



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.20-19016/17/2023-TRG-DGS(C.No.25280)**

**Date:13.05.2025**

**Training Circular No. 21 of 2025**

**Subject: Consideration for Multiple Admission Pathways in Maritime Education and Mechanism for Filling Unfilled Seats Due to IMU CET - Recommendations Based on DGS Circular 12 of 2020, MIV 2030, NEP 2020, and Recent Government Orders**

1. Whereas the Indian Maritime University Common Entrance Test (IMU CET) was instituted as a centralized mechanism to standardize admissions to maritime education programs across India with an emphasis on quality and transparency.
2. Whereas DGS Circular 12 of 2020 and its addendum emphasize the enhancement of academic quality while promoting greater access, flexibility, and support for maritime training institutions to build local capacities and ensure inclusive maritime education. The University Grants Commission (UGC) and the National Education Policy (NEP) 2020 advocate for multiple pathways to learning, support for regional diversity, and institutional autonomy to foster a flexible and equitable education system.
3. Whereas evidence from various DGS-approved training institutes indicates that a large number of eligible candidates fail to clear IMU CET despite strong academic performance at the board level, resulting in unfilled seats and wasted training capacity.
4. Whereas a substantial number of seats in DGS-approved maritime institutes remain vacant each year solely because candidates could not qualify in IMU CET despite otherwise meeting eligibility and academic criteria.
5. In alignment with the **Maritime India Vision (MIV) 2030**, which envisages increasing the global share of Indian seafarers from the

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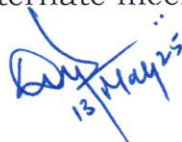
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current 12% to 20% by the year 2030, it is imperative that our strategy is both enabling and forward-looking. One of the most critical enablers in achieving this target is the capacity enhancement of Maritime Training Institutes (MTIs), allowing them to admit a greater number of eligible candidates, strictly in accordance with the Directorate General of Shipping (DGS) Guidelines.

6. It is proposed that MTIs be permitted to fill all available vacant seats within their sanctioned intake, especially when such seats remain unutilized due to IMU-CET procedural or administrative issues. Denial of such opportunity may not only result in under utilization of existing training infrastructure but may also impede our collective ability to achieve the aspirational goals set under MIV 2030.
7. Furthermore, it must be emphasized that while permitting MTIs to admit candidates against such vacant seats, it shall remain their unequivocal responsibility to ensure that all pre-sea trainees receive the mandatory **onboard ship training**. This is a critical component of pre-sea education, and any relaxation in admission procedures must be strictly contingent upon the MTIs' demonstrated capability to secure and provide such training opportunities.

To summarize, a calibrated policy allowing MTIs to maximize intake-without compromising on training standards and in full compliance with DGS norms-will be essential to expanding the national pool of qualified seafarers. Failure to do so may jeopardize our ambition of becoming a leading maritime nation by 2030.

8. **Now therefore**, it is proposed to consider the following mechanism for unfilled seat management and admission diversification:
  1. **First Phase: CET-Based Admissions:** Admissions will be offered based on the IMU CET merit list as per existing policy. Institutions shall ensure that a minimum of 60% of the candidates who have cleared IMU CET are admitted, to uphold the spirit of merit and standardization.
  2. **Second Phase: Alternative Pathway for Remaining Vacant Seats:** It is proposed that in the event approved seats remain vacant after the completion of 60% admissions through the IMU-CET merit-based selection process, and where, even after a period of two months from the date of declaration of the IMU-CET results, MTIs are unable to admit candidates beyond the 60% threshold, such institutes may be granted permission to fill the remaining vacant seats through an alternate mechanism.

  
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This alternative admission route shall be exercised strictly under the following eligibility conditions:

- a.** Candidates must have secured a minimum of 60% aggregate marks in Physics, Chemistry, and Mathematics (PCM) in the 10+2 examination, or as per the norms prescribed by the Directorate General of Shipping; and
  - b.** Candidates must have appeared for IIT-JEE or any State-level Engineering Entrance Examination and obtained a minimum of 40 percentile score.
3. **Transparency and Reporting:** All admissions made under the second phase shall be uploaded on the DGS e-Governance portal with full documentation for audit and review. Institutes must maintain transparency and follow timelines as notified by DGS.
4. **Compliance and Standards:** All admitted candidates, whether through CET or alternate route, must meet the prescribed medical fitness, academic qualifications, and language proficiency standards as per DGS/STCW norms.



13 May 25

(Deependra Singh Bisen)

Dy. Director General of Shipping (Training)

**To:**

1. All Maritime Training Institutes
2. All Principal Officers, MMDs
3. Nautical Wing, Engineering Wing
4. Indian Maritime University, Headquarters, Chennai
5. IT & E-Governance Branch.