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. 13-11028/1/2026-ENGG-DGS **November 16, 2026**

Draft Circular on Advanced (Non-mandatory) Training for seafarers on ships using methanol as fuel

(for stakeholders' comments, suggestions, inputs.)

The EAC Branch draft circular on the guidelines for conduct of Non-mandatory Advanced training for seafarers on ships using methanol as fuel is placed on the DGMA website for the information of all stakeholders. It is requested that inputs/comments, if any, on the draft be directly submitted to the EAC-Engineering Branch, DGMA by the stakeholder concerned.

The inputs or suggestions may be sent by email, addressed to praveen.nair@gov.in latest by November 30, 2026. It is requested that sender may mention the subject on the email, as 'inputs on the draft Circular guidelines for basic/advanced training on alternative fuels for ease of compilation.

Yours sincerely,

Praveen Nair,

Dy.Chief Surveyor, DGMA

Guidelines for Conduct of Non-Mandatory Advanced Training Programme for Seafarers Serving on Ships Using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel – Reg.

1. The standards of competence to be met by seafarers are prescribed under Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code, 1978, as amended.
2. The Directorate General of Shipping (DGS), now DGMA, has issued DGS (NT/ENG) Circular No. 11 of 2025 dated 21.03.2025 on Training and Certification of Seafarers on Ships Subject to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code). The said Circular prescribes the requirements and procedures for obtaining Certificates of Proficiency (CoPs) in Basic and Advanced Training for service on ships subject to the IGF Code.
3. Regulation V/3 of the STCW Convention and Section A-V/3 of the STCW Code prescribe the training and certification requirements for masters, engineer officers and other personnel serving on ships subject to the IGF Code.
4. The International Maritime Organization (IMO), vide STCW.7/Circ.25 dated 08 September 2025, issued the Generic Interim Guidelines on Training for Seafarers on Ships Using Alternative Fuels and New Technologies. Subsequently, IMO, vide STCW.7/Circ.26 dated 06 July 2026, issued the Interim Guidelines on Training for Seafarers on Ships Using Methyl/Ethyl Alcohol as Fuel, prescribing the specific knowledge, understanding and proficiencies (KUPs) required for basic and advanced training of seafarers serving on such ships.
5. Further, IMO, vide MSC.1/Circ.1621, issued the Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel. Paragraph 16.6 of the said Guidelines provides that masters, officers, ratings and other personnel serving on ships using methyl/ethyl alcohol as fuel should be trained and qualified in accordance with the applicable STCW requirements, taking into account the specific hazards associated with these fuels.
6. In this regard, it is observed that certain seafarers already possess:

   (i) a valid Certificate of Proficiency (CoP) in Advanced Training for Ships Subject to the IGF Code; or

   (ii) an approved Advanced IGF Training Course Certificate, together with the requisite seagoing service and other applicable eligibility requirements prescribed under DGS (NT/ENG) Circular No. 11 of 2025.

   Mandating such seafarers to undergo the entire Advanced IGF training programme again, without recognising their previously acquired generic competencies, may result in duplication of training.

7. Accordingly, with a view to recognising previously acquired competencies while ensuring that the additional fuel-specific competencies prescribed under STCW.7/Circ.26 are adequately covered, DGMA has formulated a **Non-Mandatory**

Advanced Training Programme for Seafarers Serving on Ships Using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel.

8. The programme shall be conducted as a fuel-specific bridging programme, primarily focusing on the additional advanced-level competencies prescribed under Table 2 of STCW.7/Circ.26. The existing knowledge, understanding and proficiencies of eligible candidates shall be recognised through a documented competency-mapping and gap-assessment process.

   However, the Maritime Training Institute (MTI) shall ensure that all applicable competencies prescribed under STCW.7/Circ.26 for the advanced level are adequately covered and assessed. Any competency not demonstrated by the candidate during the initial assessment shall be covered through appropriate theoretical, practical or simulator-based training and assessment.

9. The detailed guidelines for obtaining DGMA approval and conducting the programme by DGMA-approved Maritime Training Institutes are enclosed as **Annexure-I** to this Circular.
10. **Eligibility criteria**

Candidates seeking admission to the programme shall satisfy the following requirements:

(i) Hold a valid Advanced Certificate of Proficiency (CoP) issued by the Government of India for service on ships subject to the IGF Code;

OR

Hold an Advanced IGF Training Course Certificate issued by a DGMA-approved MTI

(ii) Hold a valid Certificate of Competency (CoC), as applicable to the candidate's capacity and duties on board, wherever required under the applicable STCW provisions and DGS guidelines.

(iii) Hold the requisite Basic IGF CoP or satisfy the applicable basic training requirements prescribed under Section A-V/3 of the STCW Code.

(iv) Comply with applicable STCW basic safety training and other relevant certification requirements.

(v) Satisfy such additional requirements relating to seagoing service, experience and eligibility as may be prescribed by DGMA from time to time.

11. **Duration and structure of the programme**

The duration of the programme shall be **three days (18 hours)**, excluding any additional time required for supplementary training or assessment arising out of the competency gap analysis.

The MTI shall submit a detailed competency-wise training schedule indicating the allocation of lecture, practical and simulator training hours, wherever applicable, for approval by DGMA.

No candidate shall be exempted from any applicable competency solely on the basis of possession of an existing certificate.

12. **Approval of Maritime Training Institutes**

Only those Maritime Training Institutes (MTIs) already approved by DGMA for conducting Basic and Advanced Training for Ships Subject to the IGF Code shall be eligible to conduct the proposed Non-Mandatory Advanced Training Programme for Seafarers Serving on Ships using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel.

Such MTIs shall obtain specific approval from DGMA for conducting this fuel-specific bridging programme and shall comply with the infrastructure, faculty qualifications, training equipment, simulator facilities, assessment procedures and quality assurance standards prescribed in Annexure-I.

13. **Assessment and issuance of documentary evidence**

Candidates shall successfully complete the prescribed training and competency assessments, including theoretical, practical and simulator-based assessments, as applicable.

Successful candidates shall be issued documentary evidence of completion of the **Non-Mandatory Advanced Training Programme for Ships using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel**, in the format approved by DGMA.

The document shall clearly indicate that the candidate has completed the methanol-specific advanced training programme and shall be read in conjunction with the candidate's existing Advanced IGF CoP.

Such documentary evidence shall not, by itself, constitute a separate STCW Certificate of Proficiency or replace, amend or extend the validity of an existing CoP.

14. **Relationship with existing DGMA/DGS guidelines**

DGS (NT/ENG) Circular No. 11 of 2025, DGS Training Circular No. 14 of 2019 and other applicable DGMA/DGS instructions relating to training and certification under the IGF Code shall continue to apply, except to the extent specifically supplemented by these guidelines.

The present Circular shall be read in conjunction with the above-mentioned instructions. Necessary amendments or supplementary provisions may be issued separately, wherever required, to facilitate recognition of the fuel-specific training undertaken under this programme.

15. All concerned DGMA-approved MTIs, shipping companies, shipowners, ship managers and seafarers are advised to take note of these guidelines. Shipping companies shall ensure that personnel assigned duties involving the immediate responsibility for the care and use of methanol fuel and associated fuel systems possess the appropriate training, qualifications and ship-specific familiarisation before undertaking such duties.
16. The programme introduced through this Circular is intended to facilitate the acquisition of additional methanol-specific competencies and shall not be construed as dispensing with any mandatory training, certification, familiarisation or qualification requirement under the STCW Convention, STCW Code or applicable DGMA/DGS instructions.
17. The DGMA shall undertake periodic review of these guidelines, and requests all stakeholders to share their operational experience gained for further refinement of these guidelines.
18. This Circular is issued with the approval of the Competent Authority.

Directorate General of Maritime Administration
Ministry of Ports, Shipping and Waterways
Government of India

To:

1. All Principal Officers, Mercantile Marine Departments.
2. All DGMA-approved Maritime Training Institutes.
3. All Recognised Organisations.
4. Indian National Shipowners' Association (INSA).
5. Indian Coastal Conference Shipping Association (ICCSA).
6. MASSA / FOSMA
7. All concerned shipping companies.
8. Computer Cell, DGMA – for uploading the Circular on the DGMA website.
9. Guard File

ANNEXURE-I

MANDATORY GUIDELINES FOR MARITIME TRAINING INSTITUTES FOR OBTAINING APPROVAL FROM DGMA TO CONDUCT THE ADVANCED TRAINING/UPGRADATION PROGRAMME FOR SHIPS USING METHYL/ETHYL ALCOHOL (METHANOL) AS MARINE FUEL

Course Title: Non-Mandatory Advanced Training for Ships Using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel.

Course ID: To be allotted by DGMA

1. DETAILS OF THE COURSE

1.1 Aim

The aim of this programme is to provide the additional knowledge, understanding and proficiency required for masters, engineer officers and other personnel having immediate responsibility for the care and use of methanol fuel and associated fuel systems on board ships.

The programme is intended for seafarers who have already completed Advanced IGF Training and Basic Training Course on Methanol, Ammonia and Hydrogen as Marine fuels. It shall provide the additional fuel-specific competencies required under STCW.7/Circ.26 without unnecessary repetition of generic IGF training.

1.2 Objectives

On successful completion of the programme, candidates should be able to:

a. Demonstrate an advanced understanding of the physical and chemical properties and hazards associated with methanol as marine fuel.

b. Operate and monitor methanol fuel systems, associated machinery, instrumentation and safety devices.

c. Safely perform fuel handling, storage, transfer, bunkering and maintenance operations.

d. Plan and monitor safe ship-shore and ship-ship bunkering operations.

e. Identify and control hazards associated with methanol leakage, toxicity, flammability, fire and explosion.

f. Implement emergency shutdown, isolation and emergency response procedures.

g. Demonstrate the correct use of personal protective equipment (PPE), breathing apparatus and emergency rescue arrangements.

h. Apply appropriate occupational health and safety precautions and pollution prevention measures.

i. Demonstrate compliance with applicable IMO instruments, national regulations and relevant industry guidelines.

2. ELIGIBILITY FOR MARITIME TRAINING INSTITUTE

2.1 Only DGMA-approved Maritime Training Institutes (MTIs) authorised to conduct Basic and Advanced IGF Code training courses shall be eligible to apply for approval to conduct this programme.

2.2 The MTI shall submit the proposed syllabus, competency-wise allocation of training hours, faculty details, infrastructure facilities, practical training arrangements, simulator facilities, wherever applicable, and assessment methodology to DGMA for review and approval.

2.3 The MTI shall commence the programme only after obtaining specific prior written approval from DGM

3. INFRASTRUCTURE REQUIREMENTS

3.1 Classroom

The MTI shall provide classrooms complying with the DGMA Training Manual and applicable post-sea course requirements, equipped with:

- Whiteboard/interactive board.
- Computer/laptop and audio-visual facilities.
- Projector/SMART display.
- Internet connectivity.
- Relevant drawings, diagrams and instructional materials relating to methanol fuel systems.

3.2 Practical and simulator facilities

The institute shall have access to suitable facilities for:

- Demonstration of methanol fuel storage and supply arrangements.
- Fuel transfer, piping, pumps, valves and instrumentation.
- Gas detection and monitoring systems.
- Emergency shutdown and isolation systems.
- Methanol bunkering and ship-shore interface.
- Methanol-specific fire fighting and emergency response.
- Simulator-based fuel handling and emergency scenarios.

Where the MTI does not possess the required specialised facilities for methanol-specific fire fighting mock-up training, it may enter into a formal arrangement with another DGMA-approved MTI or facility having the requisite infrastructure, subject to prior approval of DGMA.

4. QUALIFICATION AND ELIGIBILITY OF STUDENTS

4.1 Entry standards

Candidates shall possess:

a. A valid Advanced IGF CoP issued or recognised by the Government of India, or an Advanced IGF Training Course Certificate.

b. A valid Basic training course certificate on Methanol, Ammonia and Hydrogen as Marine Fuels issued by a DGMA approved MTI.

c. A valid CoC, wherever applicable to the candidate's capacity and duties.

d. Applicable STCW basic safety training qualifications.

e. Such additional sea-service requirements, if any, as prescribed by DGMA.

4.2 Recognition of previous training

The MTI shall verify the authenticity and validity of the candidate's existing certificates.

The competencies already acquired through Advanced IGF Training and Basic Methanol Training shall be mapped against the KUPs prescribed in Tables 1 and 2 of STCW.7/Circ.26.

The following approach shall be adopted:

Training/competency	**Proposed treatment**
Generic IGF competencies	Recognition of previously demonstrated competencies
Basic methanol competencies	Recognition subject to verification against Table 1 of STCW.7/Circ.26
Advanced methanol competencies	Mandatory training and assessment against Table 2
Practical and simulator competencies	Mandatory demonstration wherever required by the approved competency matrix
Ship-specific familiarisation	To be undertaken on board in accordance with applicable STCW requirements

The MTI shall maintain a candidate-wise competency-mapping record for verification during DGMA inspections and audits.

4.3 Attendance

100% attendance shall be mandatory for all prescribed training sessions, practical exercises and assessments.

4.4 Course intake

The maximum number of trainees shall depend on the availability of instructors, equipment and practical facilities.

The following trainee-to-instructor ratios may be adopted, subject to DGMA approval:

- Classroom sessions: Maximum 24:1.
- Practical sessions: Maximum 8:1.

5. COURSE DETAILS

5.1 Course duration

The duration of the course shall be three days (18 hours), comprising classroom instruction, practical training and simulator training, as finalised by DGMA after examining the competency-wise allocation of training hours proposed by the MTI.

The proposal submitted by the MTI shall separately indicate the allocation of hours for the following:

- Classroom/lecture training.
- Practical training.
- Simulator training.
- Assessment.

The overall duration and allocation of training hours shall be adequate to ensure that all additional advanced-level competencies are comprehensively covered and appropriately assessed.

5.2 Course outline

The course shall cover the additional advanced-level competencies prescribed in Table 2 of STCW.7/Circ.26, as detailed in Annexure-II.

The course content shall be fuel-specific and shall avoid unnecessary duplication of generic IGF subjects and basic methanol training.

5.3 Course certificate

A separate documentary certificate shall be issued to candidates who successfully complete the approved programme and satisfy the prescribed assessment requirements.

The certificate format shall be approved by DGMA and shall contain:

- Name of the candidate.
- INDOS number.
- Date of birth.
- Certificate number.
- Name and approval number of the MTI.

- Course title and course ID.
- Date of commencement and completion.
- Date of issue.
- Authorised signature and institute seal.

6. HOLIDAYS

Holidays shall be observed in accordance with the applicable DGMA Training Manual and the relevant guidelines for post-sea courses.

7. FACULTY REQUIREMENTS

At least two suitably qualified faculty members shall be available for conducting the programme.

7.1 Course-in-charge

The Course-in-charge & Faculty shall:

a. Hold MEO Class I (FG) CoC or Master (FG) CoC issued or recognised by the Government of India with a minimum of five years of relevant seagoing experience, including at least one year of experience at the management level.

b. Hold a valid Advanced IGF Training CoP or Advanced CoP for Liquefied gas tanker.

c. Possess demonstrable knowledge or experience in methanol fuel systems, alternative fuel operations, safety management or relevant engineering systems.

d. Be conversant with STCW.7/Circ.26 and MSC.1/Circ.1621.

e. Have successfully completed the DGMA-approved Training of Trainers and Assessors (TOTA) Course or Vertical Integration Course for Trainers (VICT), as applicable.

7.2 Visiting faculty

Subject experts from recognised classification societies, equipment manufacturers, shipowners, fuel suppliers and other relevant organisations may be engaged as visiting faculty with prior approval of DGMA, wherever required.

8. ASSESSMENT

Assessment shall be competency-based and shall include:

a. Written and/or oral examination covering the applicable advanced-level knowledge requirements.

b. Practical demonstration of the operation and monitoring of methanol fuel systems.

c. Demonstration of bunkering procedures and ship-shore communication.

d. Demonstration of the use of gas detection instruments and safety equipment.

e. Simulator-based assessment covering fuel transfer, bunkering, emergency shutdown and emergency response.

f. Assessment of the candidate's ability to undertake risk assessment and implement appropriate control measures.

The assessment shall be valid, reliable, documented and traceable to the relevant KUPs in STCW.7/Circ.26.

8.1 Reassessment

Candidates who fail to demonstrate the required competencies may be permitted to undergo reassessment in accordance with the DGMA-approved assessment procedure.

9. QUALITY STANDARDS

The MTI shall comply with the applicable quality standards, internal audits, records management and quality assurance provisions of the DGMA Training Manual.

The institute shall maintain:

- Candidate eligibility and certificate verification records.
- Competency-mapping and gap-assessment records.
- Attendance records.
- Faculty qualification and experience records.
- Practical and simulator training records.
- Assessment and reassessment records.
- Copies of certificates issued.

10. INSPECTIONS

DGMA may conduct initial, periodic and surprise inspections of the institute to verify compliance with the approved course requirements.

11. COST OF INSPECTIONS

As prescribed in the applicable DGMA Training Manual and prevailing instructions.

12. FEES TO GOVERNMENT

The applicable course approval and inspection fees shall be payable as prescribed by DGMA.

13. TEACHING AIDS AND EQUIPMENT

13.1 Equipment

The institute shall have access to appropriate equipment, including:

a. Methanol fuel system drawings, piping diagrams and equipment arrangements.

b. Fuel storage and transfer system models or demonstrations.

c. Methanol-compatible fuel pumps, valves, piping and associated equipment for demonstration.

d. Portable and fixed gas detection and monitoring equipment suitable for methanol vapour detection.

e. Personal protective equipment suitable for methanol exposure.

f. Breathing apparatus and rescue equipment.

g. Emergency showers and eye-wash facilities.

h. Emergency shutdown and isolation system demonstrations.

i. Appropriate firefighting equipment and facilities for methanol fire training.

j. Simulator facilities for bunkering, fuel transfer and emergency response.

13.2 Publications

The following shall be available as mandatory reference documents:

1. STCW Convention, 1978, as amended.
2. STCW Code, Section A-V/3.
3. IMO STCW.7/Circ.25 – Generic Interim Guidelines on Training for Seafarers on Ships Using Alternative Fuels and New Technologies.
4. IMO STCW.7/Circ.26 dated 06 July 2026 – Interim Guidelines on Training for Seafarers on Ships Using Methyl/Ethyl Alcohol as Fuel.
5. IMO MSC.1/Circ.1621 – Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel.
6. SOLAS Convention, 1974, as amended.
7. MARPOL Convention, as amended.
8. International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code).
9. DGS Training Circular No. 14 of 2019.
10. DGS (NT/ENG) Circular No. 11 of 2025.
11. Relevant Safety Data Sheets (SDS), equipment manuals and recognised industry guidelines.

14. APPROVAL

Approval of MTIs to conduct the programme shall be granted by DGMA in accordance with the applicable DGMA Training Manual and prevailing approval procedures.

The approval shall be specific to this course and shall remain subject to periodic inspection and satisfactory compliance with the prescribed standards.

ANNEXURE-II

COURSE OUTLINE AND COMPETENCY REQUIREMENTS

The programme shall be designed to address the additional advanced-level competencies prescribed in **Table 2 of IMO STCW.7/Circ.26**.

The following course modules shall constitute the minimum syllabus.

Module	Subject area	Major topics
1	Physical and chemical properties of methanol	Chemical structure, physical properties, thermodynamics, liquid and vapour densities, flashpoint, flammability limits, auto-ignition, heating values, knocking and pollutant characteristics
2	Marine propulsion and auxiliary machinery	Operating principles of marine power plants, auxiliary machinery and relevant engineering systems
3	Methanol fuel system design and arrangements	Ship design, fuel storage tanks, tank construction, fuel preparation room, piping diagrams, double-walled piping, valves, pumps, expansion devices, flame screens and arrestors
4	Fuel monitoring, control and safety systems	Temperature, level and pressure monitoring, inert gas and nitrogen systems, gas detection, alarms, ESD and safety devices
5	Fuel system operation and maintenance	Planned maintenance, material compatibility, coatings, safe isolation, double-block-and-bleed arrangements, invasive maintenance and reinstatement
6	Fuel tank management	Tank inerting, gas freeing, initial loading, tank atmosphere control, emptying and procedures for taking tanks in and out of service
7	Methanol bunkering operations	Bunkering plans, fuel data, pre-bunkering and post-bunkering procedures, tank conditioning, vapour recovery, ship-shore/ship-ship interface, communications and bunkering checklists
8	Fuel calculations and management	Maximum filling quantity, On Board Quantity (OBQ), Minimum Remain On Board (ROB), fuel consumption calculations and concurrent operations
9	Pollution prevention	Effects of methanol release, gas plume dynamics, pollution control, spill/leakage response and shipboard fuel pollution emergency plans
10	Regulatory compliance	MARPOL, IGF Code, MSC.1/Circ.1621, STCW.7/Circ.25, STCW.7/Circ.26 and relevant national and port requirements
11	Hazard identification and risk assessment	Flammability, explosion, toxicity, reactivity, corrosivity, health hazards, inert gas composition, electrostatic hazards, HAZID, HAZOP and risk analysis

12	Occupational health and safety	Gas detection, instrument calibration, breathing apparatus, protective clothing, rescue equipment, first aid, electrical safety, enclosed-space entry, hot work and maintenance safety
13	Fire prevention and firefighting	Methanol fire characteristics, fire organisation, detection, prevention, control, firefighting and extinguishing systems
14	Emergency response and simulator exercises	Fuel leakage, spillage, bunkering emergencies, ESD, fire/explosion, personnel exposure, emergency isolation, rescue and notification of authorities

1. Mandatory practical training

Practical training shall include, as applicable:

1. Demonstration of methanol fuel storage and transfer arrangements.
2. Operation and monitoring of fuel pumps, valves and associated systems.
3. Safe isolation of fuel systems and application of maintenance procedures.
4. Operation and calibration of suitable gas detection equipment.
5. Use of methanol-compatible PPE, breathing apparatus and rescue equipment.
6. Demonstration of emergency shutdown and fuel isolation.
7. Preparation and verification of methanol bunkering checklists.
8. Practical exercises covering ship-shore and ship-ship communication.
9. Demonstration of methanol leakage and spill response procedures.
10. Methanol-specific firefighting exercises using suitable facilities and approved safety arrangements.

    Important guidance note: All practical exercises involving actual methanol shall be undertaken only at suitably approved facilities with appropriate safety controls. As methanol burns with a weak, pale blue flame that is nearly invisible to the naked eye in daylight, the practical exercise should **mandatorily** include a live demonstration of the methanol fires and the utility of thermal/ infrared cameras to detect them.
    The importance on the need to use alcohol-resistant foam for fighting fire involving methanol must be demonstrated during the practical training.
    Approved training institutes may utilize simulation-based training or Virtual Reality (VR) technologies to demonstrate the operational hazards, emergency response procedures, and physical properties associated with low-flashpoint and toxic fuels, including methanol.

2. Simulator-based training

The following scenarios shall be included in simulator-based training:

a. Pre-bunkering preparation and tank conditioning.

b. Commencement, monitoring and completion of bunkering operations.

c. Abnormal pressure, temperature and fuel-level conditions.

d. Fuel leakage and failure of fuel system components.

e. Activation of emergency shutdown systems.

f. Fire and explosion scenarios involving methanol fuel systems.

g. Emergency isolation, recovery and reinstatement of fuel systems.

h. Concurrent operations during bunkering and emergency response.

3. Assessment methodology

The candidate shall be assessed against the relevant competencies specified in Table 2 of STCW.7/Circ.26 through:

- Written/oral assessment.
- Practical demonstration.
- Simulator-based assessment.
- Continuous assessment, wherever appropriate.

The MTI shall maintain a detailed assessment matrix identifying each competency, the method of assessment and the candidate's performance.

4. Training-hour allocation

Each MTI seeking approval shall submit a detailed timetable indicating the proposed lecture, practical, simulator and assessment hours against each competency.

The proposed allocation shall be examined and standardised by DGMA before granting course approval. The total duration shall be determined based on the actual training gap and the extent of practical and simulator-based competency demonstration required.

ANNEXURE-III

SAMPLE FORMAT OF CERTIFICATE

GOVERNMENT OF INDIA
DIRECTORATE GENERAL OF MARITIME ADMINISTRATION

CERTIFICATE OF COMPLETION

NON- MANDATORY ADVANCED TRAINING PROGRAMME FOR SHIPS USING METHYL/ETHYL ALCOHOL (METHANOL) AS MARINE FUEL

This is to certify that

Mr/Ms. _____

INDOS No.: _____

Date of Birth: _____

has successfully completed the DGMA-approved Non-Mandatory Advanced Training Programme for Ships Using Methyl/Ethyl Alcohol (Methanol) as Marine Fuel, in accordance with the applicable requirements of IMO STCW.7/Circ.26 dated 06 July 2026.

The candidate has successfully demonstrated the additional advanced-level knowledge, understanding and proficiency relating to methanol fuel systems, bunkering operations, fuel management, occupational safety, hazard prevention, emergency response and pollution prevention.

This certificate shall be read in conjunction with the candidate's valid Certificate of Proficiency in Advanced Training for Ships Subject to the IGF Code and Basic Training for Ships Using Methanol as Marine Fuel.

Course ID: _____
MTI Approval No.: _____
Date of commencement: _____
Date of completion: _____
Certificate No.: _____
Authorised Signatory
Name:
Designation:
Seal of the Training Institute

Note: This certificate is documentary evidence of completion of the fuel-specific advanced training/upgradation programme and does not replace the underlying Advanced IGF CoP or any other mandatory STCW certificate.