



**DIRECTORATE GENERAL OF SHIPPING, GOI**

Dated: 05.10.15

F. No. TR/CIR/6(6)/2012-II

**Sub: Review of the Comprehensive Inspection Program Checklist for Pre-Sea training institutes by constituting a Study Group :**

The Comprehensive Inspection Program was introduced through DGS Order No. 25 of 2013, dated 31.12.14, making it mandatory for all approved MTI (Maritime Training Institutes) to undergo the annual inspections using the approved Checklist, and be graded on the basis of parameters , by any of the 7 approved Recognised Organisations (ROs). The referred Guidelines and Checklist, and the DGS Order for the same is available in the DGS website.

2. The Training Branch of the Directorate has obtained and updated information that out of 77 MTIs presently conducting Pre-Sea Courses, as on date, 66 MTIs have undergone the CIP Inspection, of which data of 65 MTIs are immediately available. One report is yet to be received. The Grading of institutes are available on DGS website, and are as under:

Grade A1 : 20 MTIs.

Grade A2 : 24 MTIs.

Grade B1 : 14 MTIs.

Grade B2 : 07 MTIs.

Grade C1/ C2 : NIL.

3. While the Grading received by various MTIs are largely in the range of Very Good and Outstanding, and it should not be surprising since the DGS has continuously monitored the conduct of the approved programs through MMD Inspections in the past, however, there is a need to closely examine whether the 5 Parameters set by DGS in the present CIP Checklist are correctly or adequately given weightages, and whether there is a need for reconsideration of the weightages prescribed to meet the

Quality and performance expectations of the DGS, and the industry, including the prospective seafarers.

4. The present checklist has the following weightage prescribed to Five Key Parameters as under :

Sr No.	Category	Max Credit Points	Percentage Credit	GRADE
I	Infrastructure facility maintenance & ambience	1000 (25%)		
II	Faculty & Quality of Training imparted	800 (20%)		
III	Student Development Programmes (Personality & Academics)	600 (15%)		
IV	On- board Training Records	800 (20%)		
V	Overall Performance & Management	800 (20%)		
6	<b>Total</b>	<b>4000</b>		

5. The often raised issues related to Maritime Training in India, and which have been widely discussed and criticized are those related to quality of training in the campuses, and the inability of the trainees to secure training berths after completion of the approved courses. Since the on-board training is a necessary and crucial component of a seafarer's maritime education without which he is unable to obtain his Certificate of Competency and thus rendered unemployable as a seafarer, it is of utmost importance that this crucial element of his training is tied up by the MTIs, either at the time of admission through sponsorship of Ship-owners/ Managers/or RPS, or, after completion of the said course with the help of MTI outreach to such entities. Maritime education being an exclusive and specialised education, this tie-up is essential so that the students are not left in the lurch without the on-board training. Of course, the on-board training slots (berths) are not automatically filled up. The shipping companies further conduct screening tests, interviews, psychometric and medical tests before accepting such candidates. Therefore, it is also important that the quality of training at these campuses should be good enough- and also that the standard of admissions should be superior- for the candidates to be able to excel and secure these positions. Accordingly, the quality of education imparted will depend on the quality of faculty and the Students development programmes which benefits such candidates' grooming.

6. Whether the present weightages prescribed to the Five Key Parameters are adequate or in need of corrections- is now required to be examined. It is also necessary that this exercise be carried out by a group of experienced professionals from the Shipping industry who have knowledge and insight of the shipping practices and international best practices, to ensure that necessary course corrections are made at this stage before the system of Grading and Inspection through CIP stabilizes.

7. It has been observed that the MTIs which have not updated the batch details online, or submitted their placement details online have been graded high, with no co-relation to the requirements of DGS Guidelines, or their compliance. Therefore, there is a need to rationalize the grading weightages, and consider adding any new components to the Key parameters as considered necessary.

8. The Director General of Shipping, Govt. of India has therefore formed a Study Group (in form of a Committee) for this purpose. This Group will be headed by PO MMD, Mumbai. The composition of this Study Group for the CIP- PS (Pre-Sea) is as follows :

1. Capt. J.S. Uppal, Principal Officer, MMD, Mumbai- Head of Study Group
2. Capt. K.N. Deboo, MASSA
3. Capt. Mahesh Yadav, FOSMA
4. Shri. A. B. Dutta, E&SS .
5. Shri Rajeev Nayyar, INSA.

9. The terms of reference (TOR) for the Committee for Review of CIP-PS are as follows:

- 1. To review the CIP- Pre-Sea Guidelines and Checklist weightage prescribed to various Key Parameters.**
- 2. To review the CIP Grading of the MTIs, Grade –wise, on the basis of feedback from DGS/MMD on the compliance of various Guidelines.**
- 3. To review the CIP Grading, RO wise, and ascertain whether there is parity in the process of grading.**
- 4. To give recommendations to DGS on the basis of such findings, whether any corrections or rationalization of the Checklist is required to be carried out.**
- 5. To suggest such changes as necessary, to ensure that the CIP Document becomes an effective tool for monitoring and supervision for the maritime administrator.**

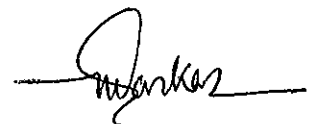
**6. To suggest necessary electronic method of data collection and sharing with ROs for an effective Grading mechanism.**

10. Given the assigned role of the Recognized Organizations (ROs) in the conduct of inspection of MTIs for their compliance assessment vis-à-vis the CIP parameters, it is decided to take onboard one senior functionary of the IRS [Indian RO], dealing with Training matters. For this purpose, Shri U. Sudhakara, Principal Consultant for Maritime Education and Training, IRS is nominated as member of the Study Group.

11. The Study Group may also [in addition to the TOR] examine the issue highlighted at para 5 above, and recommend ways and means to enable the pre-sea trainees to seamlessly proceed for on-board training.

12. The Study Group will be provided with all available materials and data as required, and may obtain feedback from the approved Maritime Training Institutes, the officers of Mercantile Marine Departments of DGS, the approved ROs, prospective employers of the shipping industry, and any others groups, or experts as considered necessary. The objectives of this study is to ascertain the best measures by which the quality and performance of a maritime training institution can be effectively captured through a grading system, for the information of prospective seafarers and employers, while also providing the maritime administration with a tool for monitoring and supervision of these institutions.

13. The Study Group shall present their report to the D. G. Shipping by 15.11.15, so that the suggested modifications may be deliberated upon and put in place by 1.1.16, i.e., for calendar year 2016.



(Mahua Sarkar)

Deputy Director General of Shipping

To: All MMDs, Training Institutes, ROs, for information.