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 Basic(Non-mandatory)Training for seafarers on ships using Ammonia, Methanol and Hydrogen as fuel**

**(for stakeholders' comments, suggestions, inputs.)**

The EAC Branch draft circular on the guidelines for conduct of Non-mandatory Basic training for seafarers on ships using ammonia, methanol and hydrogen 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 Basic (Non-Mandatory) Training Course on Methanol, Ammonia and Hydrogen as Marine Fuels**

## 1. Background

The maritime sector is progressively exploring and adopting alternative fuels and energy sources to reduce greenhouse gas (GHG) emissions from ships. Methanol, Ammonia and Hydrogen are among the alternative fuels being considered for marine applications. Their use involves specific hazards relating to toxicity, flammability, fire, explosion, cryogenic or low-temperature exposure, pressure, material compatibility, leakage, ventilation and emergency response.

The International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code) and the relevant provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention), prescribe mandatory training and certification requirements for seafarers serving on ships subject to the IGF Code.

DGS (NT/ENG) Circular No. 11 of 2025 dated 21.03.2025, titled "Training and Certification of Seafarers on Ships Subject to IGF Code", prescribes the applicable framework for Basic and Advanced IGF training, eligibility for the corresponding Certificates of Proficiency (CoPs), and the procedures for issuance and renewal of such certificates. The provisions of the said Circular and the applicable requirements of the STCW Convention shall remain unaffected by these guidelines.

With a view to promoting general awareness and familiarisation with the properties, operational characteristics and safety considerations associated with Methanol, Ammonia and Hydrogen as marine fuels, DGMA has decided to introduce a Basic (Non-Mandatory) Training Course covering all three fuels.

The proposed course is intended to supplement existing statutory training requirements and shall not replace mandatory IGF training, ship-specific familiarisation, or the responsibilities of shipping companies under applicable statutory instruments.

## 2. Purpose and Status of the Course

2.1. The course shall be titled **"Basic (Non-Mandatory) Training Course for Seafarers on ships using Methanol, Ammonia and Hydrogen as Marine Fuels".**

2.2. The course shall be voluntary and intended to provide awareness, familiarisation and foundational knowledge regarding the use of Methanol, Ammonia and Hydrogen as marine fuels.

2.3. The course shall not be considered or represented as a statutory Basic IGF Training Course or Advanced IGF Training Course, nor shall its completion be construed as meeting the competence requirements for issuance of a Certificate of Proficiency under STCW Regulation V/3 and Section A-V/3 of the STCW Code.

2.4. Successful completion of this course shall not confer eligibility for assignment to designated duties, immediate responsibility for the care and use of fuel or fuel systems, or emergency-response duties for which statutory certification, ship-specific training or other qualifications are prescribed.

2.5. The course shall not be accepted as a substitute for or equivalent to any Basic or Advanced IGF training, Gas Tanker training, sea-service requirement, bunkering or cargo-operation experience, assessment or certification requirement prescribed under DGS (NT/ENG) Circular No. 11 of 2025 or any subsequent statutory instruction.

2.6. The course shall be conducted as a single combined programme covering Methanol, Ammonia and Hydrogen. Separate fuel-wise certificates shall not be issued under this programme.

**3. Aim of the Course**

The aim of the course is to provide seafarers and other relevant maritime personnel with foundational knowledge and awareness of the properties, hazards, shipboard arrangements, safe handling, storage, transfer, bunkering, operational precautions and emergency-response procedures associated with the use of Methanol, Ammonia and Hydrogen as marine fuels.

**4. Learning Objectives**

On successful completion of the course, participants should be able to:

a. Describe the principal physical and chemical properties of Methanol, Ammonia and Hydrogen and identify relevant safety information from their respective Safety Data Sheets (SDS).

b. Recognise the principal health, fire, explosion, toxicity, asphyxiation, cryogenic and environmental hazards associated with each fuel.

c. Identify the basic safety philosophy and typical protective arrangements adopted for fuel storage, preparation, supply and machinery spaces.

d. Explain the purpose and basic functioning of gas detection, ventilation, inerting and purging, isolation, Emergency Shutdown (ESD), pressure-relief and release-mitigation arrangements, as applicable to the fuel and ship design.

e. Describe the general safety precautions associated with fuel transfer and bunkering, including ship/shore interface, safety zones, communications, monitoring, emergency-release arrangements and spill/leak control.

f. Identify appropriate initial actions, alarms, isolation measures, personal protective equipment and reporting arrangements in the event of fuel leakage, fire, personnel exposure or any other emergency, in accordance with the vessel's approved procedures.

g. Recognise the importance of ship-specific familiarisation, emergency drills, risk assessments, permit-to-work systems, company procedures and applicable statutory requirements.

## 5. Eligibility and Approval of Maritime Training Institutes

5.1. Any DGMA-approved Maritime Training Institute (MTI) approved to conduct Basic and Advanced training for service on ships subject to the IGF Code may apply to DGMA for approval to conduct this combined non-mandatory course.

5.2. Approval shall be subject to verification of the institute's faculty qualifications, classroom facilities, teaching aids, training arrangements, quality-management system and compliance with the requirements prescribed in these guidelines and the applicable DGMA Training Manual.

5.3. The MTI shall not advertise or describe this course in any manner that may suggest that it is a statutory IGF training course or that successful completion leads to the issuance of a statutory Certificate of Proficiency.

5.4. The MTI shall ensure that all publicity material, admission documents, course brochures and certificates clearly indicate the non-mandatory and familiarisation nature of the course.

5.5. DGMA may periodically review the course content and conduct a gap analysis against any future mandatory training requirements adopted under the STCW Convention or relevant IMO guidelines. Based on such review and subject to the applicable statutory framework, DGMA may consider appropriate modifications to the course requirements.

## 6. Entry Requirements for Participants

6.1. The course is primarily intended for seafarers and other maritime personnel who may serve on, operate, manage, inspect or provide technical and operational support to ships using Methanol, Ammonia or Hydrogen as marine fuels.

6.2. Seafarers holding a valid Basic IGF Certificate of Proficiency or a valid Basic and/or Advanced Gas Tanker Certificate of Proficiency are encouraged to attend the course.

## 7. Course Duration and Delivery

The course shall be conducted over **two days, comprising a total of 14 hours of instructional and practical training**, excluding meal breaks and other intervals.

7.2. The training programme shall comprise classroom instruction, case studies, demonstrations, and guided practical exercises or simulation-based familiarisation.

7.3. The course syllabus, allocation of instructional and practical training hours, and indicative timetable shall be as specified in Annexure-I.

7.4. Since the course is intended for awareness and familiarisation, practical activities shall be limited to demonstrations and controlled familiarisation exercises. Such activities shall not be treated as a substitute for mandatory competence-based practical training, assessment or shipboard experience.

## 8. Course Content

The course shall cover, at a minimum, the following subjects:

a. **Common Foundation:** Maritime decarbonisation context, overview of alternative marine fuels, relevant international regulatory framework and distinction between statutory IGF training and the present voluntary course.

b. **Fuel Properties and Hazards:** Physical state, pressure and temperature behaviour, vapour characteristics, flammability, ignition, toxicity, exposure limits, asphyxiation, low-temperature and cryogenic hazards, reactivity, corrosion, material compatibility and environmental consequences.

c. **Shipboard Safety Arrangements:** Fuel containment and storage concepts, fuel preparation and supply systems, piping and valves, hazardous areas, ventilation, gas detection and sampling, inerting and purging, Emergency Shutdown (ESD) systems, pressure-relief arrangements, release mitigation, personal protective equipment (PPE) and rescue arrangements.

d. **Fuel-Specific Familiarisation:** Properties, applications, storage, handling, operational considerations and specific hazards associated with the following fuels:

- Methanol;
- Ammonia; and
- Hydrogen.

The training shall emphasise that actual arrangements and operational procedures depend on the approved ship design and applicable safety requirements.

e. **Emergency Response:** Leak detection and initial response, isolation and shutdown, fire and explosion scenarios, personnel exposure and first aid, muster, evacuation and communication, collision and grounding scenarios, pollution prevention and reporting.

f. **Transfer and Bunkering:** Fuel supply modes, ship/shore interface, pre-transfer checks, communications, safety and exclusion zones, hoses, couplings, emergency-release arrangements, monitoring, leak checks, disconnection and post-transfer precautions.

## 9. Attendance and Assessment

9.1. **100% attendance shall be compulsory** for successful completion of the course. Participants shall attend all classroom, practical, fuel-specific and emergency-response sessions.

9.2. The MTI shall conduct a knowledge assessment at the end of the course. The assessment may comprise a written examination, oral questions, scenario-based discussions or a combination thereof.

9.3. The assessment shall cover all three fuels and the common safety modules. The recommended minimum pass standard shall be **60%**.

9.4. A participant who does not meet the prescribed pass standard may be permitted one re-assessment in a subsequent batch.

9.5. The MTI shall maintain proper records of attendance, assessment results and answer scripts, wherever applicable, for verification and audit by DGMA.

9.6. The assessment shall be intended solely to verify the knowledge acquired during this non-mandatory course and shall not be represented as a statutory assessment of competence under the STCW Convention.

**10. Faculty Requirements**

10.1. Each batch shall be conducted with a minimum of two faculty members.

10.2. The Course in-charge and the faculty shall possess a valid MEO Class I (FG) Certificate of Competency or Master (FG) Certificate of Competency 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.

10.3. The Course in-charge and faculty member should hold an advanced CoP for IGF or Liquefied gas tanker. Also, they should have knowledge and undergone training related to ships using gases or other low-flash point fuels.

10.4. Collectively, the faculty members shall demonstrate adequate subject-matter knowledge and familiarity with Methanol, Ammonia and Hydrogen. Where the MTI does not possess in-house expertise in any particular fuel, it shall engage a suitably qualified visiting subject-matter expert for the relevant sessions.

10.6. The Course in-charge and faculty members shall possess DGMA-approved Training of Trainers and Assessors (TOTA) or Vertical Integration Course for Trainers (VICT) and other training qualifications, as prescribed in the DGMA Training Manual.

10.7. Faculty age limits and other service conditions shall be governed by the applicable provisions of the DGMA Orders/Circulars/Training Manual.

10.8. The MTI shall maintain the curriculum vitae, Certificates of Competency, training certificates, evidence of relevant experience and details of visiting faculty members for verification by DGMA.

**11. Infrastructure, Equipment and Teaching Aids**

11.1. The MTI shall provide a classroom of the minimum area and capacity prescribed in the DGMA Training Manual and DGS Order No. 5 of 2016, as applicable.

11.2. The classroom shall be equipped with suitable audio-visual facilities, whiteboard or interactive board and appropriate teaching materials.

11.3. The following equipment and teaching aids shall be available at the MTI:

a. Sample Safety Data Sheets for Methanol, Ammonia and Hydrogen.

b. Illustrative drawings, photographs, videos or models of fuel storage, fuel preparation, fuel supply and machinery arrangements.

c. Portable multi-gas detectors and, wherever available, fuel-specific detection instruments or demonstration units.

d. Representative personal protective equipment, chemical protective clothing and cryogenic protective equipment for demonstration.

e. Self-Contained Breathing Apparatus (SCBA), oxygen resuscitator, stretcher and rescue equipment for demonstration of emergency arrangements.

f. Examples or training models of ESD systems, isolation valves, pressure-relief devices, ventilation and gas-detection arrangements.

g. Bunkering hose and coupling samples or models, dry-disconnect and emergency-release coupling illustrations, and ship/shore checklist examples.

h. Firefighting equipment and approved training videos or demonstrations relevant to the hazards associated with the three fuels.

11.4. Live-fire demonstrations involving these fuels shall not be undertaken unless the facility, risk assessment, equipment and procedures have been specifically approved by DGMA and all applicable safety requirements are complied with.

11.5. The MTI shall not undertake actual handling, transfer or release of Methanol, Ammonia or Hydrogen merely for the purpose of this awareness course.

11.6. Any practical demonstration involving actual fuel shall require prior approval of DGMA, a documented risk assessment, suitable facilities, appropriate emergency arrangements and compliance with all applicable statutory permissions and safety requirements.

11.7 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 ammonia, methanol and hydrogen.

**12. Course Intake**

The maximum intake shall be limited to 24 participants per batch. The intake shall be further reduced wherever necessary to ensure effective interaction, safe conduct of demonstrations and adequate supervision of participants.

**13. Course Certificate and Records**

13.1. On successful completion of the course, the MTI may issue a course-completion certificate in the format prescribed at Annexure-II.

13.2. The certificate shall bear the title:

**"Basic (Non-Mandatory) Training Course for Seafarers on ships using Methanol, Ammonia and Hydrogen as Marine Fuels".**

13.3. The following statement shall be prominently displayed on the certificate:

**"THIS IS A NON-MANDATORY FAMILIARISATION COURSE CERTIFICATE. IT IS NOT A CERTIFICATE OF PROFICIENCY UNDER STCW REGULATION V/3 OR SECTION A-V/3 OF THE STCW CODE AND DOES NOT REPLACE ANY STATUTORY IGF TRAINING, CERTIFICATION OR SHIP-SPECIFIC FAMILIARISATION REQUIREMENT."**

13.4. The certificate shall not use the title "Certificate of Proficiency", "Basic IGF CoP" or any other wording that may cause confusion with a statutory certificate.

13.5. The certificate shall be issued under the authority and responsibility of the MTI, clearly indicating the DGMA approval reference for conducting the course.

13.6. The certificate shall not be uploaded or represented as a statutory CoP in the seafarer's profile or any statutory certification database.

13.7. The MTI shall maintain records of course schedules, participant details, attendance, assessment results, certificates issued, faculty deployment, teaching materials and any incident or near-miss records for a minimum period of five years or such longer period as may be prescribed by DGMA.

**14. Quality Assurance, Inspection and Approval**

14.1. The MTI shall comply with the applicable provisions of the DGMA Training Manual and the conditions of its existing approval.

14.2. DGMA reserves the right to inspect the MTI, review course delivery and records, witness assessments and require corrective actions wherever necessary.

14.3. Approval granted for conducting the course may be suspended or withdrawn in cases of non-compliance, misrepresentation, inadequate training arrangements or any other reason considered appropriate by DGMA, following the applicable procedure.

14.4. Application procedures, inspection charges, Government fees, renewal requirements and other administrative matters shall be governed by the applicable provisions of the DGMA Training Manual and orders in force.

**15. Holidays**

Sundays, Republic Day (26 January), Independence Day (15 August) and Gandhi Jayanti (2 October) shall be holidays. Other holidays shall be observed in accordance with the applicable State Government/local administration instructions and the DGMA Training Manual.

**16. Interpretation and Clarification**

Any doubt regarding the interpretation or implementation of these guidelines shall be referred to DGMA for clarification. DGMA reserves the right to review, modify or amend these guidelines, as considered necessary, from time to time.

This issues with the approval of the competent authority.

Directorate General of Maritime Administration,

Ministry of Ports, Shipping and Waterways,
Government of India

**To:**

1. Principal Officers, Mercantile Marine Departments.
2. All DGMA-approved Maritime Training Institutes.
3. Indian National Shipowners' Association (INSA).
4. Foreign Shipowners and Ship Managers Association (FOSMA).
5. Maritime Association of Shipowners, Ship Managers and Agents (MASSA).
6. Indian Coastal Conference Shipping Association (ICCSA).
7. Institute of Marine Engineers (India).
8. All concerned Branches/Wings of DGMA.
9. Computer Cell/E-Governance Cell for uploading on the DGMA website.

**ANNEXURE I**

## COURSE OUTLINE AND INDICATIVE TIMETABLE

Total duration: 14 instructional hours over two days (excluding breaks). The following allocation is indicative. The MTI shall ensure that all learning areas are covered.

| Sl. No. | Subject Area | Hours | Coverage |
|---|---|---|---|
| 1 | Introduction and regulatory framework | 1.0 | Common |
| 2 | Properties and hazards of alternative fuels | 2.0 | Common, with fuel-specific comparison |
| 3 | Shipboard safety arrangements and safe working practices | 2.0 | Common |
| 4 | Fuel-specific systems and equipment | 2.0 | Methanol, Ammonia and Hydrogen |
| 5 | Emergency response and first aid | 3.0 | Fuel-specific scenarios |
| 6 | Fuel transfer and bunkering safety | 2.0 | Common, with fuel-specific considerations |
| 7 | Demonstrations / guided practical familiarisation / case studies | 1.0 | All three fuels |
| 8 | Knowledge assessment and course discussion | 1.0 | All three fuels |
| | **TOTAL** | **14.0** | |

### Detailed learning areas

#### 1. Introduction and regulatory framework

- Purpose and scope of the combined non-mandatory course; overview of alternative marine fuels and the decarbonisation context.
- Overview of the IGF Code, STCW Regulation V/3 and Section A-V/3, and the distinction between mandatory Basic/Advanced IGF training and this familiarisation course.
- Reference to DGS (NT/ENG) Circular No. 11 of 2025 and explanation that statutory eligibility, CoP issuance, renewal, sea service and bunkering/cargo-operation requirements remain governed by that Circular and applicable STCW provisions.
- Role of the Company, Master, shipboard personnel, MTI and Administration; importance of the Safety Management System and ship-specific familiarisation.

#### 2. Properties and hazards of alternative fuels

- Physical state and principal properties of Methanol, Ammonia and Hydrogen; relevant SDS information.
- Vapour pressure, temperature, boiling point, flashpoint where applicable, density, dispersion and ventilation considerations.
- Flammability limits, ignition sources, auto-ignition, explosion hazards and differences in fire behaviour.

- Health hazards: toxicity and exposure routes for Methanol and Ammonia; oxygen displacement/asphyxiation hazards; Hydrogen leakage and ignition hazards.
- Low-temperature and cryogenic hazards, cold burns, material embrittlement and brittle fracture where relevant to the fuel and system.
- Reactivity, corrosion, material compatibility, static electricity and environmental effects of accidental release.
- Workplace exposure limits and the meaning of TWA, STEL and ceiling limits, with reference to applicable SDS and occupational requirements.

**3. Shipboard safety arrangements and safe working practices**

- General arrangement of fuel storage, fuel preparation rooms, fuel supply systems and machinery spaces; approved ship design and operating manuals.
- Fuel containment and tank concepts; pressure, temperature and level monitoring; tank emptying, purging, inerting, gas freeing, aeration and reinstatement concepts.
- Fuel piping, double-walled arrangements where fitted, isolation valves, double block and bleed, pressure relief and vent arrangements.
- Fixed and portable gas detection, sampling, alarms, bump testing, calibration and limitations of detection equipment.
- Ventilation, hazardous area classification, electrical equipment selection, airlocks, safe havens and access control.
- Emergency shutdown systems, release mitigation arrangements, drip trays and spill containment, as applicable.
- Risk assessment, toolbox talks, permit to work, enclosed-space entry, hot/cold work, maintenance isolation, decontamination and dropped-object precautions.
- Selection and limitations of PPE, SCBA, chemical protective clothing and cryogenic protection; rescue equipment and safe approach to casualties.

**4. Fuel-specific systems and equipment**

- Methanol: principal properties and hazards; typical storage and transfer arrangements; fuel preparation and supply; leak detection, ventilation, fire protection and exposure precautions.
- Ammonia: toxicity and corrosive/exposure hazards; storage and transfer arrangements; detection, ventilation, release mitigation, protective equipment and emergency considerations.
- Hydrogen: gaseous/liquid forms; high-pressure and cryogenic storage considerations; leakage, dispersion, ignition and material compatibility; ventilation, detection and pressure management.
- Comparison of fuel-specific hazards and the importance of following the approved design, manufacturer's instructions, SDS and vessel procedures.

**5. Emergency response and first aid**

- Initial response to alarm, suspected leak or release: raise alarm, inform bridge/control station, restrict access, muster, assess from a safe location and follow shipboard procedures.
- Fuel isolation, ESD activation, ventilation control, boundary cooling or other actions only as specified in the vessel's approved procedures and training.
- Methanol: vapour/liquid release, fire, exposure, spill containment and initial medical response.

- Ammonia: vapour/liquid release, toxic cloud, exposure, evacuation, decontamination and initial medical response.
- Hydrogen: gaseous/liquid release, jet fire, unignited leak, cryogenic exposure and initial medical response.
- Fire and explosion scenarios; selection of firefighting response and extinguishing media in accordance with approved shipboard procedures and competent advice.
- Collision/grounding, loss of containment, escalation prevention, communication with shore/port emergency services, pollution reporting and post-incident actions.
- Use of SDS and relevant medical guidance, including the IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods, as applicable.

**6. Fuel transfer and bunkering safety**

- Meaning of bunkering under the IGF Code; distinction between external bunkering and internal transfer from cargo tanks to designated fuel tanks, where applicable.
- Supply arrangements: shore facility, bunker vessel/barge, road tanker and portable/ISO tank arrangements, as applicable to the fuel and ship.
- Pre-transfer planning, ship/shore checklist, compatibility, risk assessment, communications, watchkeeping and emergency stop arrangements.
- Safety/exclusion zones, access control, ignition control, weather/environmental conditions and simultaneous operations.
- Hoses, couplings, dry-disconnect and emergency-release couplings, bonding/earthing where applicable, drip trays and leak testing.
- Connection/disconnection, monitoring, sampling where appropriate, emergency shutdown, post-transfer checks and documentation.

**7. Demonstrations / guided practical familiarisation / case studies**

- Demonstration of portable gas detector use, bump test and calibration principles using suitable training equipment.
- Identification of PPE and breathing apparatus; donning/doffing demonstration and limitations.
- Walk-through or model-based identification of ESD, isolation, ventilation, gas detection, pressure relief and fuel supply arrangements.
- Table-top emergency scenarios for Methanol, Ammonia and Hydrogen leaks and fires; discussion of immediate actions and communications.
- Review of a sample ship/shore bunkering checklist and a fuel-specific SDS.

**8. Knowledge assessment and course discussion**

- Assessment covering common and fuel-specific modules; feedback and clarification of key safety messages.
- Reinforcement that course completion does not replace statutory training, certification, ship-specific familiarisation or company procedures.

**Indicative two-day timetable**

| Day | Session | Hours | Subject |
|---|---|---|---|
| Day 1 | Session 1 | 1.0 | Introduction and regulatory framework |
| Day 1 | Session 2 | 2.0 | Properties and hazards of alternative fuels |
| Day 1 | Session 3 | 2.0 | Shipboard safety arrangements and safe working practices |
| Day 1 | Session 4 | 2.0 | Fuel-specific systems and equipment |
| **Day 1** | **Subtotal** | **7.0** | |
| Day 2 | Session 5 | 3.0 | Emergency response and first aid |
| Day 2 | Session 6 | 2.0 | Fuel transfer and bunkering safety |
| Day 2 | Session 7 | 1.0 | Demonstrations / guided practical familiarisation / case studies |
| Day 2 | Session 8 | 1.0 | Knowledge assessment and course discussion |
| **Day 2** | **Subtotal** | **7.0** | |
| | **TOTAL** | **14.0** | |

## ANNEXURE II

**SPECIMEN CERTIFICATE OF COMPLETION**

**[Name and address of DGMA-approved Maritime Training Institute]**
**[MTI Approval No. / Course Approval Reference]**

Certificate No.: _____

This is to certify that

**[FULL NAME OF PARTICIPANT]**

INDoS No. (if applicable): _____

Date of Birth: _____

CDC / Passport No.: _____

Rank / Capacity: _____

has attended and successfully completed the

**BASIC (NON-MANDATORY) TRAINING COURSE FOR SEAFARERS ON SHIPS USING METHANOL, AMMONIA AND HYDROGEN AS MARINE FUELS**

conducted from _____ to _____ at _____, comprising 14 instructional hours.

Date of issue: _____ Place: _____

_____ _____

Course In-charge Principal / Dean

Institute Seal

### IMPORTANT NOTE

**THIS IS A NON-MANDATORY FAMILIARISATION COURSE CERTIFICATE. IT IS NOT A CERTIFICATE OF PROFICIENCY UNDER STCW REGULATION V/3 OR SECTION A-V/3 OF THE STCW CODE AND DOES NOT REPLACE ANY STATUTORY IGF TRAINING, CERTIFICATION OR SHIP-SPECIFIC FAMILIARISATION REQUIREMENT.**