



सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

समुद्रीय प्रशासन महानिदेशालय, मुंबई

DIRECTORATE GENERAL OF MARITIME ADMINISTRATION, MUMBAI



F.No.20-11011/21/2020-TRG-DGS(C.No.6239)

Date: 7th Sept.2026

SHOW CAUSE NOTICE

Subject: Show Cause Notice for prima facie major deficiencies in campus infrastructure safety, maintenance, Quality Management System and emergency response following fatal accident at Tolani Maritime Institute on 05.04.2026.

Whereas, M/s. Tolani Maritime Institute (MTI No. 201005) located at Talegaon Chakan Road, Induri Village, Maval Taluka, Pune, Maharashtra- 410507, has been approved by the Directorate General of Shipping, Mumbai for conduct of the following maritime courses:

Sr.No.	Name of Course	Students Per Batch	Batch Per Year
1	B.Sc Nautical Science	40	2
2	B.Sc Nautical Science	40	1
3	BE / B-Tech Marine Engineering	40	6
4	Basic Safety Training	24	48
5	Basic Training for Ships using Fuels covered within IGF code	24	24
6	Diploma In Nautical Science	40	3
7	Diploma In Nautical Science	40	1
8	Electro Technical Officers	40	3
9	Extra Chief Engineer Part A	24	1
10	Extra Chief Engineer Part B	24	1
11	High Voltage Safety and Switch Gear at Operational level	12	48
12	MEO Class IV	40	12
13	Security Trng. for Seafarer with Designated Security Duties	24	96

2. **Whereas, M/s. Tolani Maritime Institute** (MTI No. 201005), hereinafter referred to as the "MTI", is a Maritime Training Institute approved by the Directorate General of Maritime Administration (DGMA) and is required to comply with the applicable provisions of DGS Order No. 07 of 2016, DGS Circular No. 23 of 2020, the Quality Management System requirements and the conditions governing its approval, as applicable.

...2/-

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैंपस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व), मुंबई - 400042

9th Floor, Beta Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai - 400042.

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-25752029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgma.gov.in

3. **Whereas**, Para 1.5.3.4 of DGS Order No. 07 of 2016 requires a Maritime Training Institute to own or have a valid lease of the land and infrastructure required for conducting the approved courses and to maintain an independent campus with the prescribed infrastructure and facilities, including playground and other recreational facilities.

4. **Whereas**, Para 1.17 of DGS Order No. 07 of 2016 requires every Maritime Training Institute to establish and maintain a quality system applicable to its operations, in accordance with ISO or another approved equivalent standard, for ensuring continued compliance with the applicable requirements.

5. **Whereas**, the Directorate received an email dated 07.04.2026 from the Principal, Tolani Maritime Institute, informing the Directorate about an accident involving Shri Vishal Verma, a cadet of the 2024 batch of B.Tech. (Marine Engineering), which occurred on the MTI campus on 05.04.2026, and stating that the cadet had sustained a severe head injury. The cadet subsequently died as a result of the injuries sustained in the said accident. The MTI further informed that a detailed investigation into the incident was underway and that the outcome would be communicated to the Directorate in due course.

6. **Whereas**, pursuant to the said incident, a preliminary inquiry was conducted by the Mercantile Marine Department (MMD), Mumbai, and the findings recorded therein have been taken into consideration for the purposes of examining the circumstances surrounding the accident and the adequacy of the systems and arrangements maintained by the MTI. The preliminary inquiry report of the Mercantile Marine Department, Mumbai, relied upon for the purposes of this Show Cause Notice, is enclosed herewith.

7. **Whereas**, as recorded in the preliminary inquiry, on 05.04.2026 at approximately 0735 hrs, Cadets Aryan Soni and Gaurav Sharma were proceeding towards Hostel-2, while Cadet Vishal Verma was passing through the basketball court area. A sound was heard and, upon turning around, the cadets observed that a basketball pole had collapsed and fallen on Cadet Vishal Verma, trapping him beneath the structure and causing severe injuries. The Duty Warden was informed and emergency assistance was initiated. The injured cadet

was moved towards the sick bay; however, as the ambulance did not arrive, the injured cadet was thereafter shifted to MIMER Hospital in a private vehicle, where he was provided medical treatment. The cadet subsequently died at approximately 0951 hrs as a result of the injuries sustained in the accident.

8. **Whereas**, the preliminary inquiry further records that during repairs carried out in 2023, the poles of Basketball Court-A were found to have holes/corrosion at the same location where the basketball pole at Court-B (casualty site), involved in the present incident, subsequently fractured. At that time, the affected pole sections of Court-A were replaced. However, in respect of Basketball Court-B (casualty site) and Court-C, only surface treatment/painting was carried out, and no proper structural assessment, integrity check or engineering evaluation was undertaken.

...3/-

9. **Whereas**, the preliminary inquiry records that the approach adopted for Court-B (casualty site) and Court-C appears to have been limited to treatment of visible rust after scraping, without any systematic assessment for thinning of metal, hidden corrosion, loss of structural material due to corrosion, or structural weakness at critical locations. It was also noted that no record of an engineering or structural assessment of these courts after the deterioration identified in 2023 was available. Although a Safety Committee existed at the MTI, no record was found indicating that the basketball structure at Court-B (casualty site) had been specifically reviewed or assessed by the Committee prior to the accident.

10. **Whereas**, the basketball pole at Court-B (casualty site) involved in the present incident was found to have corrosion, thinning and loss of structural material at the location of failure, and the fracture at the weakened section was attributed in the inquiry to corrosion and wastage. The findings accordingly indicate that the structural condition of the failed pole had been compromised prior to the accident.

11. **Whereas**, the preliminary inquiry further observed that, despite the deterioration identified in similar basketball poles in 2023, there was no evidence of a campus-wide structural risk assessment of all basketball poles, including the poles at Court-B (casualty site) and Court-C, or of a comprehensive structural review of comparable sports and recreational infrastructure across the campus.

12. **Whereas**, the aforesaid findings, taken collectively, prima facie disclose deficiencies in the discharge of the MTI's duty of care towards its cadets, who were residing, studying and using the campus facilities under the control, custody and management of the MTI. The MTI, being responsible for the upkeep, maintenance and safe use of its campus infrastructure, was required to exercise reasonable care, due diligence, foresight and careful judgment appropriate to the risks that could reasonably be anticipated from such facilities. In particular, the earlier identification of corrosion and deterioration in similar basketball structures in 2023 required the MTI to undertake appropriate consideration of the structural condition and, where warranted, technical assessment, preventive maintenance and corrective action. The material presently available therefore raises a prima facie question as to whether the MTI discharged its responsibility to identify and address the structural hazard arising from the deteriorated condition of the facility and took reasonable and practicable precautions to safeguard its cadets from harm.

13. **Whereas**, the prior identification of corrosion/deterioration in 2023, coupled with the apparent absence of a documented structural or engineering assessment of Court-B (casualty site) and Court-C thereafter, prima facie raises the question whether the MTI adequately identified and mitigated the structural risk arising from the deteriorated condition of the facilities, and whether the controls adopted for inspection, preventive maintenance and corrective action were adequate and effective. The matter accordingly warrants examination having regard to the MTI's obligations as the entity having control and management of the premises and the standard of care reasonably expected in the circumstances.

14. **Whereas**, DGS Circular No. 23 of 2020 requires Maritime Training Institutes to maintain an effective Quality Standards System for continuous monitoring and compliance with applicable requirements under Regulation I/8 of the STCW Convention, including effective internal audits, identification of deficiencies, corrective action and root-cause analysis. Deficiencies in the Quality Standards System are required to be treated as major non-conformities and may attract further regulatory action where not satisfactorily rectified.

15. **Whereas**, Para 2.19 of DGS Order No. 07 of 2016 requires the MTI to maintain arrangements for medical emergencies, including a first-aid dispensary, daily availability of a doctor and arrangements with a nearby hospital/clinic. The said provision further requires that a vehicle with a driver at the Institute's cost be available round the clock to cater to medical emergencies. The preliminary inquiry records that, following the accident, the MTI ambulance did not arrive and the injured cadet was therefore shifted to MIMER Hospital in a private vehicle.

16. **Whereas**, the preliminary inquiry has recommended, inter alia, comprehensive structural assessment of sports and recreational infrastructure by a competent agency; documented periodic inspection, maintenance and record keeping; effective coverage of infrastructure inspection, maintenance and safety monitoring under the Quality Management System; inclusion of all sports and recreational facilities within internal inspections and safety reviews; adequate first-aid preparedness; availability of an emergency vehicle with driver round the clock; clear emergency communication procedures and drills; and effective hazard reporting and corrective-action mechanisms.

17. **Whereas**, Para 5.3.1.7 of DGS Order No. 07 of 2016 provides that any other significant lapse from the prescribed guidelines may constitute a major deficiency and that significant lapses are required to be reported to the Directorate.

18. **Whereas**, Para 5.5 of DGS Order No. 07 of 2016 provides for regulatory action in cases involving major deficiencies, including temporary or permanent withdrawal of course approval and withdrawal of Institute approval, and further provides for immediate permanent withdrawal/cancellation in cases where the applicable provisions relating to extraordinary serious deficiencies are attracted.

19. **Whereas**, in view of the fatality, the findings recorded during the preliminary inquiry, the prior identification of corrosion in similar basketball structures, the apparent absence of adequate structural assessment and documented preventive controls, and the deficiencies observed in emergency response arrangements, the matter prima facie warrants examination by the Directorate as to whether the MTI has complied with the applicable regulatory requirements and conditions governing its approval, and whether the deficiencies disclosed on record constitute major deficiencies warranting regulatory action in terms of Para 5.3.1.7 read with Paras 5.5 and 5.6 of DGS Order No. 07 of 2016 and other applicable regulatory provisions.

20. **Now, therefore**, the MTI is hereby called upon to **Show Cause, within 15 (Fifteen) days** from the date of receipt of this Notice, as to why appropriate regulatory action should not be taken against it under the applicable provisions of DGS Order No. 07 of 2016, DGS Circular No. 23 of 2020, and other applicable regulatory requirements, including, but not limited to:

- i. restriction or reduction of the approved intake/batch capacity of the MTI;
- ii. temporary withdrawal of approval of one or more approved courses;
- iii. permanent withdrawal of approval of one or more approved courses;
- iv. permanent withdrawal of the approval of the MTI;
- v. immediate permanent withdrawal/cancellation, where the applicable provisions are found to be attracted having regard to the nature and seriousness of the deficiencies; and
- vi. such other consequential or incidental regulatory action, including appropriate restrictions on the functioning of the MTI, as the Directorate may consider necessary in the circumstances.

21. The MTI shall submit a **written explanation**, together with all supporting documents, records and evidence submitted in support of its reply, addressing, inter alia, the circumstances of the accident; the condition, inspection and maintenance history of the subject basketball structure at Court-B (casualty site); the deterioration/corrosion identified in 2023 and the action taken thereafter; the reasons for not undertaking a structural or engineering assessment of Court-B and Court-C, if no such assessment was carried out; the inspection, maintenance and safety monitoring system followed by the MTI; the role and review of the Safety Committee; the relevant Quality Management System, internal audit and risk-assessment records; the emergency response arrangements, including ambulance/vehicle availability; and the corrective and preventive actions taken or proposed following the incident.

22. The MTI shall also furnish, wherever available, the relevant structural inspection reports, engineering/technical assessments, maintenance records, Safety Committee records, internal audit reports, risk assessments, corrective-action and root-cause analysis records, emergency procedures and drills, details regarding the availability of emergency transport, and a time-bound corrective action plan addressing the deficiencies identified.

23. The MTI shall specifically state whether any structural assessment, engineering certification or expert inspection of the basketball structures at Court-B (casualty site) and Court-C was carried out after the deterioration identified in 2023 and, if so, furnish complete records thereof.

24. The MTI may obtain and inspect, in accordance with the applicable procedure, the records and documents relied upon by the Directorate for the purposes of this Show Cause Notice, including the preliminary inquiry report and other material forming the basis of the prima facie observations contained herein.

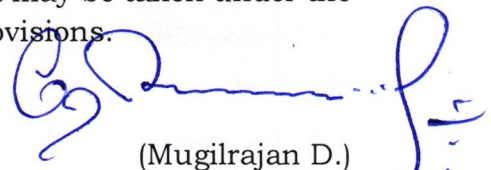
25. The MTI may also request a personal hearing before the Directorate while submitting its reply. Any such request shall be made within the aforesaid period and shall indicate the name and designation of the authorised representative who would attend the hearing.

26. It is hereby made clear that, in the event the MTI fails to submit its reply within the stipulated period, or fails to appear for the personal hearing when duly called upon to do so, the matter shall be considered on the basis of the material available on record, without any further reference to the MTI, and the Directorate General of Maritime Administration shall initiate such action as may be considered appropriate under the applicable rules, orders, circulars and conditions of approval.

27. The **observations contained in this Show Cause Notice** are prima facie in nature and are intended solely for the purpose of calling upon the MTI to explain the deficiencies and circumstances disclosed from the material presently available on record. Nothing contained herein shall be construed as a final determination by the Directorate of any civil or criminal liability arising from the accident or the death of the cadet.

29. The final regulatory decision, if any, shall be taken by the Directorate, independently and upon due consideration of the reply submitted by the MTI, the documents/evidence submitted in support thereof, the records available on file and, where applicable, the submissions made during the personal hearing.

This Notice is issued without prejudice to any other action that may be taken under the applicable laws, rules, orders, circulars or other regulatory provisions.



(Mugilrajan D.)

Deputy Director General (Training & Technical)
Directorate General Marine Administration (DGMA)

07/09/26

To,
M/s. Tolani Maritime Institute (MTI No. 201005)
Talegaon Chakan Road,
Induri Village, Maval Taluka,
Pune, Maharashtra - 410 507.
Email: info@tmi.tolani.edu

Copy to:

1. The Principal Officer, Mercantile Marine Department, Mumbai.
2. E-Governance Branch