

# **Interpretation of “Safe Return to Port” for Passenger Ships**

## **Amended Guidance**

Guidance for the Survey and Construction of Passenger Ships

## **Reason for Amendment**

SOLAS II-1/Reg.8-1 and II-2/Reg.21 specify that passenger ships having length of 120m or more or having three or more vertical zones are required to comply with requirements related to “Safe Return to Port”. Such requirements specify that main systems such as main propulsion systems are to remain operational even in cases where a single compartment has flooded or a fire has broken out but is limited to a particular area. Detailed criteria for evaluating the capability of such systems are specified in MSC.1/Circ.1369 and MSC.1/Circ.1437.

Recently, the IMO further investigated criteria for evaluating items such as “Navigational systems” and “External communication” as they relate to “Safe Return to Port”. As a result, the amended provisions which gives consideration of such systems was approved as MSC.1/Circ.1369/Add.1 at the 91<sup>th</sup> Session of the IMO Maritime Safety Committee (MSC 91) held in November 2012 and then circulated.

Accordingly, relevant requirements were amended based upon MSC.1/Circ.1369/Add.1.

## **Outline of Amendment**

Specified that the interpretation of “Safe Return to Port” provided in Table 7-1-A1, Annex 7-1 of the Guidance for the Survey and Construction of Passenger Ships is also in accordance with MSC.1/Circ.1369/Add.1.