



MARITIME

SAFE RETURN TO PORT (SRtP)

DNV GL has been instrumental in SRtP rule-making right from the beginning by providing our expertise in passenger ships and risk assessment. As a ship is its own best lifeboat, DNV GL supports passenger vessel design with a safe return to port service and helps ship designers, shipyards and ship owners to fulfil the SOLAS requirements.

Our service

The DNV GL service analyses the safe return to port capability of a ship design and helps establish possible solutions, prior to classification. The service covers early stage design support, an overall assessment of all essential systems and a detailed assessment of critical systems.

In addition to the increased safety for passengers and crew, a ship design which is conform to SRtP regulations will offer further benefits for the operator.

Not only the operation of the vessel will be more efficient and flexible through additional system capabilities, but also the downtime of systems during normal operation will be reduced to ensure a smooth operation of the vessel.

WHAT THE REGULATIONS SAY?

The SRtP regulations are mandatory for passenger ships constructed on or after 1 July 2010 and which have a length of 120 metres or more or three or more main vertical zones. The new safe return to port guideline (GL Rules and Guidelines VI-11-2) gives guidance on the new SOLAS requirements.

These vessels have to be able to return to port after a casualty case, not exceeding a defined flooding or fire casualty threshold, and provide all persons on board basic services in so-called safe areas. For fire casualty cases exceeding the casualty threshold but not exceeding one main vertical fire zone, systems for supporting orderly evacuation have to be available for three hours.