



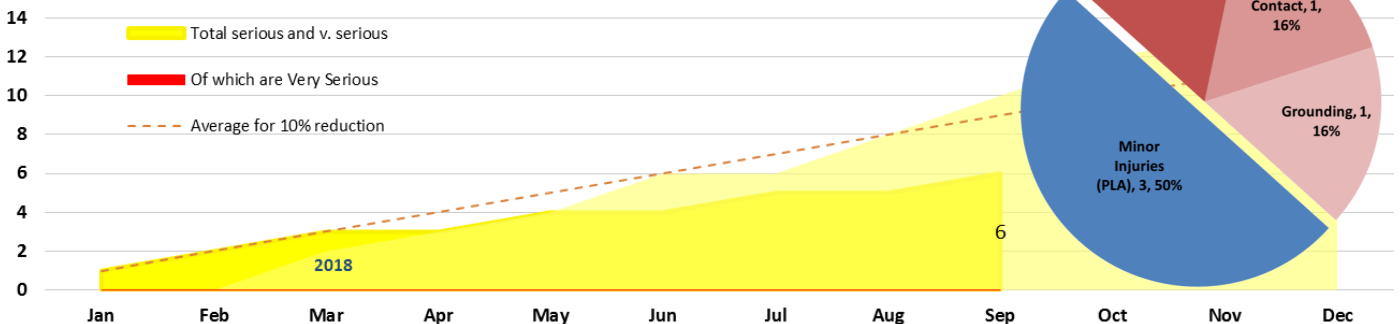
Quarterly report of the marine Safety Management System (SMS) performance and incident statistics

Q3 2018

Serious and very serious incidents

There have been **6** serious incidents so far in 2018—which is **below** the trend line to achieve a **10% reduction** on last year

Cumulative Totals of Serious & Very Serious Incidents



Definitions

Minor: do not affect persons and/or have a negligible cost implication (<£5K)

Serious: may involve slight/significant injury to persons and/or have a moderate cost implication (<£500K)

Very Serious: reported to the Board, which involve serious injury or fatality and/or have a serious/major cost implication (>£500K)

- Our target is **12** or fewer Serious or Very Serious incidents over the course of the year to achieve a 10% reduction on 2017.
- **3** serious incidents occurred in Q1, **1** in Q2 and **2** in Q3, which is 4 fewer than last year.

Commercial Shipping

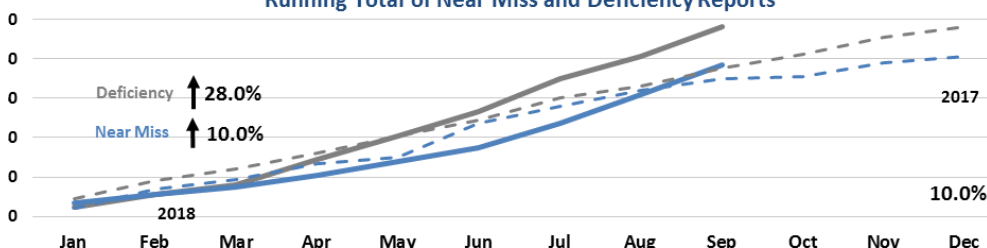
- POLARIS shipping movements are **up 1.4%** compared to this time last year.

Inland Waterways

- Passengers numbers are **down 0.3%** compared to this time last year.
- Passenger vessel incident numbers are higher than this time last year—currently **70% higher**.
- Non-passenger vessel incident numbers only higher than last year, regardless of the increase in vessel movements through infrastructure projects.

- Overall, Near Miss reports are **10% higher** than this time last year.
- Deficiency reports are up 28%, with an increase particularly in the Passenger Vessel category.
- There have been **36** Pilot Ladder non-compliance reports so far in 2018—16 more (an 80% increase) than this time last year, suggesting an improved Pilot reporting culture. The majority were reported during Q3.
- Safe Access non-compliance reports are also up from 2 to 5.

Running Total of Near Miss and Deficiency Reports



Definitions

Incident: All incidents, including breakdowns which result in an incident or near miss occurring.

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, STCW)

Near Miss: An instance of a vessel or vessels narrowly avoiding an Incident.

A closer look at the reports so far in 2018

There have been 179 incidents, 77 near misses and 96 deficiencies so far in 2018, and 3 injuries afloat - giving a total of **355** — **65 more** than this time last year, an increase of 22%

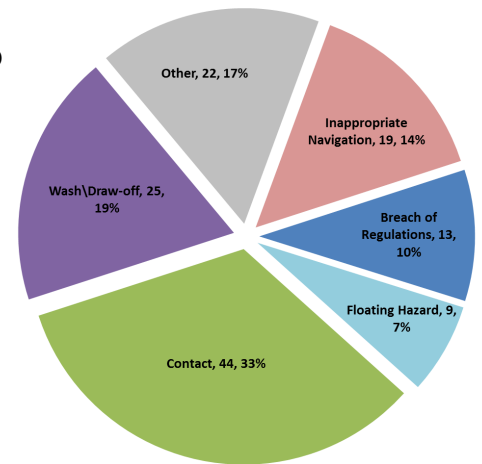
What incident types have shown an increase?

- There have been 179 incidents—
- ‘Contact’ remains the most common type of incident—at 33%. This is up from 27 in 2017 to 44 in 2018. These are split evenly in number mainly across Commercial Shipping and Inland Waterway vessel types.

What incident types have shown a decrease?

- Grounding incidents are down from 15 to 8 compared to this time last year. However, there has been a similar number of Near Misses in this category. The improvement is seen in all vessel categories.
- Collision incidents are down from 12 to 4, with Near Misses in this category also down from 27 to 20. The reduction in incidents is seen mainly in ‘Inland Waterways’ (largely non-passenger) and ‘Recreation’

Top 6 incident categories so far this year

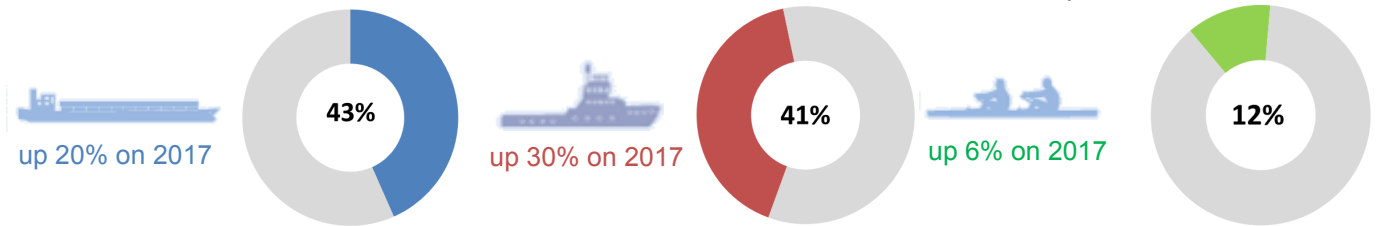
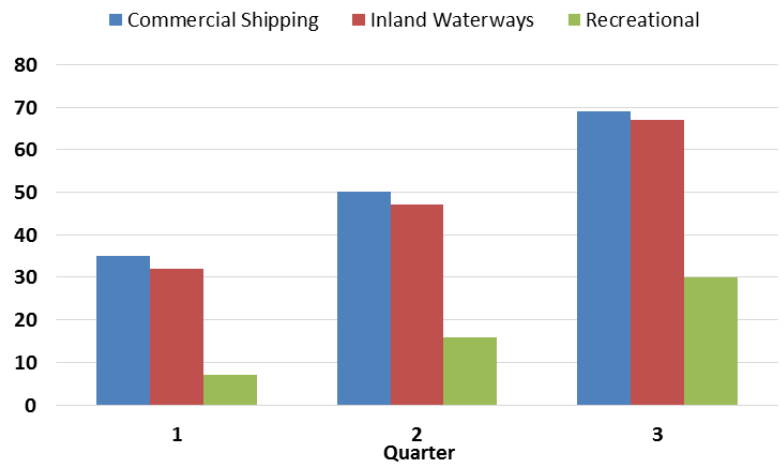


Deficiency reports are up 28% and Near Miss reports 10% higher.

See page 4 for further detail on Near Miss reports.

2018 reports by vessel type

- The graph on the right shows the number of reports per vessel type for each quarter.
- Reports have gradually increased throughout the year. This differs from last year, which saw a relatively even number of reports through the year.
- The biggest growth in the number of reports is in inland Waterways—up 30%.

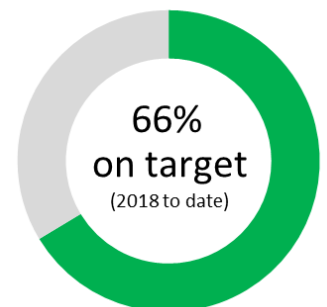


Incident Investigation Performance

Minor Incidents

- Our target for completing minor incident investigations is 4 weeks.
 - ◊ We have achieved our target for **66%** of investigations to date in 2018, with this third quarter of the year continuing the improvement seen throughout 2018—the previous quarters achieving 58%.

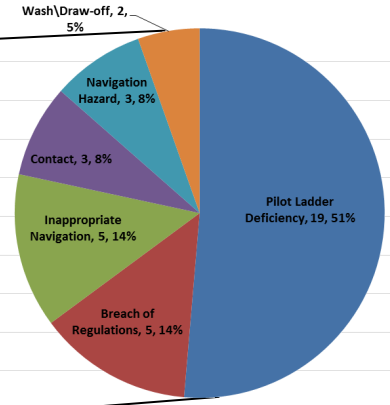
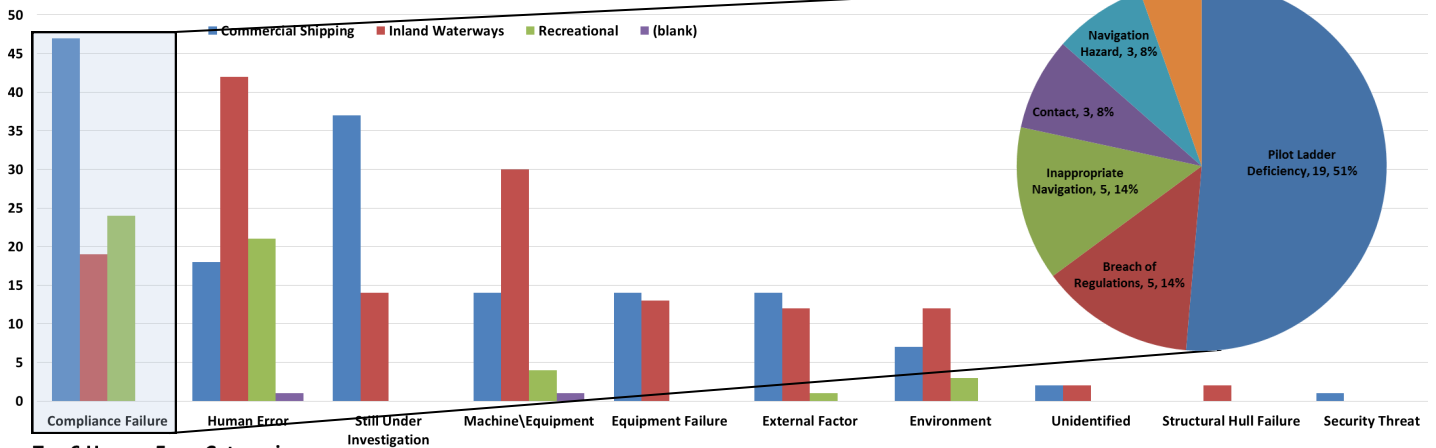
Incident Closeout KPI



Serious / Very Serious Incidents and Prosecutions

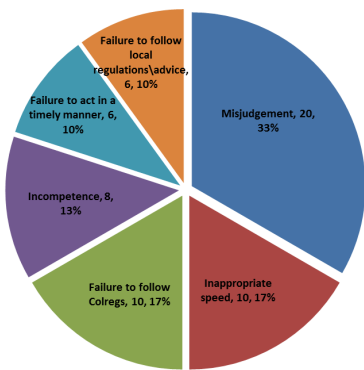
- We aim to complete the initial Harbour Master’s Investigation Report for serious or very serious incidents within 6 weeks and complete the actions from the investigation and close out the incident after 10 weeks. Where prosecutions are involved, we also aim to pass the appropriate documentation to our legal team within 10 weeks of the incident.
- 2 out of the 6 serious incidents in 2018 have missed the 10-week closeout target, with a recent incident in mid-September still under investigation.

Causal analysis — All occurrences in 2018



Top 6 Human Error Categories

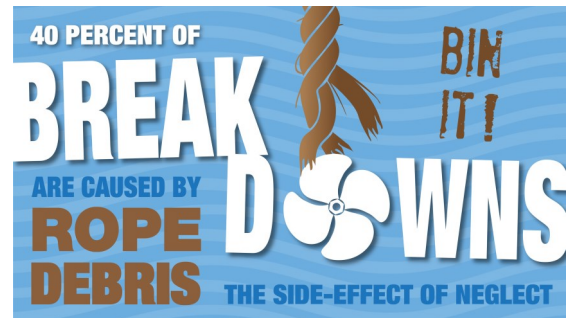
Human Error



- The cause of **23%** of all occurrences so far this year are labelled as Human Error—this proportion is **down 8%** compared to this time in 2017.
- Inland Waterways vessels account for **51%** and Commercial Shipping accounts for **22%** of all Human Error occurrences.
- The top Causal Factors within Human Error are mainly misjudgement (leading to contact incidents whilst berthing), followed by inappropriate speed (leading to wash/draw-off incidents) and failure to follow the Collision Regulations resulting in near miss collisions.

Compliance Failure

- **25%** of all occurrences are identified as Compliance Failure, which are failures of a Company, Ship or Club’s procedures or SMS. This is maintaining a trend of around the same proportion of occurrences, with last year seeing a proportion of 28%.
- Commercial Shipping accounts for the biggest proportion of Compliance Failures at **51%**. This is due to Port State Deficiencies, Pilot Ladder Deficiencies, etc. being categorised under this Causal Factor.



Enforcement

A summary of the enforcement carried out this quarter, which can be from education and advice, to informal verbal warnings and formal written warnings, through to action in the Courts.

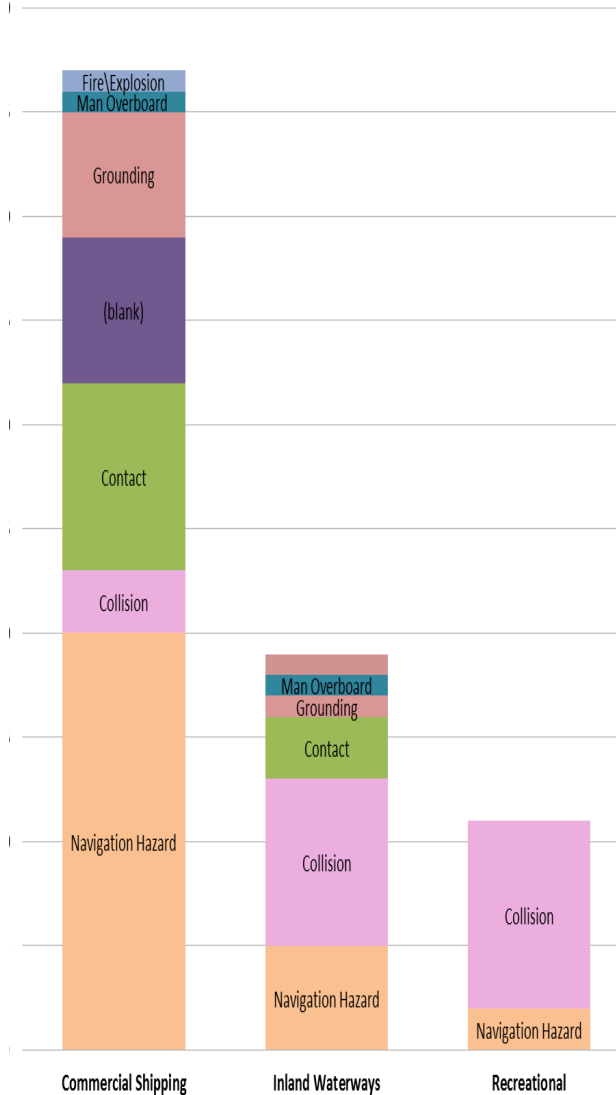
- Various educational discussions have been given by our Marine River Inspectors to river users on a variety of subjects including impeding larger ships, the speed limits, jet ski byelaws, how to conduct effective passage planning, and the importance of reporting incidents..
- A number of educational letters have been sent to ships regarding their Pilot Ladder condition and deficiency reporting, as well as recreational users keeping a good lookout.
- **6** Harbourmaster Written Warnings have been issued in regards to:
 - ⇒ 3 Written Warnings regarding a ship’s Pilot Ladder arrangements not adhering to SOLAS and IMO Regulations
 - ⇒ 1 Written Warning regarding Passage Planning, adherence to Rule 9 of the Colregs, and Section 108 of the Port of London Act (Dangerous Navigation)
 - ⇒ 1 Written Warning regarding Section 108 of the Port of London Act (Dangerous Navigation)
 - ⇒ 1 Written Warning regarding Section 108 of the Port of London Act (Dangerous Navigation) and River Byelaw 9 - Drink and Drugs

To view our previous prosecutions, visit: <https://www.pla.co.uk/Safety/Regulations-and-Guidance/Enforcement-Action>

Don't dismiss a near miss!

Reporting a near miss today may avoid an incident tomorrow. Report anything you consider dangerous or potentially dangerous

Near Miss reports so far this year



- Near Miss reports are up 10% compared to last year.
- The 'Navigation Hazard' category has the most Near Misses, largely lying within Commercial Shipping, which have been parted mooring lines, lack of mooring gangs or boatmen, and obstructed berthing manoeuvres.

Why report a near miss?

All reports are vital to bringing a problem to the attention of the Harbourmasters. Even small or insignificant problems may indicate a wider safety failing.

- Inform London VTS on the appropriate Port Working Frequency.
- On the [PLA Website](#). Click 'Contact Us' and complete a report.
- Via the PLA App

