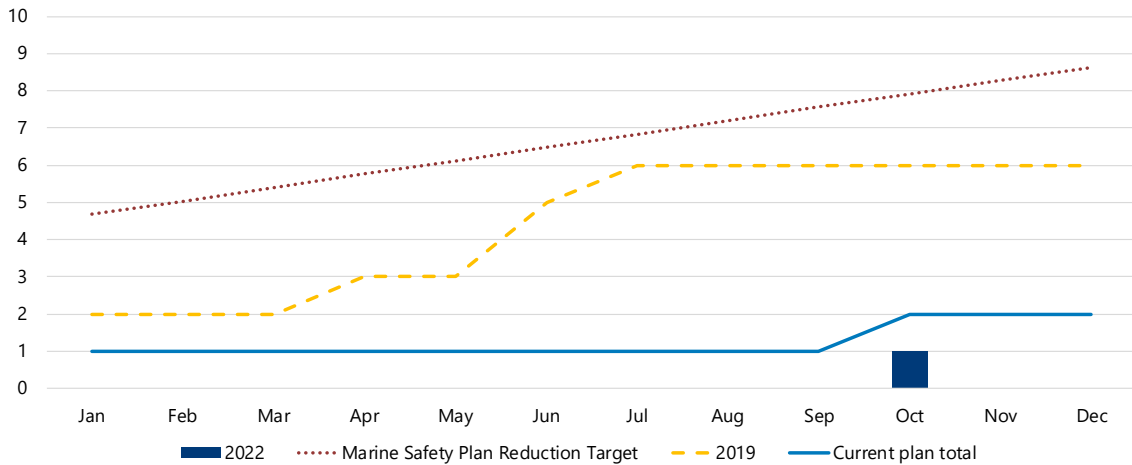
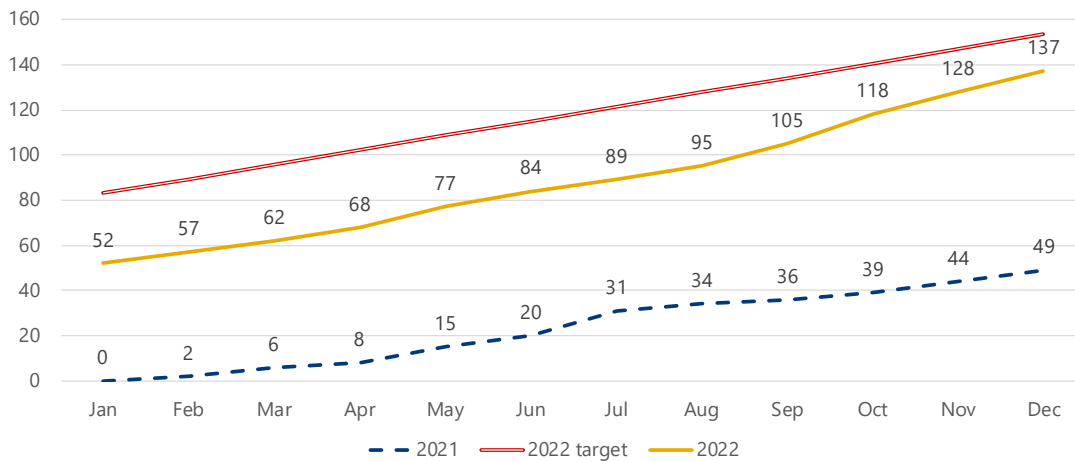


**10% Reduction in Serious/Very Serious Navigational Incidents**



The target for 2022 were **nine** or fewer Serious or Very Serious navigational incidents over the course of the year, to contribute towards achieving a **10%** reduction over the life of the plan. There has been only **one** serious navigational incident reported in 2022 bringing our total for the current Marine Safety Plan to **two**. We are currently on track for achieving our target.

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



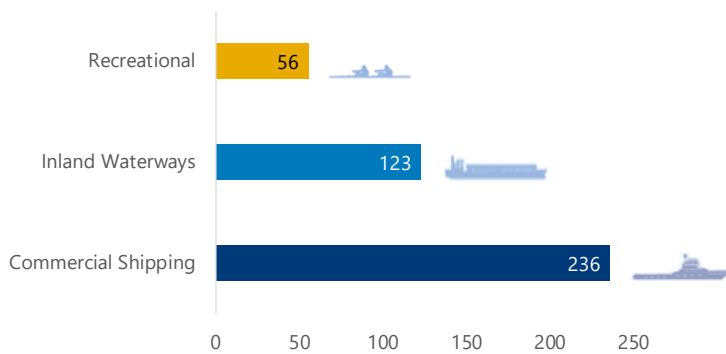
Our target during the current Marine Safety Plan (2021-2023), is to increase Near Miss reporting by **10%** over the life of the plan. In 2022, we received a total of **88** Near Miss Reports, this is a **80%** increase compared to 2021.

The increase in reports received is a positive sign indicating that, changes made during 2022 to reporting methods as well as our ongoing Near Miss Reporting campaign have been successful.

Therefore, it is important to remember 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](#).

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](#).

## Reports by Sector



Reports involving **Commercial Shipping** were mainly of very minor/minor severity. These account for a total of **202** reports in that sector. **34** near misses were reported by commercial ships. **One** serious navigational incident was reported in 2022 involving a commercial vessel.

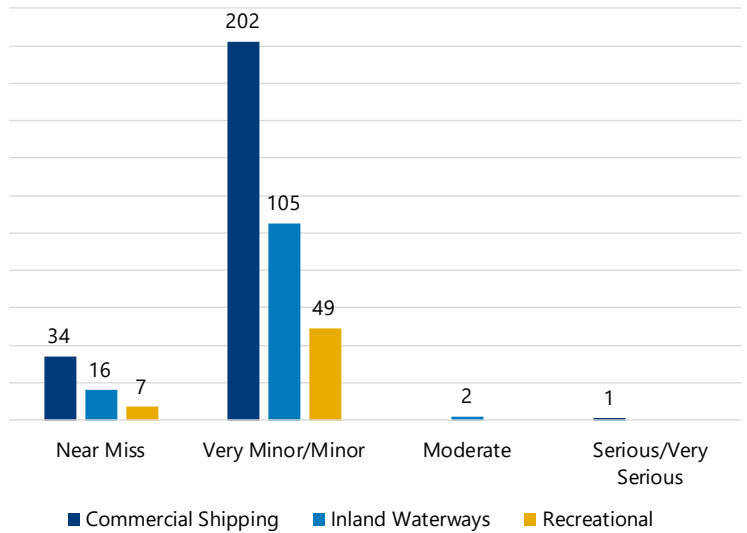
There were a total of **105** very minor/minor reports involving **Inland Waterways** vessels. A total of **16** near miss reports were received from this sector as well as **two** reports of moderate severity.

There were **49** very minor/minor reports involving **Recreational** vessels. There were also **seven** near miss reports.

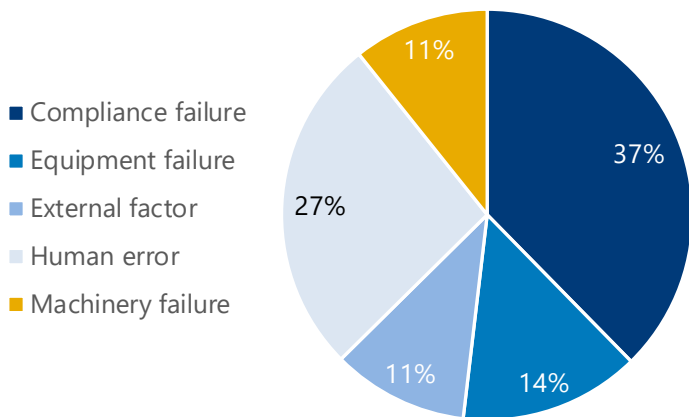
We have seen a **20%** increase of reports (including near miss reports) in all sectors, compared to 2021.

During 2021, we had **40** Recreational, **112** Inland Waterways and **192** Commercial vessel reports.

This could be attributed to the improved reporting methods but also to an increased number of movements recorded on the river during 2022 which accounts for a **23%** increase.



## Top 5 Causal Factors



Compliance failures account for **37%** of the identified causal factors of incidents and deficiencies in 2022. This, as was the case in 2021, is due to the large amount of Pilot Ladder Deficiencies reported.

**14%** of identified causal factors are Equipment failures, whilst **11%** are Machinery failures and External factors, the remaining **27%** are Human Error.

## Shipping Movements & Passenger Figures

**Commercial Shipping** vessel arrivals totalled **13,699**, a decrease of 2% compared to **14,037** in 2021.

**Passenger Figures** increased by **112%** and totalled nearly **7.8m** compared to just over **3.6m** in 2021.

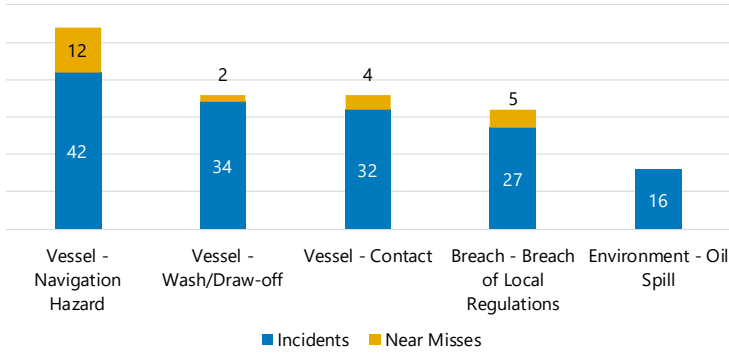
# LOOK AFTER EACH OTHER AFLOAT



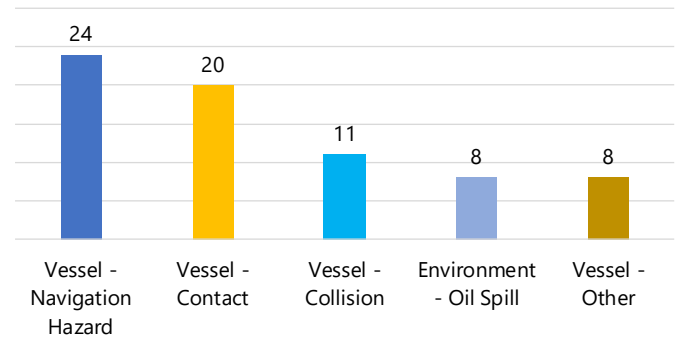
**REPORT ALL NAVIGATIONAL NEAR MISSES YOU SEE**

## Top 5 Report Types

2022



2021



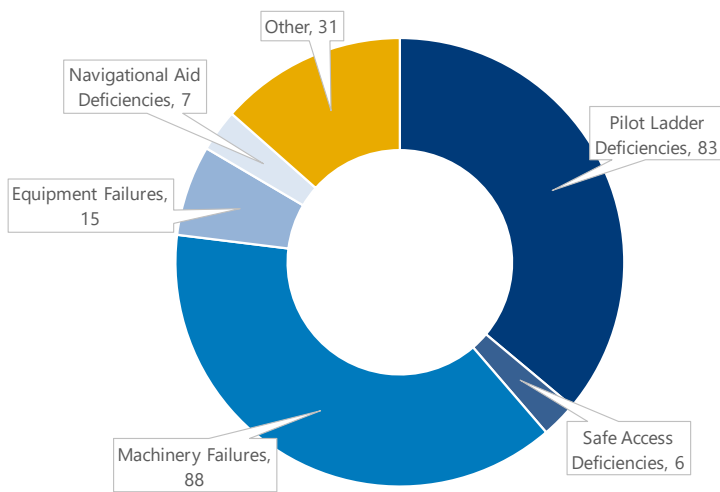
2022 has seen a **20%** increase in movements compared to 2021 alongside notable improvements in our reporting systems and safety campaigns. A combination of these factors is likely the cause behind widespread increase in reporting.

Navigation Hazards (**54**) was the second most frequent report type, these included vessels adrift, fouled propellers, and a sunken yacht. This type of report was followed by Wash/Draw-off reports (**36**), Contacts (**36**) and Breaches of Local Regulations (**32**).

Comparing these figures to those received in 2021, Navigation Hazards have increased by almost **125%**; Contacts have risen by **80%** and pollution reports have risen by **100%**.

Wash/Draw-off reports and Breaches of Local Regulations have now been included in the Top 5 compared to 2021.

## Reported Deficiencies



During **2022**, there were a total of **88** Machinery Failures, **15** Equipment Failures, **seven** Navigational Aid Deficiencies, **six** Safe Access Deficiencies and **31** other types of Deficiency.

Machinery Failures have increased by **31%** compared to 2021, whilst equipment failures have increased by **88%**.

Pilot Ladder Deficiencies were still amongst the most commonly reported deficiency in the Port of London in 2022, amounting to a total of **83** reports.

Despite the amount of reports received in 2022, there has been a **37%** decrease in this type of reports compared to 2021.

### Definitions

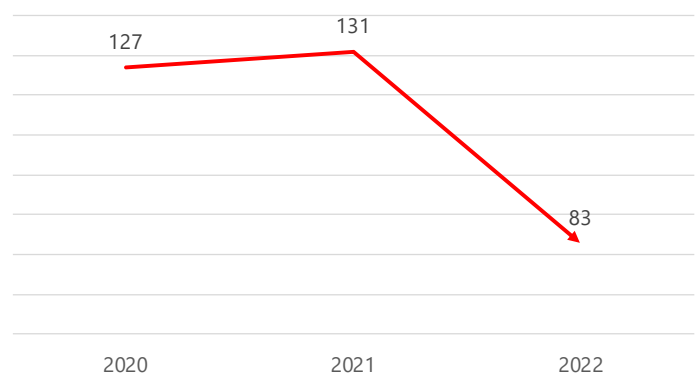
**Reports:** includes incidents, deficiencies and near misses.

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

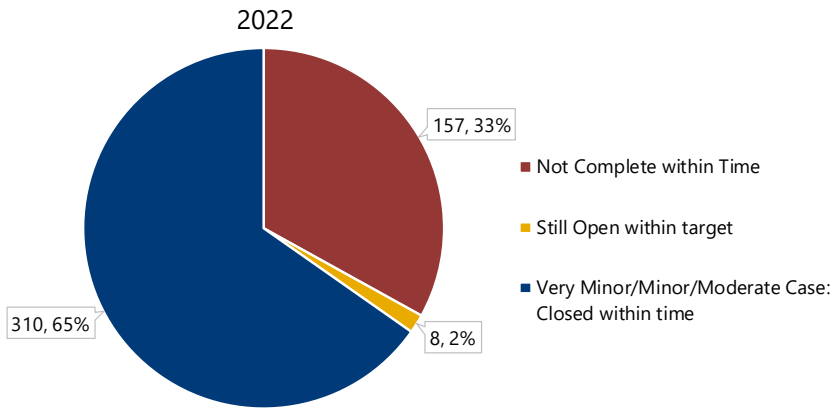
**Deficiency:** Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

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

Pilot Ladder Deficiencies 2020-2022



## 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.

## 2022 Performance

During 2022, **65%** of all Very Minor/Minor/Moderate incident investigations were closed within time, with only **eight** incidents from 2022 still open and within target.

**33%** of incidents missed the close out window, which is the same as the previous year. Although there was no improvement in the percentage, there was a small improvement in the overall number of incidents closed within time, as the number of incidents reported in 2022 was **13%** higher than in the previous year.

## Enforcement Actions

During 2022, the following enforcement actions were issued: **135** Educational Advice, **18** Harbour Master's Formal Warnings, **14** Informal Verbal Warnings and **one** Harbour Master's Reprimand.

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

Out of the **18** Harbour Master's Formal warnings: **six** were issued due to Breaches of Regulations, **four** were due to Wash/Draw-off incidents, **four** were due to Contacts, **three** were due to Near Miss Collisions, and **one** was due to a Navigation Hazard. The only Reprimand issued in 2022 was issued due to a Breach of Regulations.

There were no prosecutions during 2022 or 2021. To view our records of previous prosecutions, visit our [website](#).

Enforcement Actions 2021 vs 2022

