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MINISTRY OF TRANSPORT AND COMMUNICATIONS  
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## Marine Guidance ( 2 /2019)

### INTACT STABILITY CRITERIA

**Applicable to:** All Ship-owners, Ship Operators, Flag State Surveyors, Recognized Organizations, Master and Officers of Myanmar Ships

**References:**

- (a) International Convention on Safety of Life at Sea 1974, as amended (SOLAS, 1974) and Protocol of 1988;
- (b) International Convention on Load Lines 1966, as amended (LL, 1966) and Protocol of 1988;
- (c) International Code on Intact Stability 2008 (IS Code, 2008).

1. Recognizing the need to update the “Code on Intact Stability for all types of ships covered by IMO Instruments” and the importance of establishing mandatory international intact stability requirement, IMO adopted “International Code on Intact Stability, 2008” with resolution MSC.267(85) on 4<sup>th</sup> December 2008. Simultaneously, IMO adopted the amendments to the International Convention for the Safety of Life At Sea, 1974 by Resolution MSC. 269(85) and the amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 by Resolution MSC.270(85) respectively to make the introduction and the provisions of Part A of the International Code on Intact Stability, 2008 mandatory for the vessels built on or after 1<sup>st</sup> July 2010.

2. The stability requirements for Myanmar ships engaged on international voyage and Myanmar coastal waters shall be complied with the provisions in Part B and Part B-1 of Chapter II-1 of the SOLAS Convention, 1974, as amended and Protocol of 1988, and Regulation 1 of Protocol 1988 to the Load Lines Convention, 1966.

3. The purpose of this guidance is to apply the provisions in the Part A of the IS Code, 2008 as national criteria and to apply the recommendations prescribed in Part B as additional guidelines in the performing of the design approval and surveying for Myanmar ships.

Director General

Department of Marine Administration