

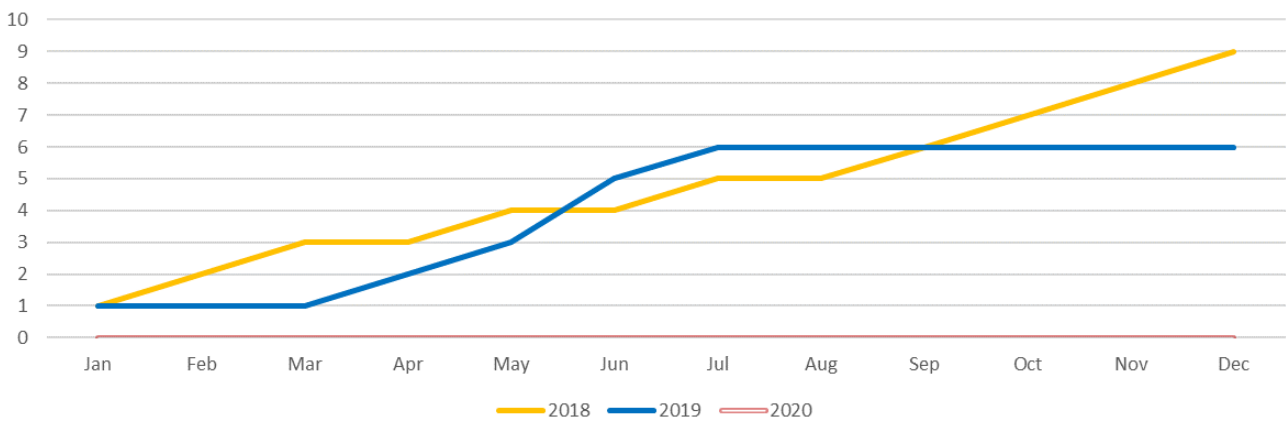


# Marine Safety Management System (SMS) Review of the Marine Safety Plan objectives (2018-2020)

The following were objectives representing the PLA’s commitment to reducing incident numbers, to continuously improve the management of marine safety and toward achieving zero harm.

There were **0** serious incidents in 2020 - which means that we have now met the 10% year-on-year reduction target. Over the life of the Marine Safety Plan, the annual number of serious and very serious incidents has **decreased by 9**, which is a **100% reduction**

## 10% Reduction in Serious/Very Serious Incidents



We have achieved our 10% reduction target for Serious Incidents across the board, we recorded dropping from 9 incidents in 2018, to 6 in 2019 and then 0 serious incidents in 2020.

A breakdown of all serious incidents over the last 3 years can be seen in the graph below. Vessel—Contact is the most common cause of a serious incident over the last 3 years with 5 being recorded (33%)

There have been **no serious or very serious incidents that resulted in mistakes made by PLA Pilots** over the last 3 years. This is another of the objectives based on serious incidents in our outgoing Marine Safety Plan.

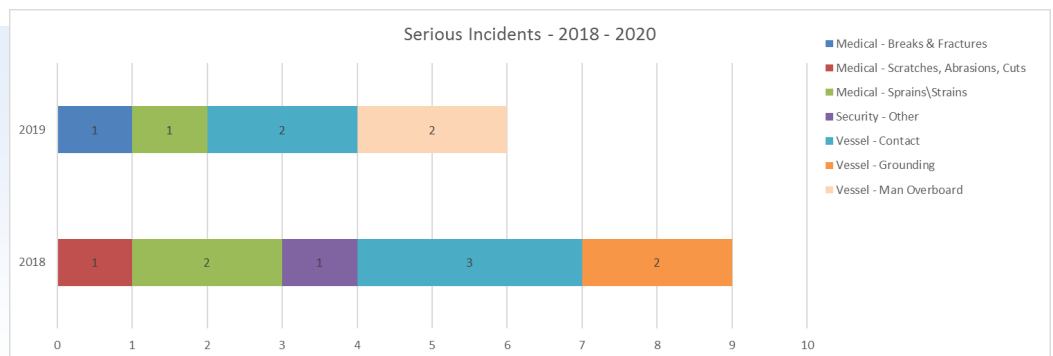
Man Overboard, Medical sprains/strains was the next most common of our serious incidents, with three occurrences across the three year life of the plan.

### Definitions

- Minor Incident:** Incidents, which do not affect persons and/or have a negligible cost implication (<£5K)
- Serious Incident:** Incidents which may involve slight/significant injury to persons and/or have a moderate cost implication (<£500K)
- Very Serious Incident:** Incidents reported to the Board, which involve serious injury or fatality and/or have a serious/major cost implication (>£500K)

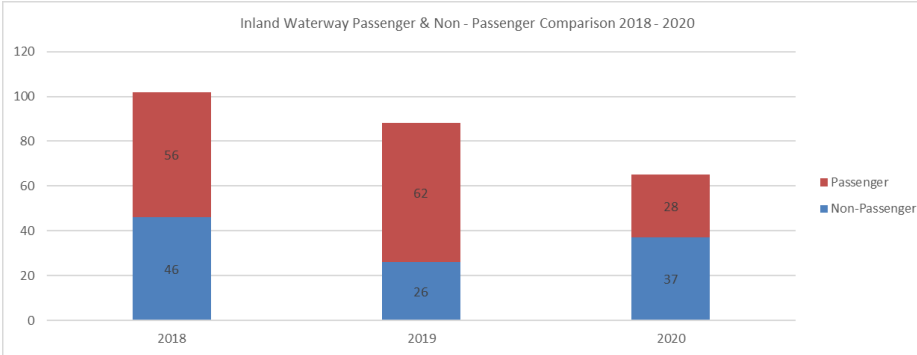
### Definitions

- Commercial Shipping:** Incidents involving sea-going commercial ships.
- Inland Waterways:** Incidents involving intra-port / ‘categorised waters’ commercial vessels, both passenger and freight
- Recreational:** Incidents involving non-commercial vessels



**NOTE: 2020 data is not displayed as no serious incidents were reported.**

**Decrease the Number of Inland Waterway, non passenger incidents by 10%**

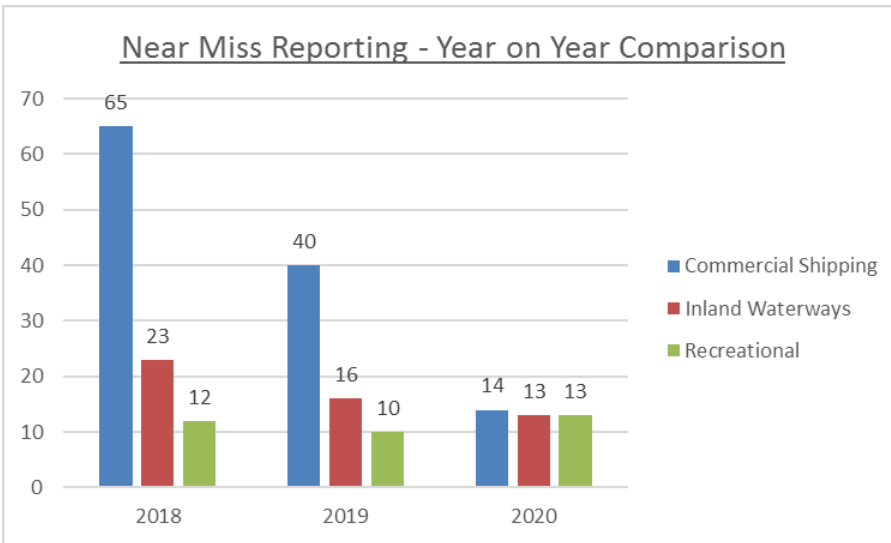


**Inland Waterways**

We have seen a decrease in all Inland Waterway incidents reported, but we have failed to decrease the numbers of non passenger incidents by the required 10% year on year.

A decrease in all non passenger/passenger incidents of 43% from 2018—2019, followed by an increase of 42% of 2019's figure by the end of 2020

**Increase the Number of Near Miss Reports by 10%**

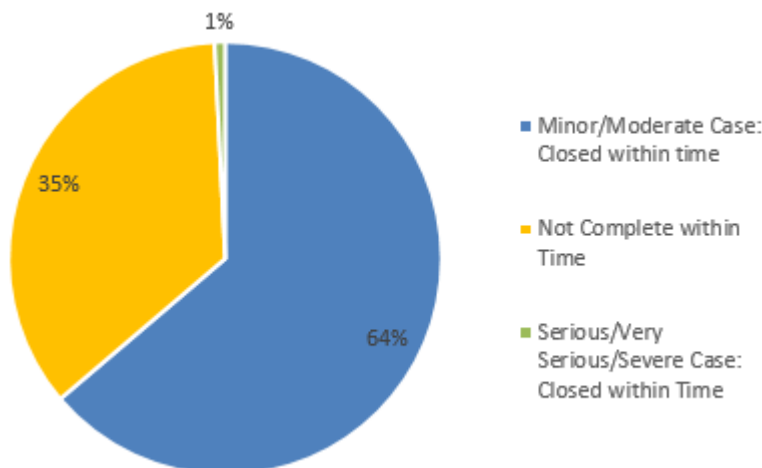


**Near Miss Reports**

Despite the introduction of our Near Miss Campaign in 2020, we have not achieved the target for increasing the number of near miss reports by 10%. The number of reports this year may have declined alongside the reduced number of incidents, due to the impact of COVID-19.

**Minor Incidents, near misses and deficiencies – close within 4 weeks of being reported.**

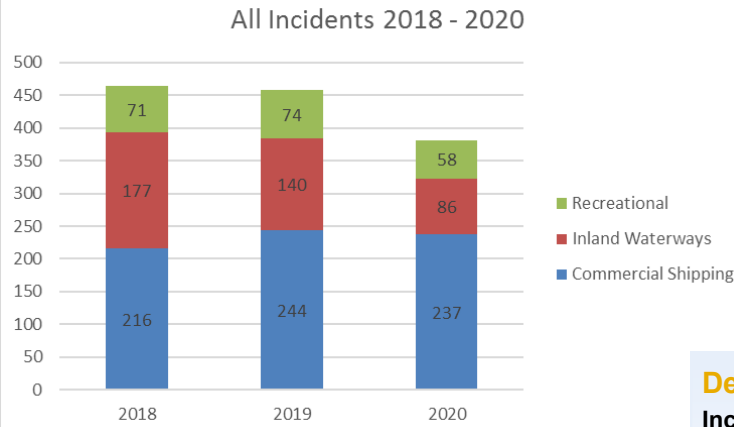
**Serious / Very Serious Incidents – produce an Investigation Report within 6 weeks and close within 10 weeks of being reported**



64% of all cases have been closed, over the last 3 years of the plan, within the allotted time.

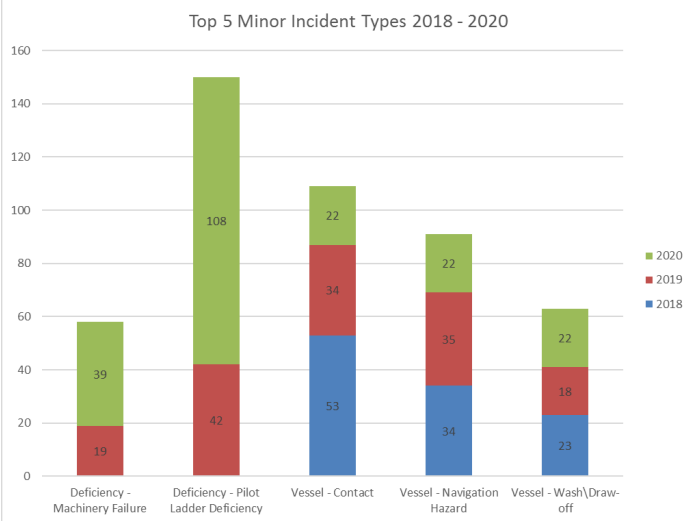
During the pandemic in 2020, we have been focussed on keeping essential services running in order to maintain safety. As a result this has had a significant impact on our ability to achieve our targeted close-out rates.

A brief overview of incidents for the period of the plan



- All reported incidents have seen a decrease over the last three years, from 2018—2019 there was a 1% drop in all reported incidents across the river.
- There was a significant drop from 2019—2020 (17%) in all incidents, due to the impact of COVID 19, decreased traffic on the river and a constantly improving safety culture.

Top 5's (2018—2020)

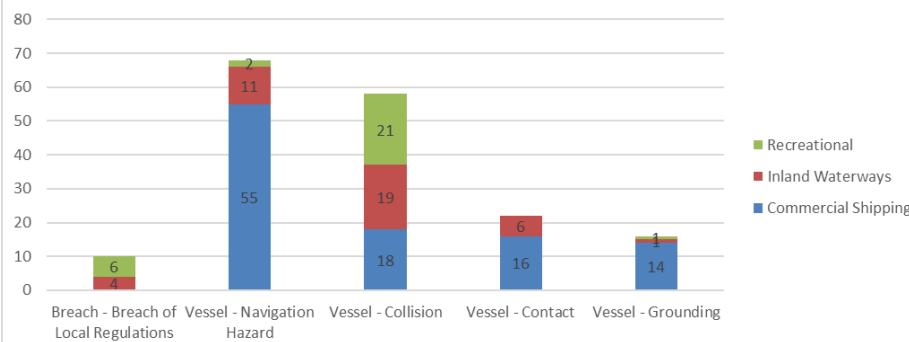


Definitions

**Incident:** An event which impacts the safety of a vessel, including breakdowns which result in an incident occurring.  
**Deficiency:** Breakdowns which did not threaten the safety of a vessel.  
**Near Miss:** An instance of a vessel or vessels narrowly avoiding an Incident.

- The majority of reported minor incidents were in relation to Pilot Ladder Deficiencies, which have been rising in prominence across the period of the plan.
- The next most common was vessel contacts, most prominent amongst the inland waterway passenger vessel operators.
- Contacts have steadily reduced in number over the course of the past three years
- Machinery deficiencies more than doubles between 2019 and 2020

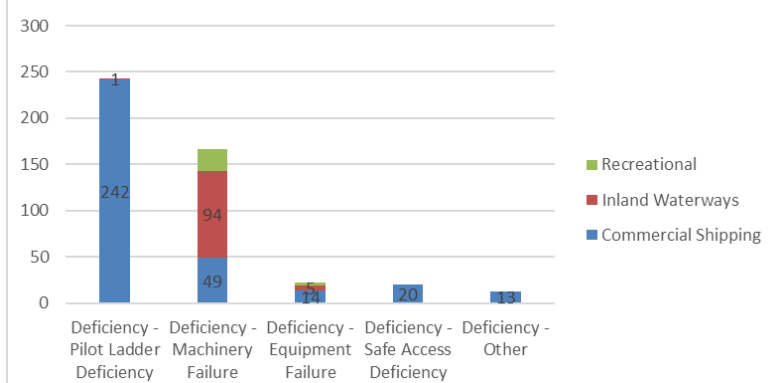
Top 5 Near Miss Categories 2018 - 2020



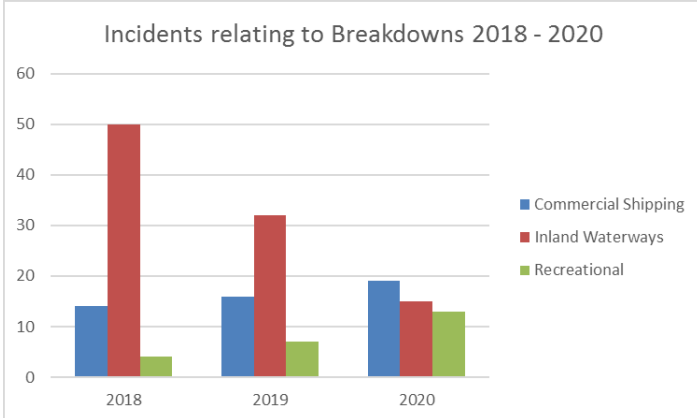
- The majority of reported near misses over the last three years are relating to Navigational Hazards and vessel collisions.
- The commercial shipping sector appears to produce the majority of the near miss reports, the majority of which come from PLA Pilots.

- Pilot Ladder Deficiencies have become more prominent in our reporting patterns over the last three years (making up 52% of all deficiencies reported in the last three years). Contact incidents are still high in number.
- Pilot Ladder deficiencies and Machinery failures form the most reported type of deficiency across the board for the last three years.
- The increase in Pilot Ladder Deficiency reports is part of a national effort to increase the reporting of this type of deficiency.

Top 5 Deficiencies 2018 - 2020

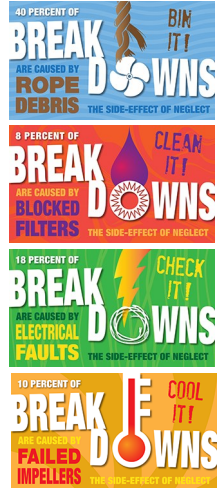


## Campaigns



Two campaigns were launched during the life of the plan. The first to raise awareness on the causes of breakdowns on the river and the second to highlight the importance of Near Miss reporting.

During 2018 the Port of London Authority (PLA) called on people taking their boats on the Thames to step up vigilance and avoid the 'side effect of neglect' in a bid to radically reduce the number of breakdowns on the river.



This has proven to be a success as we have seen a drop in numbers in breakdowns over the last three years.

Breakdown Incidents saw a **19%** reduction after the introduction of the campaign, on 2018 figures to 2019, then a reduction on 2019 figures **15%** in 2020.

To further help combat a decline in Near Miss reporting a campaign was launched in summer 2020 to drive home the importance of reporting Navigational Near Misses to all river users as well as information on how to report a Near Miss. Since the launch we did see a steady increase in reports and hoped that this would continue so we can learn from them and, in turn, use the knowledge gained to inform our Port Wide Risk Assessment and mitigate any and all hazards to river users. Unfortunately, Near Miss reporting has now declined since the summer period, but again this could largely be due to the impact of COVID and reduced river traffic.



Campaign information—<http://www.pla.co.uk/Safety/Near-Miss-Reporting>

The Portwide Notice—<http://www.pla.co.uk/assets/11of2020-nearmissreportingcampaign.pdf>

Safety Bulletin—<http://www.pla.co.uk/assets/safetybulletin3of2019-theimportanceofnearmissreporting.pdf>

## Water Safety Campaign—Drowning Prevention

In addition to the above the PLA also launched a Drowning Prevention Strategy—more details can be found here—<http://pla.co.uk/Safety/Water-Safety/Water-Safety>



	<u>Policy Section</u>	<u>Objective</u>	
1.	<b>Safety Management Systems</b>	<p><b>Red Tape Challenge</b></p> <ol style="list-style-type: none"> <li>1. Complete a red tape challenge on the PLA Regulatory Framework, with a target to reduce the volume by approximately 50% and instigate these changes over the period of this plan.</li> <li>2. Produce a Port Information Book which acts as a single reference point for PLA Regulations, easily accessed and searched with modern technology in mind.</li> <li>3. Make improvements to cataloguing and recording changes made to our regulations.</li> </ol>	<p>Partially Achieved</p> <p>Partially Achieved</p> <p>Partially Achieved</p>
2.	<b>Pilotage</b>	Provide a pilotage service of well-trained, suitably qualified and authorised pilots that is supported by appropriate recruitment and the authorisation of pilotage exemptions to similar standards, resulting in no serious or very serious incidents caused by errors made by PLA Pilots.	Achieved
3.	<b>Vessel Traffic Services</b>	<ol style="list-style-type: none"> <li>1. Ensure that the PLA VTS operates at 99.9% availability across both Districts.</li> <li>2. Develop a means of recording and reporting positive interventions by VTS staff.</li> </ol>	<p>Achieved</p> <p>Achieved</p>
4.	<b>Hydrography</b>	<ol style="list-style-type: none"> <li>1. To complete the programme of outstanding hydrographic surveys to ensure the riverbed within port limits is surveyed and charted to modern international standards where reasonably practicable.</li> <li>2. To review the authorities long term survey strategy to ensure it remains relevant and fit for purpose.</li> <li>3. To continue efforts with MCA and UKHO to provide port users with the most appropriate scale electronic chart products for their vessel which comply with national and international requirements.</li> </ol>	<p>Achieved</p> <p>Achieved</p> <p>Achieved</p>
5.	<b>Vessel Licensing</b>	<ol style="list-style-type: none"> <li>1. Ensure licensing of commercial Inland Waterways vessels is maintained in accordance with regulations.</li> <li>2. Continue efforts for the MCA to recognise the Thames Freight Standard as a National equivalent standard for Class IX (A)(T) vessel (Tankers) through MGN469.</li> </ol>	<p>Achieved</p> <p>Partially Achieved</p>
6.	<b>Management of River Activities and Works</b>	<ol style="list-style-type: none"> <li>1. River events are to avoid river closures and any unnecessary restrictions on commercial and leisure vessel movements. All risks associated with river events are to be at ALARP prior to consent being given for an event to take place.</li> <li>2. Over the life of the Thames Tideway Tunnel (TTT) project, maintain an enhanced regime that ensures that marine activities supporting construction of the TTT are managed effectively and adequately risk assessed using site specific risk assessments and a project wide cumulative navigation risk assessment, the latter reviewed monthly. Project tows and marine transport elements will also be risk assessed and planned on a case by case basis.</li> </ol>	<p>Achieved</p> <p>Achieved</p>
7.	<b>Emergency Preparedness and Response</b>	<ol style="list-style-type: none"> <li>1. Establish the Thames Resilience Forum to liaise more effectively with stakeholders along the river with regard to the resilience aspect and other emergency response requirements concerning the river.</li> <li>2. Establish a more detailed and robust schedule of regular training and exercises for implementing emergency plans and oil spill procedures, to improve our response capability. This will introduce more regular table top and live exercises afloat to test all aspects of the Port of London Authority's operations. Exercises will be carried out with external stakeholders such as local authorities and the emergency services.</li> </ol>	<p>Achieved</p> <p>Partially Achieved</p>
8.	<b>Enforcement and Prosecution</b>	Continue to support efforts to bring into force the same drink-drive and drugs legislation for recreational users as applies already to commercial users under the Railways and Transport Safety Act 2003.	Achieved