

- (c) If a ship were not equipped with a special slop oil tank, one or more of the regular cargo tanks is employed as a slop oil tank and, therefore, no tonnage deduction should be granted.
- (d) The machinery referred to would be pumps, separators, oil-content detection equipment, etc. used exclusively for the slop oil process. If, for instance, a pump were used solely for the purpose of drawing water from the slop oil tank, the space occupied by the pump should be included in the deduction, but if it also served as a cargo pump, such space should not qualify.

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RESOLUTION A.116(V)

ARRANGEMENTS WITH THE FOOD AND AGRICULTURE
ORGANIZATION OF THE UNITED NATIONS (FAO)
AND THE INTERNATIONAL LABOUR ORGANISATION (ILO)

The Assembly,

Recalling Part XII of the IMCO Convention entitled "Relationship with the United Nations and other Organizations",

Recalling also that Article 26 provides that the Council may enter into agreements covering relationships with other organizations and should submit such agreements to the Assembly,

Recalling further its Resolution A.103(IV) approving the text of an Agreement between the Food and Agriculture Organization and the Inter-Governmental Maritime Consultative Organization and inviting the Secretary-General to submit to the Council proposals concerning the establishment of joint committees pursuant to Article III of the Agreement,

Having considered the text of an Agreement between the Executive Heads of the International Labour Organisation, the Food and Agriculture Organization and the Inter-Governmental Maritime Consultative Organization as to the division of responsibilities and principles of co-operation in respect of fishing vessels and fishermen,

Having also considered the Reports of the Maritime Safety Committee at its fourteenth (paragraph 10, MSC XIV/20) and fifteenth sessions (paragraphs 64-66, MSC XV/22) concerning the preparation of a Code of Safe Practice on board Fishing Vessels,

Endorses Council Resolution C.31(XVII) which notes that the Organization is responsible for matters affecting the safety of life, vessels and equipment at sea,

Approves the Agreement, the text of which is annexed hereto,

Approves, in principle, the preparation of such a Code as recommended by the Committee,

Requests the Maritime Safety Committee to approve, as far as IMCO is concerned, the final text of a Code which will be prepared in co-operation with the Secretariats of FAO and the ILO, and

Invites the Secretary-General to communicate the final text to all concerned.

ANNEX

AGREEMENT BETWEEN EXECUTIVE HEADS OF THE ILO, FAO AND IMCO ON THE PRINCIPLES OF COLLABORATION IN RESPECT OF FISHING VESSELS AND FISHERMEN

The principal areas of responsibility as regards fishing vessels and fishermen for the three agencies are as follows:

- FAO - Fisheries in general
- ILO - Labour in the fishery industries
- IMCO - Safety of life, vessels and equipment at sea.

In collaborating in activities involving the responsibilities of more than one agency, the following guidelines will be followed, subject to approval as necessary by the respective governing bodies of the organizations concerned:

- (a) the agency with principal responsibility for the essential part of an activity should assume the initiative, with the other agency or agencies co-operating;
- (b) where an agency is already substantially in a specific field, it should retain the initiative in that field unless it is agreed that other arrangements should be made;
- (c) on important matters or in cases where informal consultations at the secretariat level fail to produce an agreed course of action, a formal meeting of representatives of the three heads of agencies should be convened.

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