Code 2008], stability documentation can be endorsed.
 - g. The functioning of the vessel and its essential equipment will be tested in a formal sea trial; a detailed procedure/ protocol of which may be submitted for review.
 - h. Technical documents as mandated by Class (General arrangement, tank plan, Structural plans, Stability booklet etc.) shall be reviewed/ approved by IRS.
 - i. Safety equipment shall be inline with the requirements of State Government
 - j. On satisfactory completion of the inspection, test & trials the boats would be issued with an inspection certificate indicating the scope and compliance status.
2. The material of construction of Hull shall be pre-approved by IRS.



3. Construction Supervision

- a. The representative of Indian Register of Shipping (IRS) shall conduct inspection during various stages of construction as mandated by IRS, as applicable and the stage certificates and survey records shall be maintained in a register by the owner of the yard to ensure that the construction is in adherence to the approved plan.
- b. Yard should have its quality inspection plans for the vessel which shall be reviewed by State government / IRS prior to construction of vessel.
- c. Stability verification and final stability documents endorsement.
- d. Witnessing of the Inclining Experiment or draught Survey by IRS.
- e. Witnessing of the Sea trials & functioning of main engine, propeller, rudder, steering gear, bilge pump etc.
- f. Final commissioning of Fish handling equipment and Refrigeration solutions shall be done in the presence of IRS or CIFT representative.

