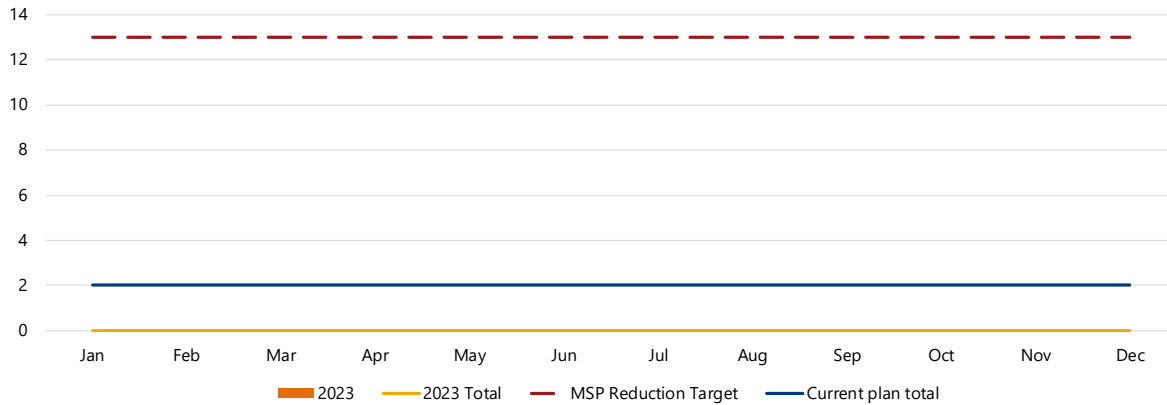
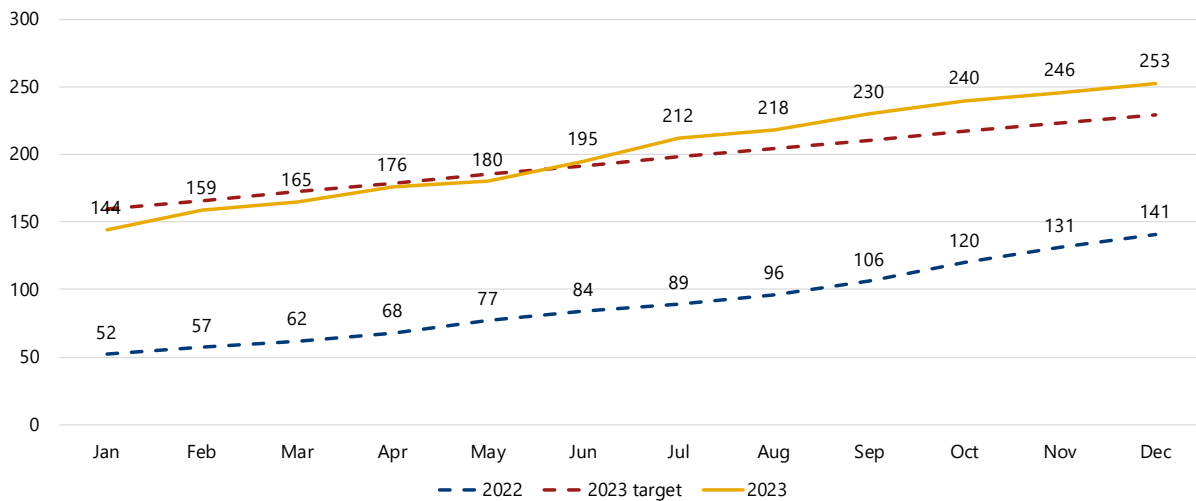


**10% Reduction in Serious/Very Serious Navigational Incidents**



The target over the life of the Marine Safety Plan (2021-2023) was **13** or fewer Serious or Very Serious navigational incidents in order to achieve a **10%** reduction over the life of the plan. No serious navigational incidents were reported in 2023. The total number of serious navigational incidents for the 2021-23 Marine Safety Plan remains at **two**.

**10% Increase in Near Miss Reporting Target**



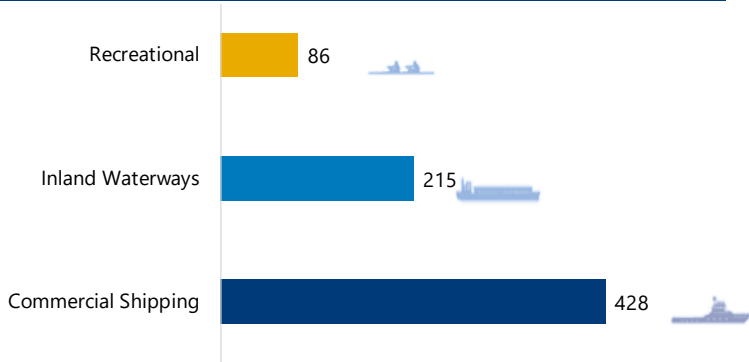
Our target for the Marine Safety Plan (2021-2023), was to increase Near Miss reporting by **10%** over the life of the plan. In 2023, we received a total of **112** Near Miss Reports, this is a **23%** increase compared to 2022.

The continued increase in reports from the previous year is a positive sign indicating that, the ongoing Near Miss Reporting campaign has been successful.

River users are reminded that if you are involved 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](#).

You are reminded 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](#).

## Reports by Sector



Reports involving **Commercial Shipping** were mainly of very minor/minor severity. These account for a total of **365** reports in that sector. **61** near misses were reported by commercial ships. **Two** reports of moderate severity were also received.

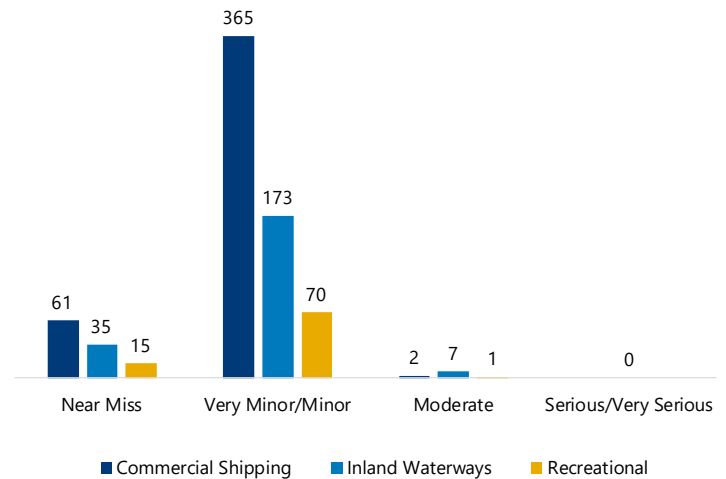
There were a total of **173** very minor/minor reports involving **Inland Waterways** vessels. A total of **35** near miss reports were received from this sector as well as **seven** reports of moderate severity.

There were **70** very minor/minor reports involving **Recreational** vessels. There were also **15** near miss reports and **one** moderate severity report.

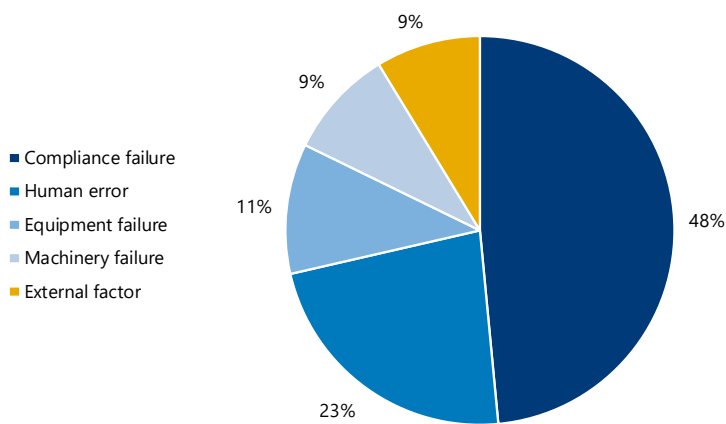
**No** serious navigational incident were reported in 2023.

We have seen a **76%** increase of reports (including near miss reports) in all sectors, compared to 2022.

During 2023, we had **86** Recreational, **215** Inland Waterways and **428** Commercial vessel reports. Compared to a total of **415** reports across all sectors in 2022.



## Top 5 Causal Factors



Compliance failures account for **48%** of the identified causal factors of incidents and deficiencies in 2023. This, as was the case in 2022, is due to the large amount of Pilot Ladder Deficiencies reported.

**9%** of identified causal factors were machinery failures, whilst **11%** were equipment failures and **9%** external factors, the remaining **23%** were Human Error.

**Pilot Ladder Deficiencies** will be a focus of safety campaigns in 2024.

## Vessel Movements

**Commercial Shipping** vessel arrivals totalled **13,728**, a slight increase compared to **13,699** in 2022.

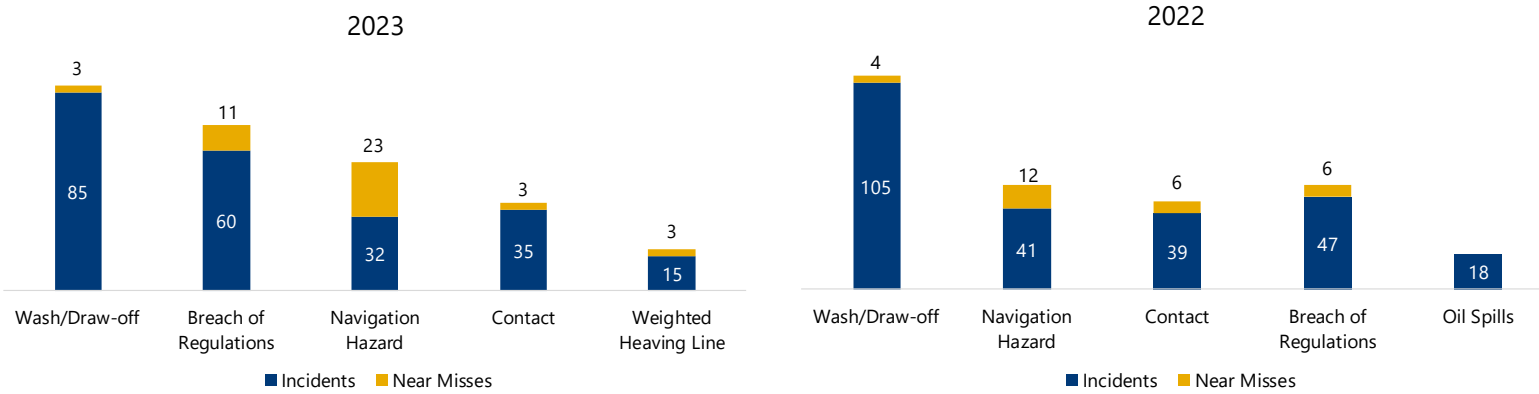
A total number of **647,630** movements of vessels fitted with AIS were recorded during 2023 on the tidal Thames.



# WATCH YOUR WASH

As the master of a power-driven vessel operating on the river Thames, you have a **responsibility** not only to your passengers and crew, but also **other river users** and the **environment**. The wash created by your vessel making way, as well as the draw-off effect, can be **dangerous** to those around you.

## Top 5 Report Types

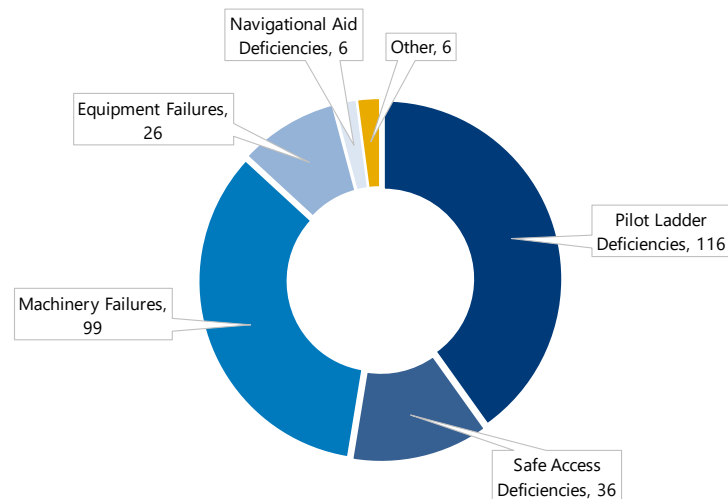


2023 has seen a **4%** decrease in movements compared to 2022 however there has been a sharp rise in reporting. Wash/Draw-off accounted for the most reported type of incident (**88**). Breaches of Regulations (**71**) were the second most frequent report type. This type of report was followed by Navigation Hazards (**55**), Contacts (**38**), and Dangerously Weighted Heaving Lines which has risen in 2023 to (**18**) which is now one of the Top 5 most reported incidents.

Comparing these figures to those received in 2022, Wash/Draw-off incidents have decreased by **19%** however still remain a significant problem. Breaches of Regulations have risen by **34%**; Navigation Hazards have increased by **4%**; Contacts have dropped by **16%** and pollution reports have dropped by **22%** and is no longer in the Top 5.

Safety campaigns in 2024 will focus on further improvements in these areas.

## Reported Deficiencies



During **2023**, there were a total of **99** Machinery Failures, **26** Equipment Failures, **six** Navigational Aid Deficiencies, **36** Safe Access Deficiencies and **six** other types of Deficiency.

Machinery Failures have increased by **3%** compared to 2022, whilst equipment failures have increased by **44%**.

Pilot Ladder Deficiencies were still amongst the most commonly reported deficiency in the Port of London in 2023, amounting to a total of **116** reports, accounting for an increase of **35%**.

### Definitions

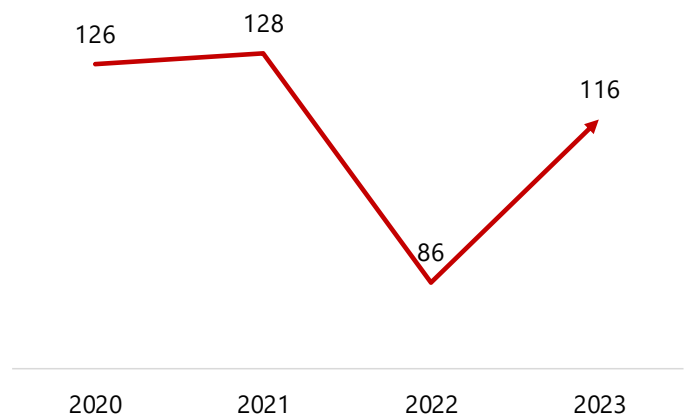
**Reports:** includes incidents, deficiencies and near misses.

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

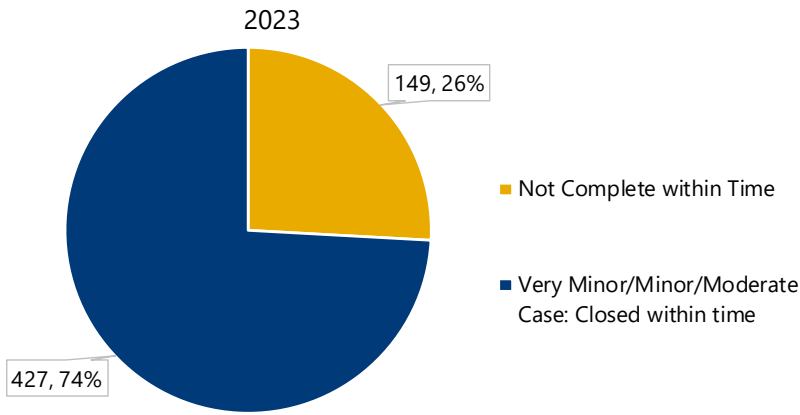
**Deficiency:** Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

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

Pilot Ladder Deficiencies 2020-2023



## Incident Closeout



### Very Minor/Minor/Moderate Incidents

The target for completing minor incident investigations is within **four** weeks.

### Serious/Very Serious Incidents

The target completion time of the initial Harbour Master's Investigation Report for serious/very serious incidents is **six** weeks.

Any actions that may arise from an investigation must be completed, with the incident then closed, within 10 weeks of a reported incident.

### Prosecutions

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.

## 2023 Performance

During 2023, **74%** of all Very Minor/Minor/Moderate incident investigations were closed within time.

**26%** of incidents missed the close out window, which is an increase of **24%**, this is due to the significant increase in reports received (**701**) compared to 415 in 2022.

Additional resources will be allocated in 2024 to improve performance.

## Enforcement Actions

During 2023, the following enforcement actions were issued: **207** Educational Advice, **11** Harbour Master's Formal Warnings, **12** Informal Verbal Warnings and **three** Harbour Master's Reprimands.

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

There was **one** prosecution during 2023. To view a summary of this and previous prosecutions, visit our [website](#).

Enforcement Actions 2022 vs 2023

