



भारत सरकार/ GOVERNMENT OF INDIA  
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय /  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

## DGS Order No.05 of 2026

**F.No.20-11/1/2026-TRG-DGS (C.No.39578)**

**Date: 21.04.2026**

### **Subject: Revision of Rates for the MTI Exit Examination**

**The Maritime India Vision, 2030 mentions the following four pillars for the Indian maritime training and Skilling**

Chapter 10 of the Maritime India Vision, titled 'Become a Top Seafaring Nation with World-Class Education, Research and Training', under Section 10.3 relating to the strengthening of maritime education and training, emphasizes that enhancement of maritime education and training infrastructure is essential for improving the overall quality and global employability of Indian seafarers.

To further augment India's share in the global maritime workforce, four key pillars have been identified, as outlined in Exhibit 10.5

Exhibit 10.5 -

#### 1. Enhancement of Quality of Maritime Training

- Standardized entrance test to ensure quality candidates
- Redesigned curriculum with new-age courses, e-Learning and digital technologies
- Faculty development programs and leverage visiting faculty
- Dedicated training in hospitality for cruises

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## 2. Improved On-Board training opportunities and Placements

- Increased Indian Tonnage and Mainline calls in India (through Transshipment hub)
- Increase training opportunities (mandate requirement on foreign ships)
- Increasing global awareness & drive Bilateral agreements with major ship owning countries.

## 3. Promotion of Careers at Sea

- Re-invigorate thrust in Seafaring by marketing campaigns: Success stories in career fairs/and digital media
- Training Academic and Centers at key Seafarer producing areas: Valsad, Ratnagiri, Minicoy.
- Scholarships/ benefits to women candidates

## 4. Seafarer welfare and attractive alternative career opportunities

- Professional development courses with flexible learning mechanisms
- Offer seafarer welfare facilities and counselling
- Defined alternative career paths and upskilling options

### **The Maritime Amrit Kal Vision, 2047 mentions the following aspects related to Maritime Training, Skilling and Development**

The Maritime Amrit Kaal Vision 2047, under Theme 7 titled 'Develop World-Class Education, Research and Training Facilities', highlights that the existing maritime education and research ecosystem in the country functions largely in silos. At present, there is no unified platform to integrate the various components of maritime education and research, including training institutions, faculty, and related stakeholders, to effectively foster innovation in the maritime sector. The Vision underscores that the development of a structured innovation ecosystem would significantly enhance national capabilities in the maritime domain.

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In order to promote innovation and strengthen the maritime sector in the country, it is proposed to establish a Maritime Innovation Ecosystem. The pillars of the proposed Maritime Innovation Ecosystem are outlined below:

1. Start-Up

Promotion Start-ups in maritime sector, Policy for promotion start-ups in the maritime sector through a network of Incubators and Accelerators across Maritime Institutes, Universities and Private sector.

2. Faculty

Improving faculty base, Policy framework for enabling maritime professionals as faculties across Maritime Universities and institutes

3. Innovation Lab

Setting Up Innovation Labs, Developing Innovation labs across NICPWC, CICMI and CEMS to provide technology-based solutions to the challenges in the maritime sector and enhancing role of IMU

4. Center of Excellence

Creating Centre of Excellence in the premiere Management Institutes in the country to provide best in training and undertake research in Multi Modal Logistics

5. Research

Promoting research in Maritime Sector, Policy for promoting research through developing an ecosystem of Maritime Knowledge Clusters across IMU, other maritime universities, NICPWC, CICMI, CEMSAND NINI.

6. Training Institute

Training Institutes, Solution for improving training ecosystem through accreditation, collaboration and availability of technology.

**The Assessment and Certification of the Seafarers under the STCW Convention has evolved till date to the following platform.**

## 1. CoC (Written and Oral)

The Certificate of Competency (CoC) examinations in India are conducted by the Directorate General of Shipping (DGS) to certify seafarers for various officer ranks in accordance with the IMO's STCW Convention, which defines global standards for maritime training and watchkeeping. Through this system, candidates are assessed on their theoretical knowledge, practical experience, and operational capability to manage shipboard functions safely. The certifications span major officer grades including Master, Chief Mate, Second Mate, Chief Engineer, Second Engineer, and Marine Engineer Officer levels, ensuring that only competent professionals progress to positions of responsibility aboard merchant vessels.

Each year, the Directorate conducts a substantial number of examinations across both the Engineering and Nautical streams. The Engineering stream covering Marine Engineer Officers includes 63 written examinations and 23 oral examinations, held for levels such as MEO Class IV, Class II, and Class I. Meanwhile, the Nautical stream administers 47 written examinations for officer grades such as Second Mate, First Mate, and Master. In addition to these mainstream assessments, the Directorate periodically conducts examinations for specialized certifications relating to dredging vessels, fishing vessels, and near-coastal operations. These examinations are held at designated centres across India, with foreign-going CoC examinations typically conducted monthly, and certain near-coastal grades conducted quarterly, creating a structured and predictable assessment cycle.

The Directorate General of Shipping's Examination Reform Project is transforming India's maritime certification system through a secure, fully digital examination platform that streamlines registration, eligibility checks, seat booking, exam conduct, evaluation, and certificate issuance while strengthening oversight through secure question-bank management, digital answer sheets, automated evaluation, biometrics, CCTV monitoring, and cybersecurity safeguards. Implemented in phases beginning with a pilot at MMD Noida, the project is jointly supported by C-DAC, which develops and maintains the digital ecosystem, and the National Testing Agency (NTA), which

manages examination-day operations and center logistics. Together with the Directorate's long-established system of written and oral examinations across engineering and nautical streams, this modernized framework enables the issuance of several thousand Certificates of Competency each year, ensuring a steady pipeline of qualified Indian officers for global merchant shipping while reinforcing maritime safety, environmental protection, and operational reliability.

Total number of seafarers appearing in 2025 approximately: 29,611

### **Nautical**

Second Mate F.G.	5498
First Mate F.G.	6183
Master F.G.	2252
Master N.C. V	104
<b>Total</b>	<b>14,037</b>

### **Engineering**

MEO CLASS II	5876
MEO CLASS I	2409
ETO	1290
MEO CLASS IV	5999
<b>Total</b>	<b>15,574</b>

The training, assessment, and examination processes are detailed in STCW 2010 Circular No. 27 of 2018. These provisions have also been published by the Directorate General of Shipping as TEAP Manual Part A and TEAP Manual Part B, covering refresher courses along with their assessment and examination requirements.

### **2. MTI Exit Examination**

Every seafarer seeking STCW certification must periodically complete mandatory courses at DGS-approved Maritime Training Institutes (MTIs), which traditionally conducted their own assessments to verify that trainees met the minimum standards of competence expected under each course. To bring uniformity, the Directorate

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General of Shipping has introduced a centralized online Exit Examination, which every candidate must pass before receiving certification for the respective course. This ensures that seafarers across all MTIs are evaluated against a consistent national benchmark, guaranteeing a minimum level of competence regardless of where the training was undertaken.

The Exit Exam strengthens quality assurance by acting as a tool to assess the effectiveness of training imparted by MTIs, enabling the Directorate to monitor standards and grade institutes accordingly. It also provides international confidence in the competency of Indian seafarers employed on foreign-flag ships. Moreover, since the STCW Convention does not permit certificate extensions beyond six months, the adoption of a standardized digital examination system proved especially valuable during the COVID-19 pandemic, allowing controlled flexibility while maintaining regulatory compliance.

Today, the Directorate conducts online exit exams for 48 modular courses offered by MTIs. These exams consist of 30 MCQs to be completed in 30 minutes through a secure, DGS-managed digital platform audited by STQC to ensure system integrity. The objective of these examinations is to reliably assess the knowledge and skills acquired by candidates during post-sea training, with successful candidates receiving official certification upon meeting the required standards. This unified mechanism enhances transparency, strengthens competency assurance, and supports India's commitment to maintaining high standards of maritime training and certification.

The MTI Exit Examinations are not a statutory requirement and has established as a benchmarked platform standardising the assessment of the candidate/trainees completely basic/modular and advance courses.

Total number of seafarers appearing in 2025 approximately: 4,69,839

<b>Tier</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Basic	18199	326603	471059	499707	458977	416958	76489
Modular	61070	222950	136094	124956	127463	9022	0
Advance	4219	30448	33960	37089	40285	43859	8428

### **3. Ratings exit examination**

The GP Rating examination is the entry-level assessment for candidates aspiring to join the merchant navy, enabling successful candidates to work in either the deck or engine department depending on the requirements of the shipping company. GP Rating personnel handle a range of essential shipboard duties, including seamanship tasks, cargo handling, routine deck maintenance, and the operation and upkeep of machinery. Candidates between 17.5 and 21 years who have passed matriculation, are medically fit as per the Merchant Shipping (Medical Examination) Rules, 2000 (as amended), and have completed 36 months of sea service including 6 months of supervised bridge watchkeeping and 24 months of sea service with an approved SSTP from a DGS-approved DLP (effective 01.10.2008) are eligible to appear for this examination.

After completing the GP Rating course from a DGS-approved maritime training institute or an institute affiliated with the Indian Maritime University, candidates are eligible to take the All-India Exit Examination conducted in their stream. This examination is held twice a year for fresh candidates and twice for repeaters, and it comprises two online sections: General Ship Knowledge (GSK) and Marine Engineering Knowledge (MEK). The exam is conducted across 150 centres in six states, ensuring wide accessibility for candidates nationwide. Each section consists of 45 MCQ-based questions for 75 marks, with a 45-minute time limit. Candidates appearing for both GSK and MEK may proceed directly to the MEK section upon early submission of the GSK test; however, once a question is answered, they cannot return to modify their response.

The GP Rating written examinations are conducted twice a year January and September for freshers, and March and December for repeaters and are held online across 150 centres in six states. The General Ship Knowledge (GSK) paper covers 12 chapters and consists of 45 MCQs: one question from Personal Development and Computers carries 1.52 marks, while the remaining 44 questions from subjects such as seamanship, navigation, mooring, cargo handling, ship operations, safety,

environmental care, and STCW-related knowledge carry 1.67 marks each. The Marine Engineering Knowledge (MEK) paper comprises 17 chapters with 5 questions from fire extinguishing equipment, familiarization with duties, and engine room environment carrying 3 marks each, and the remaining 40 questions carrying 1.5 marks. After the MCQ examinations, candidates undergo oral assessments followed by a physical fitness evaluation.

The Certificate Course in Maritime Catering (CCMC) is a six-month program covering cookery, nutrition, food costing, F&B services, and shipboard catering operations, preparing candidates for roles ranging from trainee cook to chief cook or steward.

Eligibility requires completion of 10+2 with 40% marks (and 40% in English at 10th or 12th level), an age range of 17.5 to 25 years, and medical fitness as per DGS standards. The CCMC examination, conducted twice a year for freshers and repeaters, consists of 60 MCQs for 100 marks over 60 minutes, divided across cookery, housekeeping/F&B service, and GSK. Higher-weightage questions (2.5 marks each) appear in areas such as hygiene, safe working practices, equipment familiarization, and basic ship knowledge, while the remaining questions carry 1.5 marks. Successful candidates proceed to oral assessments and practical evaluations, after which they become eligible for shipboard roles in the catering department.

Approximately number of cadets appeared yearly in examination are tabulated below-

<b>Year</b>	<b>Appeared Cadets (Apr.)</b>
2019	5832
2020	2609
2021	5914
2022	7988
2023	9021
2024	9340
2025	9496