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

Draft

F.No. 20-19/6/2020-TRG (C.No.5018) **Date: 04.09.2026**

DGMA Order No. XX of 2026

Subject: Revision of Rates for GP Ratings and CCMC Courses Exit Examinations

The Directorate General of Maritime Administration set up by the Ministry of Shipping, which is Govt. of India entity having its registered headquarters at 9th Floor, Beta Building, i-Think Techno Campus, Kanjurmarg East, Mumbai, Maharashtra 400042, India (hereinafter referred to as "DGMA" which expression shall, unless the context otherwise requires, include its permitted successors and assigns);

AND

The Board of Examination for Seafarers Trust, which is a collaborative unit of the Company of Master mariners of India (CMMI) and the Institute of Marine Engineers India (IMEI), registered as a Charitable Trust under the Assistant Charity Commissioner of Thane, having its registered office at Office No. 1007 & 1008, 10th Floor, NMS Titanium, Plot No. 74, Sector-15, CBD Belapur, Navi Mumbai-400614, (hereinafter referred to as "BES" which expression shall, unless the context otherwise requires, include its permitted successors and assigns);

1) Background of the Establishment of the Contractual agreement and services provided by BES for the GP Ratings and CCMC exit examinations

a) BES

The BES is a collaborative entity formed by the Institute of Marine Engineers (India) (IMEI) and the Company of Master Mariners of India (CMMI). Established in 2005, BES administration is overseen by a Chief Executive Officer (CEO), a Chief Operating Officer (COO), and a dedicated team comprising 14 staff members. The board of trustees comprises a total of eight members, evenly distributed with four representatives each from the CMMI and the IMEI.

b) Ratings Exit Exams

The GP Rating examination is the entry-level assessment for candidates aspiring to join the merchant navy, enabling successful candidates to work in either the deck or engine department depending on the requirements of the shipping company. GP Rating personnel handle a range of essential shipboard duties, including seamanship tasks, cargo handling, routine deck maintenance, and the operation and upkeep of machinery.

The Certificate Course in Maritime Catering (CCMC) is a six-month program covering cookery, nutrition, food costing, F&B services, and shipboard catering operations, preparing candidates for roles ranging from trainee cook to chief cook or steward.

Approximate number of cadets appeared yearly in CCMC and GP Ratings Exit Exams examination are tabulated below-

Year	Appeared Cadets (Apr.)
2019	5832
2020	2609
2021	5914
2022	7988
2023	9021
2024	9340
2025	9496

c) Establishment of All India Ratings Exit Examinations and BES through Training Circular No. 10 of 2005 dated 16.02.05

The All India Exit Examination for Ratings was instituted pursuant to deliberations undertaken by the DGMA with stakeholders over a period of time, culminating in the issuance of Training Circular No. 10 of 2005 dated February 16, 2005.

The conduct of the examination was authorised to the Company of Master Mariners India (CMMI) and the Institute of Marine Engineers India (IME), based on consultations wherein both bodies agreed to undertake the responsibility. These entities were mandated to jointly constitute the BES as the central authority for examination conduct. The organisational structure of BES includes a governing Board comprising senior office bearers and nominated members, supported by a Core Group responsible for process formulation and monitoring. The operational framework provides for a central headquarters with a full-time Chief Executive Officer, supported by paper setters, moderators, and administrative staff, along with examination centres staffed with coordinators, invigilators, oral examiners, and support personnel to ensure uniform and secure conduct of examinations

The fee for the All India Exit Examination for Ratings is fixed by the DGMA and was prescribed at Rs. 1,000 per candidate, covering both the written and oral components of the examination. The responsibility for collection and consolidation of fees rested with the training institutes, which were required to forward the same to the Board as part of the application process.

The DGMA retains an overarching regulatory and supervisory role. While the conduct of the examinations has been delegated to the Board of Examinations for Seafarers, the DGMA continues to review and monitor its functioning periodically.

The Board is authorised to conduct the examinations until further notice, with the DGMA exercising control through policy oversight and review mechanisms, including receipt of examination results.

d) Revision of fee charged after commencement of the initial contract. Details thereof

The initial fees fixed at the inception of BES in 2005 was Rs. 1000 which has been revised in 2007, 2011 and in 2013, A Letter dated 05.03.2013 was received from the Chief Executive Officer, BES, addressed to the Deputy Director General (Training), proposing revision of the examination fee structure for various categories of Rating candidates.

In the said communication, it was proposed that the fee for General Purpose (GP) Rating candidates (Freshers) be revised from ₹1,400 to ₹1,700. Similarly, in respect of Cook, Catering and Marine Crew (CCMC) Rating candidates, the fee for Freshers was proposed to be revised from ₹1,400 to ₹1,700.

The aforesaid proposal was accepted by the competent authority, and the revised fee structure was implemented accordingly for the All India Exit Examination for Ratings.

e) Service Level Agreement

On 30th July 2025, the DGMA signed a Service Level Agreement (SLA) with BES for the conduct and end-to-end management of the Ratings Exit Examination for GP Ratings and CCMC courses.

The agreement was signed between Deputy Director General (Training) and the CEO of BES. Under this partnership, BES will develop and manage a secure digital examination platform that ensures standardized assessments across all MTIs. It will incorporate robust proctoring, data security, and integrity features, while enabling transparent scheduling, evaluation, and result declaration. The platform will also support real-time analytics, incident tracking, and centralized dashboards for effective oversight by DGMA.

2) Framework for User-Charge Revision: Benchmark, Escalation Index, and Standard Methodology

The DGMA follows a CPI-linked methodology for revision of user charges. The benchmark adopted is the All-India General Consumer Price Index (CPI) published by the Ministry of Statistics and Programme Implementation (MOSPI), being a nationally recognized and standardized indicator of inflation. This ensures that revisions are transparent, objective, and uniformly linked to prevailing economic conditions rather than vendor-specific cost claims. This is the same methodology used in revision of user chargers in the MS Rules.

For online exit examinations for DGMA-approved modular courses, the existing fee of ₹1700 per candidate per examination was fixed during the previous notification period. The applicable CPI at that time was 105.5, while the latest available CPI is 198. The escalation factor is therefore calculated as:

Escalation Factor = 198 ÷ 105.5 = 1.87 (rounded)

Applying the escalation factor to the existing fee:

Revised Fee = ₹1700 × 1.87 = ₹3,179 per candidate per examination

The escalation applies only to the base service charge, and GST or other statutory levies shall be applicable separately as per prevailing regulations.

3) Justification for Revenue Share Model with BES

The Ratings Exit Examination framework is not a market-driven service, but a regulatory mechanism established, mandated, and governed by the DGMA through training circulars and policy instruments issued under its delegated legislative authority. DGMA determines the scope of courses, eligibility conditions, assessment standards, validity of results, and compliance requirements for Maritime Training Institutes (MTIs), while also ensuring alignment with national regulations and international obligations under the STCW Convention.

In view of this regulatory responsibility, DGMA proposes a fund-sharing mechanism from the examination fee collected through BES, to support sector-wide initiatives aimed at strengthening maritime education, training, and governance.

4) The funds generated through this mechanism will be utilized for the following purposes:

Organization of the National Maritime Conclave, to be conducted annually, including an award ceremony to recognize meritorious students, trainees, faculty members, and outstanding Maritime Training Institutes.

Strengthening matters related to Ratings examinations, assessment, and certification, including initiatives aimed at improving examination quality and integrity. Enhancement of the overall quality of maritime training and skilling, with a particular focus on the adoption of technology-enabled solutions to improve training standards, monitoring mechanisms, and assessment processes across MTIs.

This approach ensures that the regulatory framework governing maritime training continues to evolve through capacity building, recognition of excellence, and technology-driven reforms, thereby contributing to the sustained improvement of maritime education and competency standards in India.

Now, therefore, it is hereby directed that the rates for the Exit Examination are revised as follows:

GP Ratings Course	Erstwhile Rate	Revised Rate
GP-GSK Practical/Orals	300	440
GP-MEK Practical/Orals	300	440
GP-GSK Online Examination	550	810
GP-MEK Online Examination	550	810
Total	**1700**	**2500**

CCMC Course	Erstwhile Rate	Revised Rate
CCMC- Online examination	568	850
CCMC-Practical	566	825
CCMC-Orals	566	825
Total	**1700**	**2500**

These revised rates are base service charge, and GST or other statutory levies shall be applicable separately as per prevailing regulations.

The MTI's conducting GP Ratings and CCMC Rating Exit Examination shall remit Rs 2200 per fresher candidate appearing for Ratings examination, to BES and Rs 300 per fresher candidate to the DGMA.

The fees remitted to DGMA shall be utilized by the DGMA for the purpose of improving the training standards. The above share will be remitted to the proposed Section 8, which is to subsume All India Exit examinations presently being delegated to the BEST and also the Exit examinations, be established under the DGMA. However, till the time of the formation of Section 8, as an ad-hoc measure till the arrangement for receipt of the funds are made by DGMA, MTIs shall retain such funds and maintain a statement of dues to be indicated on record to DGMA, post completion of conduct of examinations and which then shall be adjusted as appropriate for payment thereof to the Section 8 entity once created.

The MTI-wise list for the exam conducted and the total number of candidates that has been conducted for will be shared by BES to DGMA, post completion of conduct of examinations.

The above rates shall come into effect from XX.XX.26 and shall not be revised for period of five years unless under exceptional circumstances and formal approval of the STCW compliance Board and prior intimation to the Ministry of Ports, Shipping and Waterways.

Based on past experience, approximately 9,000 GP Rating and CCMC candidates combined appear for examinations each year. Considering their salary packages, an effort has been made to keep the fees for these candidates lower than the levels that would result from applying the prescribed framework.

Separately, this order does not bar revision of the rates for the other assessment and certification platforms including the CoC (Written and Oral) / MTI Exit examination and the issuance of digital certificate module and any other specific module on user charge basis as envisaged in the Training Ecosystem or for services offered like web-based simulation thereof.

This draft order framework is posted on the website for any specific response from the stakeholders that may be submitted in the next 30 days and there after post consultation the same shall be finalized for steps thereof with formal acceptance in the STCW compliance Board and submission to the Ministry of Ports, Shipping and Waterways, Government of India for intimation and record thereof.