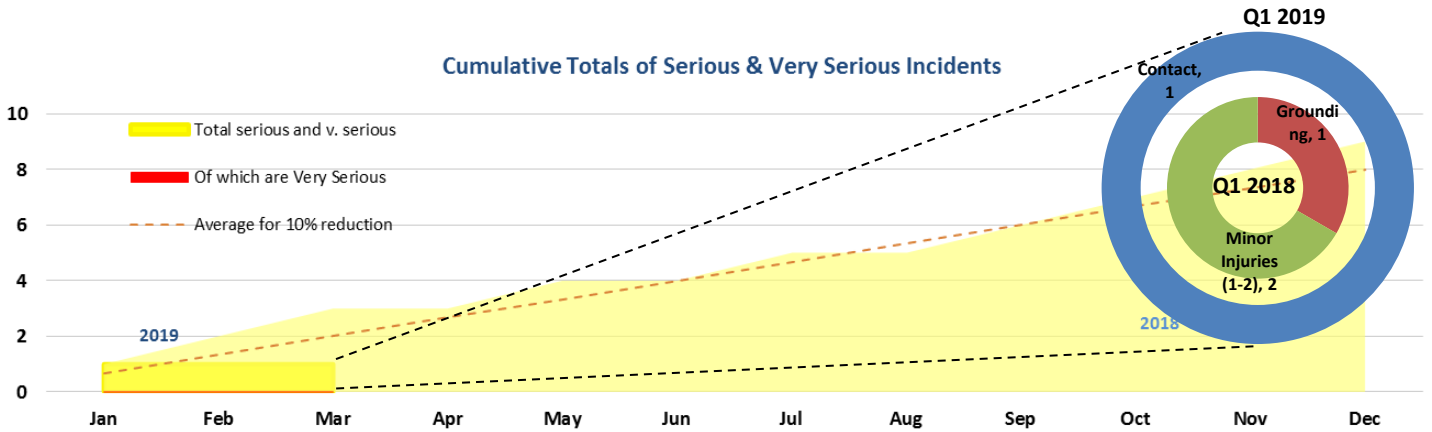




Quarterly report of the marine Safety Management System (SMS) performance and incident statistics – April 2019 - Q1 2019

Serious and very serious incidents

There has been **1** serious incident so far in 2019—which is **below** the trend line to achieve a 10% reduction on last year



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, and STCW)

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

- Our target is **8** or fewer Serious or Very Serious incidents over the course of the year to achieve a 10% reduction on 2018.
- So far we have had **1** serious incident occur in Q1 this year

Commercial Shipping

- POLARIS shipping movements are **up 4%** compared to this time last year.

Inland Waterways

- Passenger’s numbers are **down 23.5%** compared to this time last year. This can be partially attributed to the closure of the Woolwich Ferry Nov ‘18- Feb ‘19
- Passenger vessel incident numbers are lower than this time last year—currently **67% lower**.
- Non-passenger vessel incident numbers are **15% lower** than last year

Other Reporting

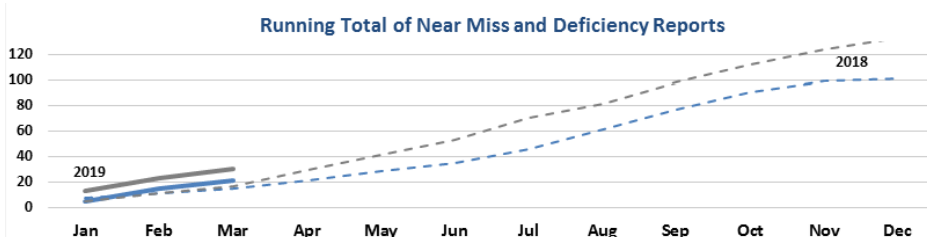
- Overall, Near Miss reports are **40% higher** than this time last year.
- Deficiency reports are **up 81%**, with an increase particularly in the Commercial Shipping category.
- There have been **10** Pilot Ladder non-compliance reports so far in 2019, up from **7** in Q1 2018. These 10 account for almost half of the deficiency reports in commercial shipping this quarter.
- Safe Access non-compliance reports account for another three. All safe access deficiencies are from within the Commercial Shipping Sector.

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)



A closer look at the reports so far in 2019

There have been 32 incidents, 18 near misses and 30 deficiencies so far in 2019, giving a total of 80 — 11 more than this time last year, an increase of 16%

What incident types have shown an increase?

- Machinery Deficiency & Nav Hazards account for 12 incidents each (23% each). Q1 2018 saw 2 Nav Hazard and no Machinery Deficiencies. Pilot Ladder Deficiencies are a close second with 10 so far this year, compared to 7 in Q1 2018.

What incident types have shown a decrease?

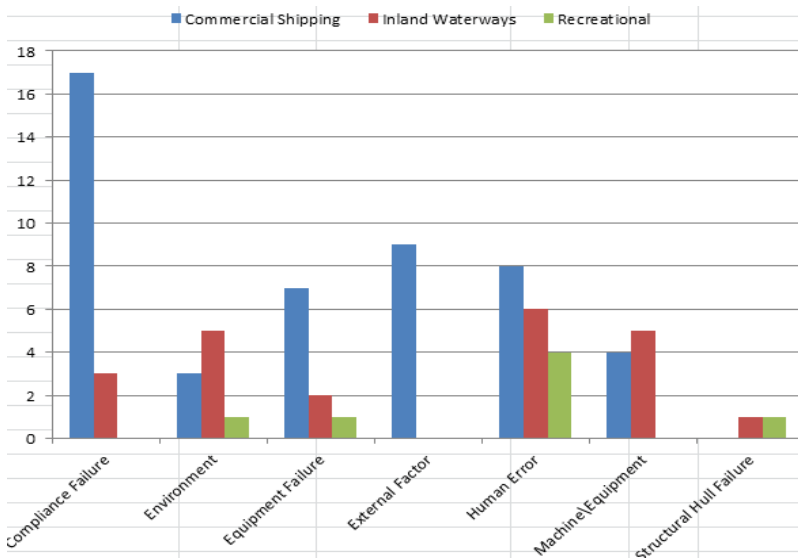
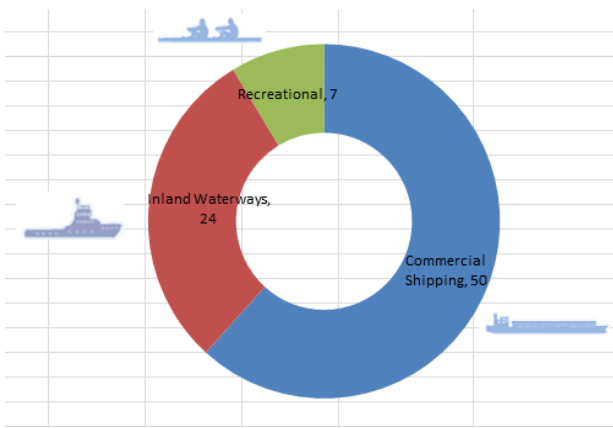
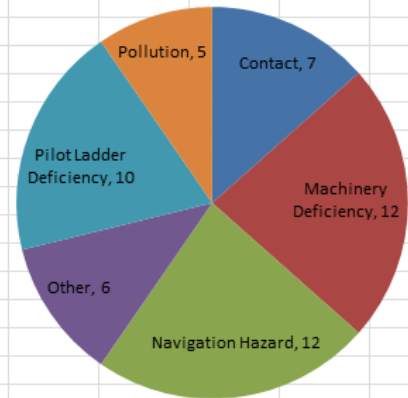
- Contact Incidents have seen the sharpest decrease compared to the same period last year. 2018’s first quarter saw 11 contact incidents compared to this years 7. In addition, there were 4 contact near misses in Q1 2018. This year there have been none.
- Worthy of note is the fact that we have had just one Wash/Draw-Off incident this year compared to 5 in the same period of 2018. Wash/Draw-Off is one of the ports top ranked hazards so it is clear evidence that efforts to reduce risk in the area are proving effective.

See page 4 for further detail on Near Miss reports.

2019 reports by vessel type

- The graph on the right shows the number of reports per vessel type for this quarter.
- The largest increase has been from the commercial shipping sector which has shown a steady increase in machinery and pilot ladder deficiency reports.
- The chart below displays the corresponding causal factors. This clearly demonstrates that compliance failure is a key contributory causal factor for many of those deficiencies.

Top 6 incident categories so far this year



Incident Closeout KPI



Incident Investigation Performance

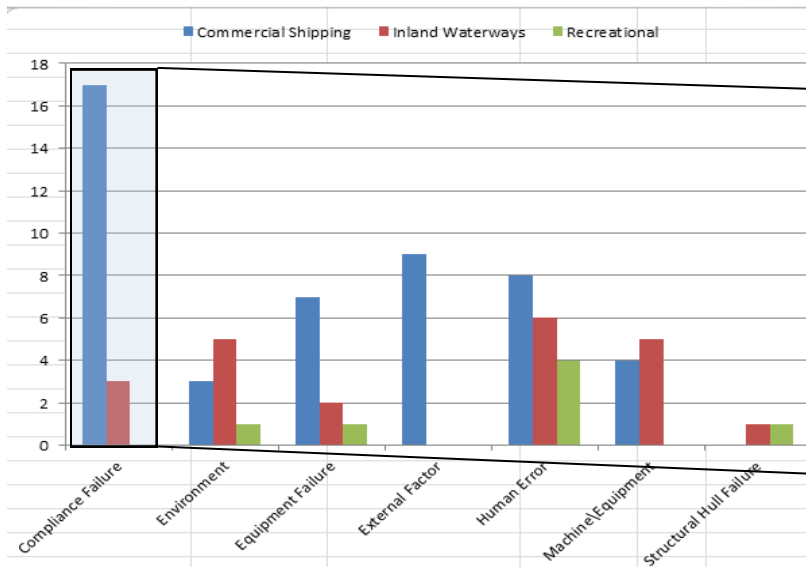
Minor Incidents

- Our target for completing minor incident investigations is 4 weeks.
- We have achieved our close out target for 91% of investigations to date in 2019, with this first quarter of the year showing a huge improvement already on the 57% achieved in Q1 2018—the previous quarter (Q4 2018) achieved 66%. This is a clear demonstration of the huge effort by the Harbour Master teams to improve on the last quarters performance.

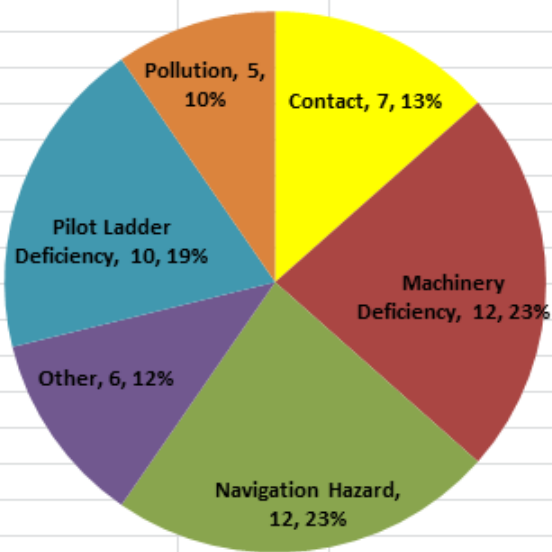
Serious / Very Serious Incidents and Prosecutions

- The target completion time of the initial Harbour Master’s Investigation Report for serious or very serious incidents is within 6 weeks. The target to complete actions from the investigation and close out the incident is 10 weeks. Where prosecutions are involved, the target is to pass the appropriate documentation to our legal team within 10 weeks of the incident.
- The only serious incident, so far, in 2019 has, unfortunately, missed the 10-week closeout target.

Causal analysis — All occurrences in 2019



Top 6 Compliance Failures



Human Error

23% of all occurrences so far this year are labelled as Human Error—this proportion is **up 6%** compared to this time in 2018.

Inland Waterways vessels account for 35% and Commercial Shipping accounts for 45% of all Human Error occurrences.

The top Causal Factors within Human Error are mainly misjudgement. The remaining causal factors are an even spread in accordance with the chart above. There is no clear identifiable pattern amongst consequences at this early stage of the year

Compliance Failure

The majority of compliance failures are currently split evenly between Navigation Hazard and Machinery deficiency, with 12 each and 23% of the total number recorded.

Q1 last year saw Pilot Ladder Deficiencies the most numerous with 6 in number, but 55% of the total count.

This simple fact is a clear indicator of a sharp increase in the number of recorded compliance failures for Q1 2019. There is a clear response to this with the increase in enforcement action taken in comparison to Q1 2018 (detailed below).

Commercial Shipping accounts for a significant proportion of Compliance Failures at 81%. This is largely due to Safe Access and Pilot Ladder Deficiencies.

Enforcement

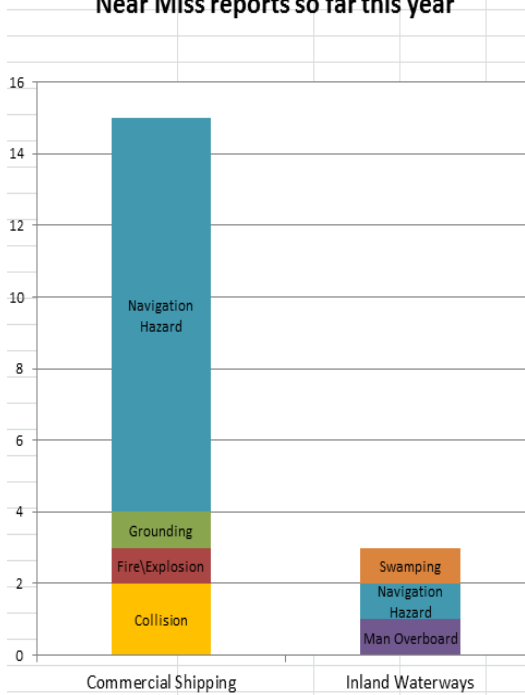
A summary of the enforcement carried out this quarter, which can be from education and advice, to informal verbal warnings and formal written warnings, through to action in the Courts.

- The majority of Enforcement actions, this quarter, have come from the Commercial Shipping sector.
- A number of educational letters and informal warnings have gone to operators in relation to non-compliant gangways, safe access for personnel and for non compliance with General Directions. A formal meeting chaired by the Chief Harbour Master has been held to address the matter. Oil & Gas terminal operators were invited to attend.
- 9 Harbourmaster Written Warnings have been issued in regards to:
 - 4 Written Warnings regarding Safe Access for Personnel/Non Compliant Gangways
 - 1 Written Warning regarding Section 108 of the Port of London Act for not keeping to the starboard side of the channel with an outbound vessel and non-compliance with the COLREGs Rule 9 and failure to communicate under S. (4) of the Port of London General Direction and IMO Res A.954/23
 - 1 Written Warning regarding (General Directions 6) - Reporting of deficiency's and ensuring all information is passed over when conducting a pilot master exchange
 - 1 Written Warning regarding London VTS not being able to make contact with a vessel.
 - 2 Written Warnings in the recreational sector—two coaches were issued with reprimands for failing to comply with closed arch signs and navigating without due care and attention (Section 108 of the Port of London Act).
- PLA are in the process of prosecuting for an incident that occurred in January 2019—a sunken barge creating a large oil spill, MCA are prosecuting TIGER ONE which also occurred in January 2019.

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 Summary

- Near Miss reports are up 50% compared to last year.
- The 'Navigation Hazard' category has the most Near Misses, largely lying within Commercial Shipping.
- There is clear evidence that the majority of these near misses seem to result from poor communications, particularly during mooring operations.

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.

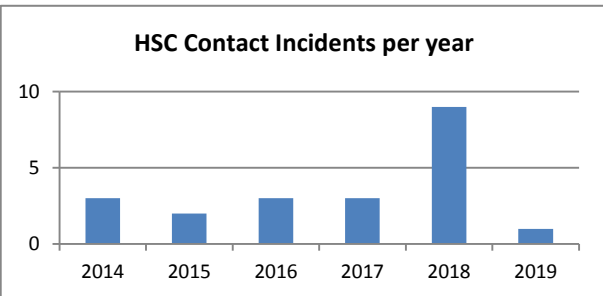
- Inform London VTS on the appropriate Port Working Frequency.
- On the [PLA Website](#). Click 'Contact Us' and complete a report.
- Via the PLA App

Focus

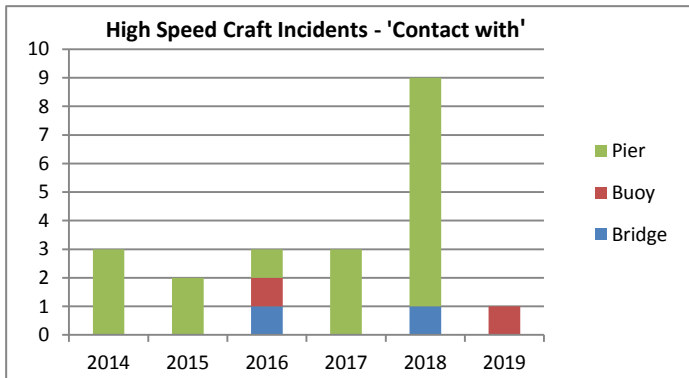
Each quarterly report we are going to aim to focus on an area of specific interest. Sometimes these will be areas of particular relevance to recent incidents or events. Other times they will be chosen at random. The aim will be to take a closer look at these areas to see if we are able to identify trends in areas that could see improvement or areas where we are doing particularly well. There will be no bias, no recommendations just a presentation and analysis of the factual data for you to draw your own conclusions from.

Over the last year we have had a few high profile incidents on the Thames involving High Speed Vessels. As a result some analysis has already taken place into this particular area, specifically in relation to Contact incidents, where vessels collide with a stationary, fixed object or structure. We thought it an ideal opportunity to look into this further and present it to you for our first quarterly Focus. We hope you find it of interest.

HSC Contact Incidents per year



The most striking and interesting information discovered was the sharp increase in the number of contact incidents in 2019 over previous years. 9 as opposed to 2-3 per year in previous. This is especially interesting given the decline in passenger numbers during the tail end of 2018 and Q1 2019. It is worth noting that these incidents accounted for almost half of all contact incidents on the river in 2018. **The first quarter of 2019 has only seen one incident, which bodes well.**



Through this table it is clear that the majority of contact incidents from HSC were with a pier/berth/jetty. The majority of those recorded have occurred during berthing or berth departure manoeuvres.

The one incident during the 1st quarter of this year involved contact with a buoy. This is the only incident in the past 5 years that has actually occurred at speed.

Perhaps unsurprisingly, all HSC that have had incidents over the past five years have all been inland waterways vessels.

