

1 July 2020

## Performance lists Paris MoU

**The Paris MoU Committee approved, by written procedure, the 2019 inspection results and adopted new performance lists for flag States and Recognized Organizations (ROs). These lists will take effect from the 1<sup>st</sup> of July 2020.**

The “White, Grey and Black (WGB) List” presents the full spectrum, from quality flags to flags with a poorer performance based on inspection outcomes. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

The “White List” represents quality flags with a consistently low detention record. Flags with an average performance are shown on the “Grey List”. Their appearance on this list may serve 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.

Regarding the “White, Grey and Black list” for 2019, a total number of 70 flags are listed: 41 on the “White List”, 16 on the “Grey List” and 13 on the “Black list”. In 2018 the total number of flag States on the list was 73 of which 41 on the “White List”, 18 on the “Grey List” and 14 on the “Black List”.

For several years the Committee has closely monitored the performance of ROs acting on behalf of flags. To calculate the performance of the Recognized Organizations, the same formula to determine the performance of flags is used. A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In 2019 33 ROs were recorded on the performance list.

Compared with last year’s performance level, the level of RO performance is similar, with 3 ROs in the very low performing parts.

When one or more detainable deficiencies are attributed to a Recognized Organization in accordance with the Paris MoU criteria, it is recorded as “RO responsible” and the RO is informed. Out of 526 detentions recorded in 2019, 80 (15%) were considered RO related (17% in 2018).

From the 1<sup>st</sup> of July 2020 the new performance lists will be used for calculating the Ship Risk Profile. More information can be found in the 2019 Annual Report. Due to COVID-19, its publication will take place no later than 1 September. The lists will be published the 1<sup>st</sup> of July 2020 on the Paris MoU website ([www.parismou.org](http://www.parismou.org)).

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## Notes to editors:

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.

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