

La convenzione di Melbourne faceva parte delle discussioni preliminari agli accordi internazionali SOLAS odierni. [Organisational structure - AMSA :: Australian Maritime Safety Authority](http://www.amsa.gov.au/about.../organisational-structure...) www.amsa.gov.au/about.../organisational-structure...Representing Australia in the *International Maritime Organization (IMO)* in the development, implementation and enforcement of international standards ...

The **International Convention for the Safety of Life at Sea (SOLAS)** is an international maritime safety treaty. It ensures that ships flagged by signatory States comply with minimum safety standards in construction, equipment and operation. The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships.^[1]

Qui sotto in giallo la frase “chiave” nella sua versione definitiva

Chapter XI-2 – Special measures to enhance maritime security

Includes the [International Ship and Port Facility Security Code](#) (ISPS Code). Confirms that the role of the Master in maintaining the security of the ship is not, and cannot be, constrained by the Company, the charterer or any other person. At all times the Master of a ship has the ultimate responsibility for the safety of the ship. Even at security level 3 a Master may seek clarification or amendment of instructions issued by those responding to a security incident, or threat thereof, if there are reasons to believe that compliance with any instruction may imperil the safety of the ship

Ship security officer means the person on board the ship, accountable to the master, designated by the Company as responsible for the security of the ship, including implementation and maintenance of the ship security plan and for liaison with the company security officer and port facility security officers

Origin and early versions

The first version of the treaty was passed in 1914 in response to the sinking of the [RMS Titanic](#). It prescribed numbers of [lifeboats](#) and other emergency equipment along with safety procedures, including continuous radio watches.^[2] The 1914 treaty never entered into force due to the outbreak of the [First World War](#).

Newer versions were adopted in 1929 and 1948.^{[1][3]}

1960 version The 1960 Convention — which entered into force on 26 May 1965 — was the first major achievement for [International Maritime Organization](#) (IMO) after its creation. The 1960 version represented a major advance in updating commercial shipping regulations and in staying up-to-date with new technology and procedures in the industry.

1974 version The intention had been to keep the Convention up to date by periodic amendments, but the procedure to incorporate the amendments proved to be very slow: it could take several years for the amendments to be put into action since countries had to give notice of acceptance to [IMO](#) and there was a minimum threshold of countries and [tonnage](#). As a result, a complete new convention was adopted in 1974 which includes all the agreements and acceptant procedures. Even though the Convention was updated and amended numerous times, the Convention in force today is sometimes referred to as SOLAS, 1974.^[1] The 1974 version simplified the process for amending the

treaty. A number of amendments have been adopted since. The latest Convention in 1974 included the "tacit acceptance" procedure whereby amendments enter into force by default unless nations file objections that meet a certain number or tonnage. In 1975 the assembly of the [IMO](#) decided that the 1974 convention should in future use [SI](#) units only.^[4]

L'Organizzazione marittima internazionale, in [acronimo](#) **IMO** (dall'[inglese](#) *International Maritime Organization*) è una convenzione autonoma delle [Nazioni Unite](#) incaricata di sviluppare i principi e le tecniche della [navigazione](#) marittima internazionale al fine di promuovere la progettazione e lo sviluppo del trasporto marittimo internazionale rendendolo più sicuro ed ordinato.

La convenzione dell'IMO adottata dai paesi membri prevede degli standard riguardanti le regole per prevenire gli [abbordi](#) in [mare](#) (COLREG), gli standard di costruzione e compartimentazione delle navi, nonché le dotazioni antincendio, impiantistiche, di sopravvivenza e salvataggio ([SOLAS](#)), la formazione e certificazione del personale marittimo ([STCW](#)). Inoltre, l'IMO definisce i protocolli per le indagini sugli incidenti marittimi seguiti dalle autorità per la sicurezza del trasporto dei paesi firmatari della convenzione sulla navigazione civile internazionale.