



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

F.No.:20-11011/48/2021-TRG-DGS(C.No.10493)

Date: 28.07.2025

ORDER

Whereas, the M/s. Trident Institute of Maritime Studies (MTI No.204066) located at Showroom No.02, Ground Floor, Casablanca, Plot No-45, Sec-11, CBD Belapur, Navi Mumbai- 400614 was approved by the Directorate General of Shipping to Conduct following courses as mentioned below;

Sr.No.	Name of Course	Students batch	per	Batches per year
1	Basic Safety Training	20		48
2	Basic Training for Oil and Chemical Tanker Cargo Operations	20		48
3	Refresher Training for Proficiency in FPFF	20		72
4	Refresher Training for Proficiency in PST	20		72
5	Revalidation Training Course for Master and Deck Officers	20		18
6	Security Training for Seafarer with Designated Security Duties	20		96

2. Whereas, Trident Institute of Maritime Studies was inspected by the inspecting team nominated by the Principal Officer, Mercantile Marine Department (MMD), Mumbai on August 30, 2023 for approval of the 3-day 'Revalidation' Training Course for Masters and Deck Officers' and enhancement of the number of batches of 'Basic Safety Training' course from the existing 48 batches per year to 72 batches per year.

3. Whereas, the last inspection of the institute was carried out in 17-18 May, 2018 and therefore the scope of the inspection was enhanced to a more detailed one covering the existing course being conducted by the MTI. Further, there was a complaint regarding the conduct of non-DGS approved courses such as 'Basic Offshore Safety Induction and Emergency Training' etc. which was also investigated during the inspection.

4. Whereas, further to the inspection dated August 30, 2023 the MTI was asked to submit a compliance report with detailed explanation and corrective actions on the indentified deficiencies. The gist of the report is as under:

...2/-

(a) Whereas, the MTI which is in operation since 2018, had not initiated the Centralized Attendance System (CAS) as required by the DGS circulars in the last two years or more. The CAS attendance system was fitted on August 26, 2023 and operationalized only after being called to submit the report of the same, prior the inspection. The MTI claims ignorance of the mandatory requirement (major Deficiency). The CAS was fitted on 26th August 2023 just 4 days before the inspection. Whereas, this Directorate has developed CAS vide Training Circular No.14 of 2020 dated 13.04.2020 and all MTIs were required to make arrangements to install the CAS to record attendance of Principal, Faculty, Instructors and candidates latest by 15th May 2020.

(b) Whereas, the MTI has conducted the courses such as 'Basic Training for Oil and Chemical Tanker Cargo Operations and Basic Training for Liquefied Gas Tanker Cargo Operations without providing the practical training exercises. As per the Training Circular 05 of 2015 dated 10.07.2015 regarding revised guidelines for basic and advance training for Oil/Chemical/Liquefied Gas Tanker Cargo Operations in accordance with Section A V/1 of the Standards of Training, Certification and Watchkeeping (STCW) Code as amended in 2010 in Annexure 2 practical fire-fighting topics (6.4, 6.5 & 6.6) covering 5 hours, to be conducted separately in any facility which can conduct practical exercise and instruction under approved and truly realistic training conditions (e.g. Fire-fighting mock up). The MTI undertakes to provide training in the future batches and is silent on the existing students who were deprived of the training. [a major deficiency]

(c) Whereas, the MTI which does not have its own fire mock-up for the FPFF Course has been undertaking the practical training at a facility owned by "Karnala Sports Academy" near Panvel. The facility is built on a land that is leased to the MTI. The lease agreement was found to have expired on September 30, 2020. Now the MTI has produced as notarized agreement and claims that the authorized signatory for the lessor is behind bars. (a major deficiency.) As per the provisions contained in para 2.1 of DGS Order No. 05 of 2016 dated 01.11.2016, in case the institute does not have its own premises, registered lease deed/ leave and license agreement or minimum 3 years period with enabling provisions for renewal of lease for further period of 3 years must be produced.

(d) Whereas, not following training guidelines for student instructor ratio and content: The video recordings for the practical training revealed that only on instructor was conducting the entire practical training for the batch of 20 students. The ratio of 1:8 for instructor to students was not been followed. In the TEAP Manual Part B Course outlined for Fire Prevention and Fire Fighting (FPFF) students/trainer Ratio for Practicals/Drills prescribed as 1:8.

(e) Whereas, MTI has not been uploading the time-table for each month for the courses being conducted. However, they could provide no explanation for why it was not undertaken, but claims to have corrected now. Whereas this Directorate vide Training Circular No.6 of 2019 dated 19.03.2019 issued online procedure for planning monthly timetable for MTIs. The MTIs vide above referred circular were directed to submit monthly Timetable latest by last Friday on the month for the next month Timetable. Further, it was stipulated that the Directorate may initiate disciplinary action like denying access to e-governance portal for uploading batch details for maritime course for the month for which Timetable is not submitted.

(f) Whereas, conduct of Non-DGS approved courses: MTI was found to have issued over 100 certificates in the year 2023 for value added courses without approval of the DGS & has been issuing advertisements in the magazines for 42 such courses. The certificates and the advertisement indicate and highlight the name of the MTI as "Approved by the Directorate General of Shipping", Government of India. As per procedure laid in para 4.15.3 of the training manual the MTIs intending to conduct any non DGS approved course in the DGS approved shall seek permission of the Directorate with the details (infrastructure, facilities and approving authority, if any) prior commencement of the course. MTIs conducting non-DGS approved courses shall notify the DGS giving the list of such courses being conducted by 15th January every year.

5. Whereas, on examination of the inspection report and the reply given by the institute, inspection team has noted several major deficiencies during the inspection and recommended for suspension of approval of existing courses as per Section 1.7, 5.3 of the DGS Order No.5 of 2016 dated 01.11.2016 and Training Circular No.33 of 2018 dated 16.11.2018. The inspecting team recommended that the approval granted for conduct of revalidation course should be withdrawn immediately since the institute is not eligible for conduct of the course. In view of serious deficiencies in conduct of existing courses the inspection team has not recommended for grant of any further approvals and the application for enhancement of capacity of Basic Safety Training also rejected.

6. In view of the above, the institute is called upon to show cause vide letter dated 15.12.2023, as to why disciplinary action shall not be initiated against the institute as per para 5.5 of DGS Order 5 of 2016 dated 01.11.2016 for non-conformity to the said order and why the courses in your institution should not be suspended forthwith.

7. Whereas, the MTI replied to the issued Show Cause Notice vide email dated 10.01.2024 and 24.01.2024. The same was examined by the Principal Officer, MMD Mumbai and the matter was taken in 17th STCW Compliance Board Meeting held on 21.02.2024 for discussion and decision. STCW Compliance Board has recommended for surprise inspection of the institute. Accordingly, the surprise inspection of the MTI Trident was carried out by MMD Mumbai on 08.03.2024 to verify the compliance of the said SCN.

8. Whereas, MMD Mumbai informed that the surprise inspection of the MTI has resulted in several major deficiencies and recommended to seek an explanation for violation of guidelines and submission of falsified statement of the SCN dated 15.12.2023 to the Directorate General of Shipping.

9. Whereas, the matter was taken in 25th STCW Compliance Board Meeting held on 28.03.2024 and as per decision, MTI was issued **Order dated 02.04.2024** to comply with the deficiencies as below:

(i). The QMS needs to address the DGS order 23 of 2020, additionally, several questions of the DGS Order 23 of 2020 are not fulfilled with regard to points **4,5,7,9,10,11,20,24,26,27,28.**

(ii) The CAS is operational however; the attendance all the faculty and students could not be verified.

(iii) The MTI has approval for the conduct of the Basic Training for Oil and Chemical Tanker Cargo Operations (OCTCO) course at the frequency of twelve batches every year and has conducted one batch this year and two batches in 2022. However, there were no practical exercise conducted for the course that were undertaken. The MTI has written to DGS that all six candidates have been called by the MTI and conducted practical training. However, based on the documentary evidence, MTI has not yet completed the pending OCTCO practical's for any of the past batches of the OCTCO.

(iv) The MTI has a fire mock-up for the FPFF course practical training located at "Karnala Sports Academy near Panvel. The facility is built on land which is leased to the MTI and the lease agreement was found to have expired on September 30, 2020. The status still remains the same. Further, MTI has produced a new tie-up for the FPFF practical with Yak management on 9th October, 2023. However, so far, all practical training is being conducted at the previous location at Karnala Sports Academy for which the lease has already expired on Sept.30, 2020.

(v) The verification of video recordings for the practical training for FPFF and PST Courses revealed that only one instructor was conducting the entire practical training for the batch of 20 students. The ratio of 8:1 for the students to the instructor was not being followed in any of the practical trainings being undertaken for any of the courses. The video recordings of some batches for PST and FPFF were reviewed (BST batch 5, 6 and 7) and it was found that one instructor is demonstrating practical for the entire classes of BST and FPFF.

(vi) The Firefighting practical's conducted during the BST Course were found to have been undertaken without the students being trained in the following elements of firefighting as required by the DGS guidelines and the IMO Model courses for e.g. simulated shipboard conditions with regard to the ability to:

- a. extinguish extensive fire with water using jet and spray nozzles.
- b. enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected.
- c. fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus.
- d. Extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine room with fire and heavy smoke.
- e. effect a rescue in a smoke-filled space wearing a breathing apparatus.

The video recording of batch 7 was reviewed and found that all major competencies as required above are not being undertaken.

(vii) The Video recording of the PST Course could not confirm that the students were provided training that included the following mandatory elements.

- a. Donning and using of immersion suit in the swimming pool for all students.
- b. The refresher PST course training was also found not to meet the above requirements.
- c. There is no records of davit launched a life raft.

The MTI has not been conducting the PST training in accordance with IMO model course 1.19 and DGS guidelines and all the above mentioned shortcomings have

been observed. Additionally, there is no practical training for immersion suits by everyone and also there is no training related to davit launched life rafts.

(viii) The MTI is supposed to upload the timetable month wise each month for each course. The MTI during the inspection had two batches [batch 44 & batch 45] running concurrently for the BST course. However, the MTI has not uploaded any time-table after commencement of batch 38. In the preceding months as well, the MTI was found to be uploading the timetable intermittently and not regularly as required by the DGS guidelines. Even after issuance of SCN. MTI is not uploading time-table in accordance with DGS circular 06 of 2019. Additionally, the faculty load matrix as required under the Training manual and DGS circular 32 of 2018 has not been uploaded and is not available.

(ix) The designated 'Course-in-charge' for the PSSR course. Shri Abdul Shakoor did not meet the qualification as per the DGS Circular No.26 of 2020 during initial inspection. However, he is found taking classes for PST, PSSR courses even after issuance of Show Cause Notice.

(x) The DGS circular No.21 of 2022 mandates the MTI's to have a dedicated examination hall with sufficient computers having built-in cameras. The MTI currently has ten laptops with inbuilt camera for the EXIT Exam and is highly improbable for the candidates to appear for the exam on the last day of the theory class as required by the DGS Order No.11 of 2022. The status still remains the same.

(xi) The reference books such as STCW Convention and code SOLAS. MARPOL, etc were found to be outdated. IMO Model course (i.e. PST 2000 edition) was also an old version that was available.

(xii) As stated by the Principal, the MTI is not conducting any value-added course after the last inspection of MMD carried out on 30.08.2023.

However, advertisement through the press still shows that MTI is conducting value added courses.

9.1. Whereas, in view of the above major deficiencies and as per the recommendations of the **25th STCW** Compliance Board dated 28.03.2024, the following actions are initiated against the MTI.

(i). Approval for all modular courses such as Basic Safety Training, STSSD, OCTCO, RT PST & FPF are temporarily suspended immediate effect.

(ii). No courses are to be conducted till such time all deficiencies are ratified and the user ID of the Institute is blocked with immediate effect.

10. Whereas, further, as per recommendations of the 25th STCW Compliance Board, the Directorate issued **Show Cause Notice dated 30.04.2024** to the institute for seeking clarification on submission of falsified statement to the Directorate with regard to earlier SCN dated 15.12.2023, why the approval of the institute shall not be permanently withdrawn.

11. Whereas, in response to SCN dated 30.04.2024, MTI has submitted the supporting documents vide letter dated 06.05.2024, the same was forwarded to MMD Mumbai with a request to examine the response of MTI.

12. Whereas, MMD Mumbai vide letter dated 13.06.2024 has informed that the compliance report submitted by MTI on 06.05.2024 was scrutinized and found that MTI did not rectify several observations to ensure compliance with the guidelines of DGS for conduct of courses. The details of pending deficiencies are as follows;

(i) MTI does not have its own FPFF practical training facilities. The lease agreement for the existing owned facility has expired and MTI does not have any intention to renew same. MTI had shown Tie-up with another institute but it was not used.

(ii) The MTI is required to have dedicated computers with fixed cameras only as per DGS training circular 11 of 2022. MTI has portable laptops only. The exit exam room is not dedicated.

(iii) The MTI still has not imparted practical training to all candidates who have undertaken the OCTCO Course.

(iv) The MTI requested to withdraw the OCOTO Course approval. The DGS may withdraw the approval of the same.

(v) A number of inconsistencies are still yet to be complied with.

(vi) The MTI is still not aware of the DGS guidelines for imparting quality maritime training to prospective officers and ratings.

12.1 In view of the above, MTI does not comply with the fundamental requirements related to practical training related to basic safety courses.

12.2 Accordingly, MMD has requested that suspension of MTI to be continued for a minimum period of one year so that the institute makes full efforts to comply with the DGS guidelines.

13. Whereas, the above matter was placed before the **31st STCW** Compliance Board Meeting held on 27.06.2024. The recommendation of MMD Mumbai as mentioned at para no. 12 was accepted by STCW Compliance Board.

14. Based on the recommendation of the STCW Compliance Board the Competent Authority has ordered that the suspension of M/s. Trident Institute of Maritime Studies, Navi Mumbai will be continued further for minimum period of one year from the date of issue of the order.

15. Accordingly, **Order dated 20.08.2024** was issued to the Institute M/s Trident Institute of Maritime Studies, Navi Mumbai.

16. Whereas, In response to the Order dated 20.08.2024, the Institute vide letter dated 01.11.2024 submitted a detailed response. Further, the Institute vide letter dated 07.11.2024 submitted a summary of the occurrence and the subsequent corrective actions taken by the MTI.

The Institute had also submitted a letter dated 28.11.2024 addressed to the Principal Officer, MMD Mumbai for verification inspection for compliance of observations with DGS guidelines.

17. Whereas, the Directorate has issued letter dated 05.12.2024 to the Principal Officer, MMD Mumbai to re-inspect the institute and submit the report with the recommendation.

18. Whereas, the matter of suspension of the Institute was deliberated in the 47th, 49th, 50th, 53rd, and 54th STCW Compliance Board Meeting. MMD Mumbai Provided progressive updates on the MTI's compliance status.

19. Whereas, MMD Mumbai vide letter dated 09.07.2025 submitted the inspection report of the Institute M/s Trident Institute of Maritime Studies. During the inspection, it was observed that several deficiencies remain to be fully verified, as the MTI has not yet resumed its training activities. However, certain infrastructure-related deficiencies have been rectified.

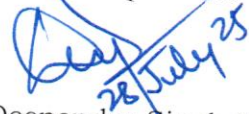
19.1 It was also noted that the MTI conducted a non-DGS approved Fast Rescue Boat (FRB) course during its suspension period. Accordingly, a notice seeking explanation was issued to the MTI, and all certificates issued for the said course have since been cancelled. The MTI further confirmed that it is not conducting any value-added courses. The MTI submitted a formal undertaking committing to construct of its own swimming pool and fire-fighting mock-up facilities within six months, and identified the land for the same.

19.2 In view of the above, the **MMD Mumbai recommended** for revival of approval for the following courses **subject to the inspection of the institute within three months after commence of the courses:**

- (i) **Basic Safety Training (Intake:20, Frequency:48 batches/ year)**
- (ii) **Security Trng. For Seafarer with Designated Security Duties (STSDSD) (Intake:20, Frequency:48 batches/year).**

20. Whereas, the matter was placed before the **55th STCW** Compliance Board Meeting held on 10.07.2025. The recommendation of the Principal Officer, MMD Mumbai was accepted.

21 **Now therefore**, considering the above, the Competent Authority, based on the STCW Compliance Board's recommendation, **decided to permit the Institute to conduct courses as mentioned at para no.19.2 above** as per the DGS Guidelines/Manual.



(Deependra Singh Bisen)
Deputy Director General of Shipping (Training)

To,
M/s Trident Institute of Maritime Studies,
Showroom No.02, Ground Floor,
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CBD Belapur, Navi Mumbai- 400614.

Copy to:

1. The Principal Officer, Mercantile Marine Department, Mumbai/ Chennai/ Kolkata/ Kandla/ Kochi
2. The Shipping Master, Mumbai/Kolkata/Chennai
3. IT & E-Governance Branch to upload on DGS website/ e-Governance Team