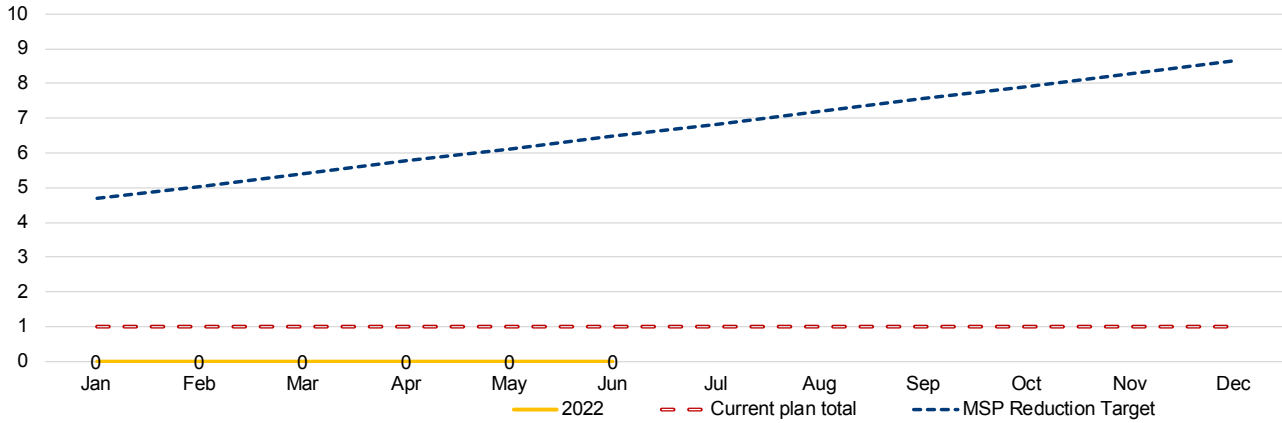


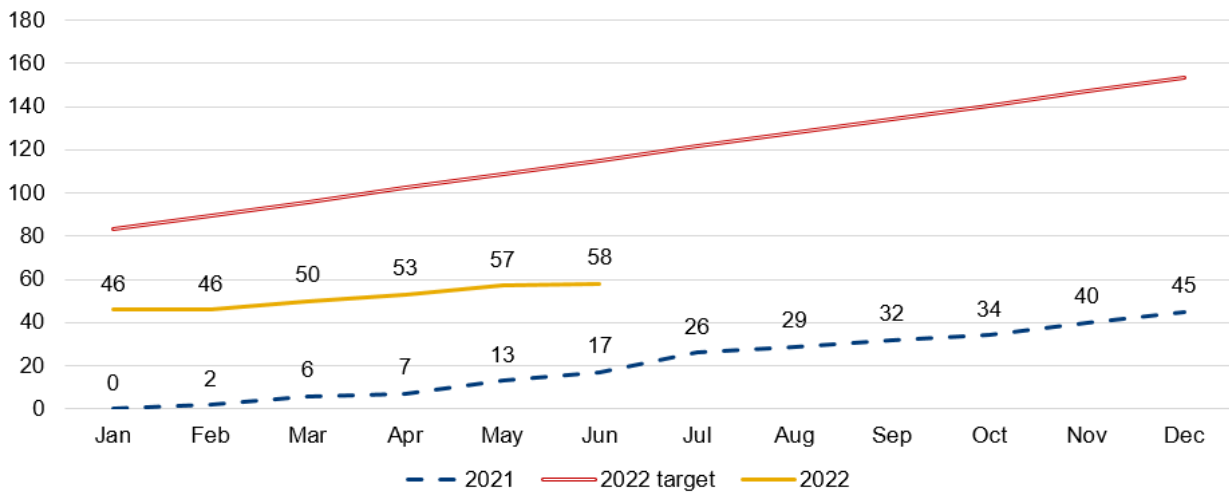
10% Reduction in Serious/Very Serious Navigational Incidents



The current incident performance target is to achieve a **10% reduction** in Serious or very serious navigational incidents over the life of the plan.

Based on an average trendline, the reduction target for this point is **6 or fewer** Serious or Very Serious navigational incidents. So far there has been only 1 serious incident reported in 2021, therefore we are currently on track for achieving our target.

10% Increase in Near Miss Reporting



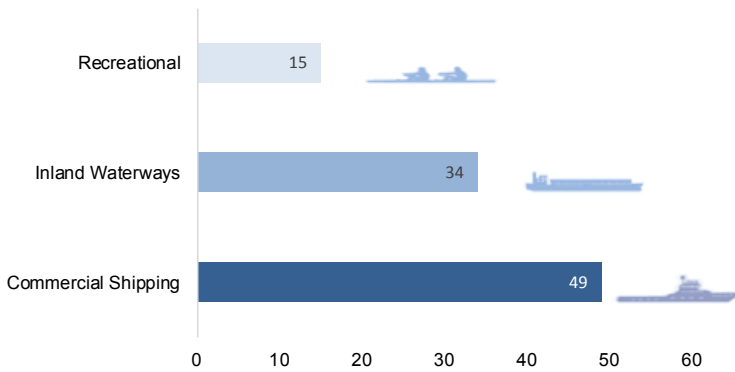
So far in **2022**, we have received **13** submissions which brings our total for the current Marine Safety Plan to **58** Near Miss Reports. At this point of the last plan, we had received **133** reports. This accounts for a **56% decrease**.

Therefore, it is important to remember that if you are involved in or are a witness to a near miss or incident, please report this as soon as possible by submitting a report via our [website](#) or the PLA Tidal Thames App which can be downloaded [here](#).

We must stress that Urgent navigational or environmental issues (i.e. collisions, contact, grounding, pollution/sheen, animal in distress, sunk/abandoned vessels) requiring an immediate response should be reported as soon as possible to London VTS by phone or VHF, for the area you are in. More details can be found on our [website](#).

Commercial Shipping, Inland Waterways & Recreational

Incidents by Vessel Categorisation



We have seen a **23% decrease** in **Commercial Shipping** incidents, whilst **Recreational** incidents have **decreased** by **12%**

On the other hand, **Inland Waterways** related incidents have **increased** by **62%** compared to this point last year.

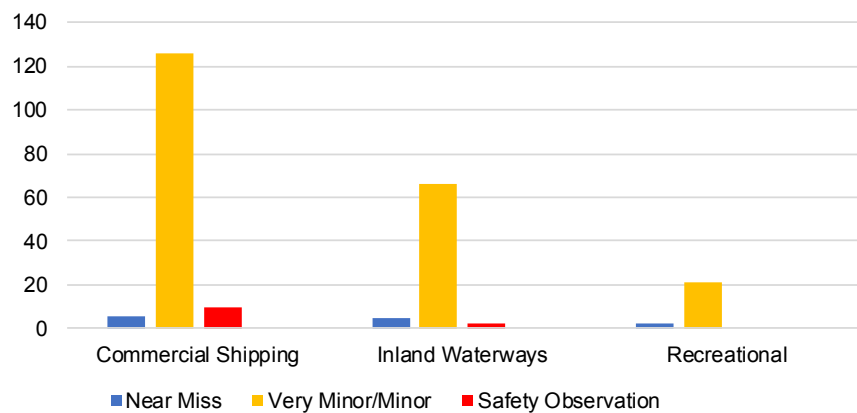
This could be attributed to a significant increase in passenger movements in Central London (*details overleaf*).

Incidents involving **Commercial Shipping** were mainly of very minor/minor severity. These account for a total of **126** incidents in that sector. **6** near misses were reported by commercial vessels.

There were a total of **66** very minor/minor incidents in the **Inland Waterways** sector. A total of **5** near miss reports were also received, out of which **2** were close quarters situations, **1** was a wash/draw-off incident, **1** breach of regulations and **1** safe access deficiency.

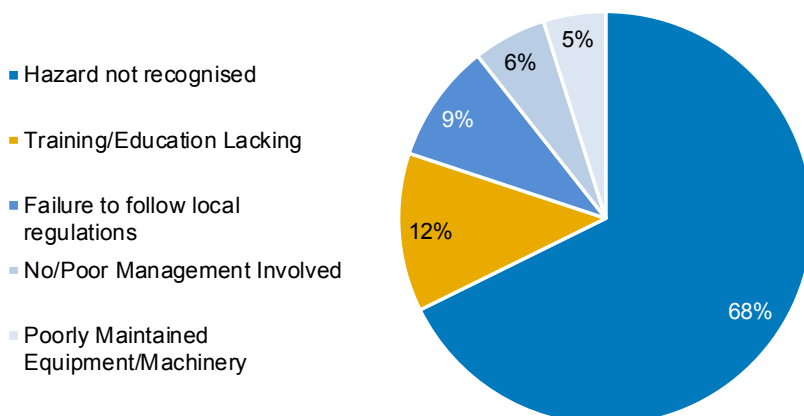
There were **21** very minor/minor incidents involving **Recreational** vessels, of which **7** were machinery failures, **4** navigation hazards, **2** groundings, **2** failures to follow regulations, **2** contacts, as well as **5** other incidents. There were **2** near miss reports which were a breach of regulations and a close quarters situation.

Incident Severities by Vessel Types



Compliance Failures

Top 5 Compliance Failures 2022



Compliance Failures account for **43%** of the identified causal factors of incidents so far in 2022. This, as was the case in 2021, is due to the large amount of Pilot Ladder Deficiencies reported, evidenced by the fact that **commercial shipping** account for **76%** of all compliance failures.

Failing to recognise a hazard accounts for **68%** of all Compliance Failures in incidents so far in 2022. **Training/Education lacking** accounts for **12%**.

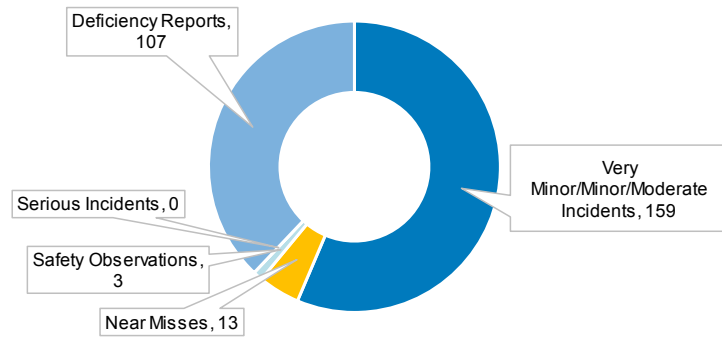
The remaining **20%** of the Top 5 Compliance Failures are due to failures to follow local regulations, lack of involvement from management or poorly maintained equipment/machinery.

Shipping Movements & Passenger Figures

Commercial Shipping vessel movement numbers so far in 2022 have totalled at **11,142**; an increase of over **3%** compared to **10,781** in 2021.

Passenger Figures have seen a dramatic increase of **299%** and have so far totalled just over **3.3m** compared to just over 826,000 at this point in 2021.

Reported Incidents

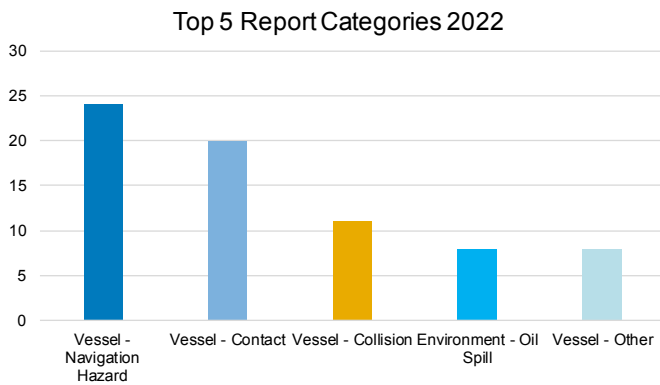


During **2022** so far, there have been a total of **159** minor incidents, **13** near misses, **3** safety observations and no serious incidents, giving a total of **175** which is an increase of **62%** compared to the total of **108** in 2020.

There have been a total of **107** Deficiency reports so far in 2022, compared to **109** in 2021.

Out of the **107** deficiency reports so far in 2022, over **28%** of these were **Pilot Ladder Deficiencies**.

Top 5 Report Categories



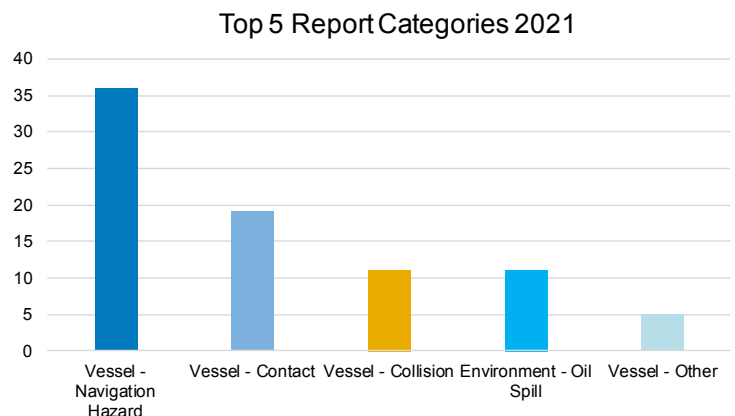
Pilot Ladder Deficiencies were by far the most reported incident in the Port of London so far in **2022**. The majority of these deficiencies were due to a lack of training and failure to follow international regulations on the correct rigging/securing of pilot ladders. The majority of these ladders were of sound construction, however these were not properly rigged/secured therefore, posing a risk to pilot boarding operations, which in itself is already a dangerous task.

Reported Navigational Hazards have seen an decrease of almost **33%** compared to 2021.

Reported Contact incidents totalled **20** incidents so far in 2022, compared to 19 in 2021.

The number of oil spill incidents have decreased compared to 2021 by **27%**. Whilst other types of incidents involving vessels have increased by **60%**.

There have been **4** collision incidents and **7** near miss close quarters situations in **2022**. One was a minor collision between a tug and a commercial vessel whilst berthing, the others were all minor collisions involving recreational vessels.



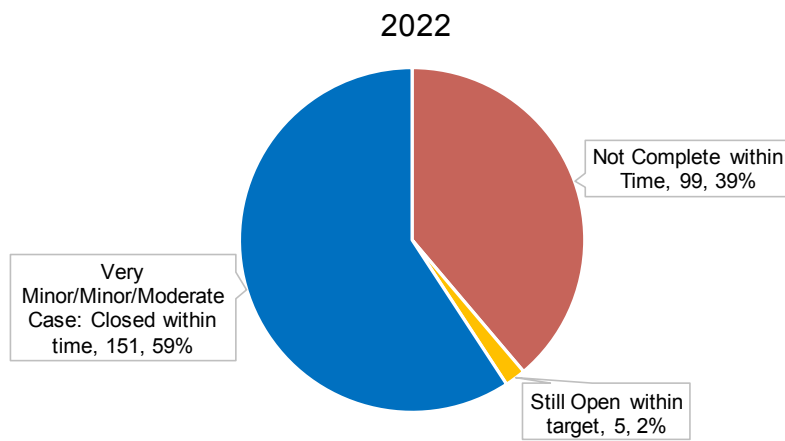
Definitions

Incident: All events, including breakdowns which result in an incident.

Deficiency: Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

Near Miss: An event occurs with potential to result in an incident but with no consequences.

Incident closeout



Very Minor/Minor/Moderate Incidents

The target for completing minor incident investigations is 4 weeks.

Serious/Very Serious Incidents and Prosecutions

The target completion time of the initial Harbour Master's Investigation Report for serious/very serious incidents is 6 weeks or less. The target to complete actions from the investigation, and close out the incident, is 10 weeks.

For incidents where enforcement action may lead to prosecution, the target is to pass the appropriate documentation to the PLA's legal team within 10 weeks of the incident.

2022 Performance

So far in 2022, **59%** of all minor incidents have been closed on time. **2%** are still open and still within target.

Due to staffing issues which are in the process of being addressed, **39%** of all minor incidents were not closed within 4 weeks.

At the time of this report, **261** incidents were closed whilst only **19** incidents were open.

Enforcement Actions

So far in **2022** the following enforcement actions have been issued:

48 Educational Advice, **5** Harbour Master's Formal Warnings and **4** Informal Verbal Warnings.

No Harbour Master's Reprimands have been issued so far this year.

The majority of the Educational Advice enforcement actions were issued due to **Pilot ladder deficiencies**.

There have been no prosecutions so far in 2022. To view our records of previous prosecutions, visit our [website](#).

Total Enforcement Actions 2021 vs 2022

