

IMO Dynamic Positioning Guidelines Accessible from IMCA Website



Now that IMO has published the update (MSC/Circ.1580), IMCA has consolidated the guidance into [document 245 IMO](#) which is quickly and easily accessible on the IMCA website, together with the original guidance contained in [113 IMO](#).

It is recommended that the newly adopted Guidelines (MSC.1/Circ.1580) be applied to vessels and units constructed on or after 9 June 2017. For vessels and units constructed on or after 1 July 1994 but before 9 June 2017, the previous version of the Guidelines (MSC/Circ.645) continue to be applied; however, it is recommended that sections 4 and 6 of MSC.1/Circ.1580 are applied to all new and existing vessels and units as appropriate.

DP Guidelines History

The Guidelines for vessels with dynamic positioning systems (MSC/Circ.645) were approved by MSC 63 in May 1994 to provide the industry with an international standard for dynamic positioning systems on all types of vessels (see Guidelines for vessels with dynamic positioning systems (MSC Circular 645)).

It was in March 2015 that the International Maritime Organization (IMO) agreed to use the International Marine Contractors Association (IMCA) proposals as the basis for the review of the IMO Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645).

Since that time DP has evolved from being a tool primarily for mobile offshore drilling units (MODUs) maintaining position over offshore wells, to being employed for a wide range of position keeping operations, with systems being fitted on a much larger number of new vessels and on an increasingly diverse set of vessels, from offshore units to shuttle tankers and passenger vessels.