



Indian Ports Association

Procurement of Global Subscription for high frequency data for Maritime Intelligence and Analytics

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October 2026

INDIAN PORTS ASSOCIATION

IPA/global subscription/2026/

28/10/2026

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1. Introduction

Indian Ports Association (IPA) functions as a knowledge centre and supports the 12 Major Ports and the Ministry of Ports Shipping and Waterways in various activities related to the Maritime field. As part of its mandate, it also compiles and undertakes research on various performance related activities concerning port activities and strives to improve the performance standards of ports to compete with global ports in terms of International best practices and benchmarking. To discharge its performance more effectively and in a professional manner, IPA now proposes to procure global subscription for high frequency data for maritime intelligence and analytics covering global vessel intelligence, global trade intelligence, commodity intelligence and freight intelligence.

2. Scope of Work

The Indicative scope of work for subscription provider shall be as follows:

The Subscription Provider shall deliver requisite high frequency data through secured API or any other suitable agreeable transfer mechanism for Global Maritime Intelligence Platform developed by IPA. The data shall cover Global Vessel Intelligence, Global Trade Intelligence, Global Commodity Intelligence and Global Freight Intelligence, along with vessel validation and compliances, ownership and risk intelligence, analytics, dashboards, alerts and reporting.

The subscriptions should combine vessel, voyage, compliance, ownership, trade, commodity and freight information to support operational monitoring, strategic planning and executive decision-making.

The intended user base may include the Ministry of Ports, Shipping and Waterways; IPA; Major Port Authorities; State Maritime Boards; DG Shipping; Customs and other authorised Government agencies. Access shall reflect the user's role and the applicable data licence.

The Indicative list of expected high frequency data is provided below. This list is not exhaustive.

A. Global vessel intelligence and validation:

- Include data for continuous monitoring and analysis of vessel movements worldwide, including global position monitoring, historical voyage tracking, port-call history, ETA, route analysis, fleet monitoring. Ownership, operator and manager information shall be linked to the vessel profile.
- Trusted national and/or international maritime repositories to retrieve, synchronise, validate and periodically refresh vessel master information.
- Identification attributes such as IMO Number, MMSI Number, Call Sign, Vessel Name, Previous Vessel Names and Flag State.
- Attributes such as Vessel Type, Ship Category, Gross Tonnage (GT), Net Tonnage (NT), Deadweight Tonnage (DWT), Segregated Ballast Tanker (SBT), Reduced GRT, Length Overall (LOA), LBP, Beam, Draft, TEU Capacity, Bow Thruster Number, Stern Thruster Number, Engine Information, Year Built and Place Built.
- Attributes such as Owner Details, Operator Details, Owner Email, Registered Manager, Registered Port, Registry Information, Beneficial Ownership Information where available, Classification Society, Classification Status and Class Validity Information. Additional information shall include Vessel Status, Trading Restrictions, Inspection History where available.
- Version-controlled updates when source information changes, prevent duplicate vessel profiles and support search by IMO Number, MMSI Number, Vessel Name or Call Sign.
- P&I Insurance, Hull & Machinery Insurance and Liability Insurance, each with validity information, and additional marine insurance documents. Available metadata, document references and documents shall be linked from trusted maritime repositories and document providers.
- International Tonnage Certificate; Safety Management Certificate; Safety Construction Certificate; Safety Equipment Certificate; Safety Radio Certificate; Load Line Certificate; ISM Certificate; ISPS documentation including International Ship Security Certificate (ISSC); MLC Certificate; MARPOL-related certificates including IAPP; Last Port Clearance; Ship Sanitation Certificate; Ballast Water Management Certificate; and CLC/Bunker Convention Certificate for applicable vessels.

- Class Certificate/Certificate of Class, Survey Records, Inspection Reports, Certificate of Registry, Ownership Documentation, Flag Documentation and Port State Control History. Detention History and Compliance Findings.
- Arrival, departure, anchorage, berthing, loitering, drift and geofence entry/exit, and provide vessel route tracking and vessel idling analysis.
- AIS position attributes: The minimum vessel-position attributes are MMSI, IMO Number, Vessel Name, Call Sign, Vessel Type, Latitude, Longitude, Speed Over Ground (SOG), Course Over Ground (COG), Heading, Navigational Status, Destination, Estimated Time of Arrival (ETA), Draught and Timestamp (IST/UTC). Source time and the applicable time zone shall be available for interpretation of vessel movements.
- Configurable vessel and compliance alerts: The service shall support arrival, departure, geofence, route deviation, speed-threshold, AIS transmission-loss and unauthorised-anchorage alerts, together with certificate-expiry and compliance alerts. Dark vessel alerts remain optional. Optional scope selection and pricing treatment.
- Geographic coverage: Coverage shall be 100% for Major Indian Ports, Non-Major Ports, Coastal Waters and Indian Territorial Waters. Indian EEZ coverage and International Shipping Lanes Serving India are mandatory. Global Ocean Coverage is preferred in the AIS coverage requirement; the global monitoring and intelligence functions remain within scope. The bidder shall disclose actual worldwide coverage and gaps rather than imply 100% reception across all oceans.
- AIS feed coverage: Terrestrial AIS, Satellite AIS, Hybrid AIS Feed, Near Shore Tracking and Deep Sea Tracking are mandatory. The bidder shall describe how the combined feeds meet the specified geographic coverage and tracking requirements, including their source dependencies.
- Tracking performance: Vessel refresh interval shall be ≤ 60 seconds for Terrestrial AIS and ≤ 15 minutes for Satellite AIS. Geofence Event Detection shall be ≤ 60 seconds, and Vessel Status Update shall be ≤ 120 seconds. These refresh and processing requirements are distinct from, and apply together with, the latency and API response requirements under Operations and Maintenance Support.
- Maritime compliance and risk intelligence: The subscription shall support monitoring of applicable sanctions and regulatory watchlists, ownership and operator changes, vessel behavioural analysis, unusual voyage patterns, risk

scoring, compliance indicators, configurable alerts and executive risk dashboards. Applicable lists, risk rules and review workflows.

- Grey trade and ownership intelligence: Using authorised sources, the subscription shall collect, integrate and assess vessel ownership information, beneficial ownership where available, ownership history, operator information, fleet relationships, historical movements and trade patterns. It shall provide configurable risk indicators and analytical reports to support further assessment by authorised stakeholders.

B. Global Trade, Commodity and Freight Intelligence

- Global Trade Intelligence: Subscription shall provide global trade movement analysis, trade corridor analysis, import and export trends, cargo flow analysis, country-wise and port-wise trade analysis, historical trade trends, comparative trade analysis and trade forecasting support.
- International maritime trade and cargo movements to support assessment of changing trade patterns, trade opportunities and supply-chain movements affecting Indian ports and maritime logistics.
- Regional and global maritime trade patterns.
- Global Commodity Intelligence: Commodity markets relevant to maritime transportation, commodity movement analysis, commodity pricing, historical price trends, regional movement patterns, import and export analysis, supply and demand indicators, commodity dashboards, trend analysis and forecasting support.
- Commodity information related to price changes, supply-demand dynamics and impacts on maritime logistics and trade, commodity coverage, price sources, market/geographic granularity, units, currencies and available history.
- Global Freight Intelligence: The subscription shall provide freight trends, historical freight analysis, freight market indices, regional freight comparison, voyage economics, freight forecasting and comparative freight reporting to support operational planning and market analysis.
- Freight cost trends across shipping segments, changes affecting Indian trade and port operations. Covered routes and shipping segments, historical depth, refresh frequency, voyage economics and forecasting.
- Cross-domain analysis: Trade, commodity and freight information shall be accessible through the integrated analytics, GIS, news, alerting and reporting

capabilities specified above. Authorised users shall be able to compare movements and market developments with vessel, voyage and port information to identify trends, exceptions, operational disruptions and emerging risks.

- The Subscription shall also provide sanction, grey trade and shadow vessel fleets, owner and all entity data.
- Overall business outcomes: The subscriptions shall provide an integrated source of maritime intelligence for authorised stakeholders, improve data quality and consistency, reduce manual verification through APIs, strengthen situational awareness and compliance monitoring, integrate vessel movements with trade, commodity and freight information, identify risks for further review and support evidence-based policy, planning and operational decisions.
- Service responsibility and duration: The Subscription provider shall provide or consume necessary API's in order to achieve complete integration with Global Maritime Intelligence Platform (as developed by IPA) and maintain the integration with platform for feeds, databases, analytics, dashboards, alerts and reporting services, including troubleshooting, corrective maintenance, updates, security remediation and performance optimisation.
- Service availability: Overall Subscription Availability and API Availability shall each be $\geq 99.95\%$. Dashboard Availability and Historical Data Availability shall each be $\geq 99.90\%$.
- Subscription Provider shall commit to 99% availability for APIs developed and managed, subject to agreed infrastructure and operating conditions. However, Third-party API availability and performance will depend on the respective providers' SLAs and shall not be independently guaranteed by the provider.
- API response thresholds: Position Lookup API: ≤ 2 seconds. Vessel Search API: ≤ 3 seconds. Historical Track Query: ≤ 10 seconds. Bulk Data Request: ≤ 5 minutes. Webhook Delivery: ≤ 30 seconds.
- Maximum data latency: Terrestrial AIS: ≤ 60 seconds. Satellite AIS: ≤ 15 minutes. Event Notifications: ≤ 60 seconds. Geofence Detection: ≤ 60 seconds. These limits do not replace the separate refresh, status-update or webhook-delivery thresholds.
- Data quality: AIS Message Integrity: $\geq 99.5\%$. Vessel Identifier Accuracy: $\geq 99.5\%$. Duplicate Record Rate: $\leq 0.1\%$. Data Completeness: $\geq 99\%$.
- Service Outage: response within 15 minutes; resolution within 4 hours.

- Major Degradation: response within 30 minutes; resolution within 8 hours.
- Functionality Issue: response within 4 hours; resolution within 2 days.
- Minor Issue: response within 1 day; resolution within 5 days.
- SLA measurement and evidence: The provider shall provide timestamped monitoring, API test results, source-reconciliation evidence, incident logs and service reports demonstrating the above commitments. Measurement period, sampling method, denominators, API/bulk-query workload, permitted exclusions, planned maintenance treatment, response-clock conventions, service credits, penalties and aggregate caps. No numerical service target stated above may be silently substituted by a bidder's proprietary definition.

3. Conditions for selection

- i) The company providing the subscription should be renowned and established for at least 05 years in the relevant field.
- ii) The average annual turnover of the company during the last 3 years (either financial year or calendar year) i.e. 2025-26, 2024-25 and 2023-24 should be at least Rs.10.00 crores.
- iii) It should have a proven track record and engaged in the business of providing global vessel intelligence / global trade intelligence / commodity intelligence / freight intelligence etc. for global clients.
- iv) It should have presence in India, Europe and other major south east Asian countries.
- v) Information to be provided will include AIS spoofing, ship to ship transfers, flag hopping and dark port calls.

4. Deliverables

Global Subscription for data related to global vessel intelligence / global trade intelligence / commodity intelligence / freight intelligence etc as a single or multiple subscriptions. Data shall be provided as API by the subscription provider which shall be used by IPA to develop a reporting tool and platform for our stakeholders and clients.

Global site subscription license with minimum 20 login provisions and locations identified by IPA including system set up cost, if any shall be provided. Data should be uniformly be available at all 20 login sites at all times and information should be able to be accessed simultaneously from all the 20 login sites.

5. Conditions of engagement

- i) In case any meetings are to be arranged at any locations other than Delhi, to and fro air fare will be provided for the resources in economy class.
- ii) In case of deficiency in service of any nature IPA may impose suitable penalties.

6. Selection Process:

- i. The Subscription Provider shall submit a detailed technical presentation on its understanding of the requirements of the engagement
- ii. The presentation should cover the nature of information/services that the company can provide and the frequency of delivery of such information:
- iii. Companies will be evaluated based on the presentation and scores will be assigned, including testing the data through API for final selection round. Data accuracy and availability matrix in all possible scenario.
- iv. Subsequently, the financial proposals will be opened.
- v. Bidders will be evaluated through the QCBS process by assigning 60% weightage to the technical score and 40% weightage to the price score.

It is not mandatory for IPA to select the company with the lowest quote or who has secured the highest combined score. The company will be selected based on nature of the information that a company can provide and its usefulness to IPA. IPA will also invite the companies for negotiations on the subscription fees and terms and conditions. All these inputs will be considered for the final selection of the company.

If any single company or single subscription is not able to provide requisite data, then more than one company or multiple subscriptions may be selected for getting the requisite data sets.

7. Pre bid Queries

Any clarifications or suggestions on the bidding process may be offered by the bidders which should reach IPA before 15.00 hrs. on 04.11.2026. IPA will provide its clarifications and based on the feedback from the bidders amend certain clauses if felt necessary. At the same time IPA will also communicate the last date by which the bids are to be submitted. Pre-bid queries can be mailed to prema.pillai@ipa.org.in and monu.joon@ipa.org.in

8. Bid Submission process

The following will be the bid submission process

- i) Bidders have to submit details establishing the fulfilment of conditions stated conditions of selection. The pre-bid clarifications will form part of the bid and a signed copy of the clarifications has to be submitted by the bidder. These will be enclosed in a closed envelope and marked Cover I.
- ii) The data that can be provided by the agency has to filled in the format provided at Annexure I. Based on the data that each agency is in a position to provide, IPA may decide to engage one or more agencies.
- iii) The annual subscription fee has to be quoted in the format provided at Annexure II and enclosed in a closed envelope and marked Cover II. The items to be indicated in Annexure II should be identical to what is provided by each agency in Annexure I.
- iv) Both Cover I and Cover II is to be enclosed in a third closed envelope.
- v) The subject of the work and name of the company should be written on all envelopes.
- vi) The date of submission of the completed bids will be communicated by IPA to the bidders alongwith the pre bid clarifications. Completed bids should be submitted to;

Head Officer (Projects and Procurement)
Indian Ports Association
NBCC Place
South Tower
Bhisham Pitamah Marg
Lodhi Road
New Delhi – 110003
Mobile – 9822388841
Email – prema.pillai@ipa.org.in

Late proposals are liable to be rejected

Technical Proposal

	Main Data		Data that the agency can provide
1	2	3	4
A	GLOBAL VESSEL INTELLIGENCE		
		a	
		b	
		c	
		d	
		e	
B	GLOBAL TRADE INTELLIGENCE		
		a	
		b	
		c	
		d	
		e	
C	COMMODITY INTELLIGENCE		
		a	
		b	
		c	
		d	
		e	
D	FREIGHT INTELLIGENCE		
		a	
		b	
		c	
		d	
		e	
E	ANY OTHER DATA		
		a	
		b	
		c	
		d	
		e	

Note:

1. Column 2 in the table above indicates the key data that the agency is expected to provide. Agencies who are not in a position to provide all the data as indicated in column 2 can also submit their proposals showing the data they are in a position to furnish.

2. For each field under column 2, the agency has to provide the sub categories of data to be provided by them in column 4. Based on the quantum of data that the agency is in a position to provide, the number of rows can be suitably increased
3. Under the field 'E' – Any other data under column 2, the agency can provide any other information they are in a position to provide with the sub categories to be listed under column 4 against this item.
4. IPA will decide the information that will be useful and the agency will provide such information as requested by IPA.

Place:

Date:

Name and Signature of the Authorized Signatory

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Financial Proposal

	Main Data		Data that the agency can provide	Price Quoted for Annual subscription (in USD / Rupees)	
				Figures	Words
1	2	3	4	5	6
A	GLOBAL VESSEL INTELLIGENCE	a			
		b			
		c			
		d			
		e			
B	GLOBAL TRADE INTELLIGENCE	a			
		b			
		c			
		d			
		e			
C	COMMODITY INTELLIGENCE	a			
		b			
		c			
		d			
		e			
D	FREIGHT INTELLIGENCE	a			
		b			
		c			
		d			
		e			
E	ANY OTHER DATA	a			
		b			
		c			
		d			
		e			

Note:

- i. The items that the agency provides in Annexure I and Annexure II shall be identical and price shall be quoted against each item under column 4.
- ii. Annual Subscription fees will be paid in such instalments as may be mutually agreed by the parties.
- iii. Continuation of the service beyond one year will be purely at the discretion of IPA.
- iv. Only the price bids of the companies who have successfully qualified according to conditions of selection will be opened.
- v. IPA may avail the services of one or more companies based on the requirement of data from the agencies.

Place:

Date:

Name and Signature of the Authorized Signatory