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# Press release

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## PARIS MOU ANNOUNCED NEW BLACK-GREY-WHITE LIST.

**At its 39<sup>th</sup> meeting last month, the Paris MOU Committee considered the 2005 inspection results and adopted the new Black-Grey-White list taking effect on 1 July 2006.**

The "Black List" is composed of 18 flag States, 3 less than last year. The "White List" includes 34 flag States, 3 more than last year.

A "hard core" of flag States reappear on the "Black List". Most flags that were considered "very high risk" in 2004 remain so in 2005. The poorest performing flags are still DPR Korea, Albania, Tonga and Honduras.

There are no new flag States on the "Black List".

Belize, Panama and Romania have moved from the "Black List" to the "Grey List" and will hopefully maintain this trend.

The "White List" represents quality flags with a consistently low detention record. Finland, France, Isle of Man, and the United Kingdom, are placed highest in terms of performance. Ireland, Japan, Malaysia, and Thailand have moved down to the "Grey List".

New to the "White List" are Azerbaijan, Belgium, Cyprus, Gibraltar, Malta, Saudi Arabia and Spain.

Flag States with an average performance are shown on the "Grey List". Their appearance on this list may act as an incentive to improve and move to the "White List". At the same time flags at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

From the figures it may be concluded that since the "Grey List" and "the Black list" are getting smaller and the "White List" is increasing, there is a movement towards quality flags.

Ranking on the list will be taken into account when targeting ships for inspection and may also affect banning ships from the region after multiple detentions. More information from the 2005 annual report will be released in July 2006.

Notes to editors:

Port State Control is a check on visiting foreign ships to see that they comply with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be rectified and if necessary detain the ship for this purpose. It is therefore also a port State's defence against visiting substandard shipping.

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to co-ordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MoU). Current membership includes 25 countries, with an increase of 27 in the near future. The European Commission, although not a signatory to the Paris MoU, is also a member of the Committee.

Inspection reports are recorded on a central database SIRENaC located in St Malo - France, available for search and daily updating by MoU member countries. Inspection results can be viewed on the Paris MoU public website and are also provided to the Equasis public database.

The Secretariat of the MoU is provided by the Netherlands Ministry of Transport, Public Works and Water Management and located in The Hague.

The Paris MoU has been a blueprint for the introduction of regional regimes of port State control in the Asia Pacific Rim (Tokyo MoU), Latin America (Viña del Mar), the Mediterranean, Caribbean and other emerging regional port State control regimes. Canada and Russia are members of both the Paris MoU and the Tokyo MoU.

For more information on the Paris MOU on Port State Control please consult our Internet Website on the following address:

[www.parismou.org](http://www.parismou.org)