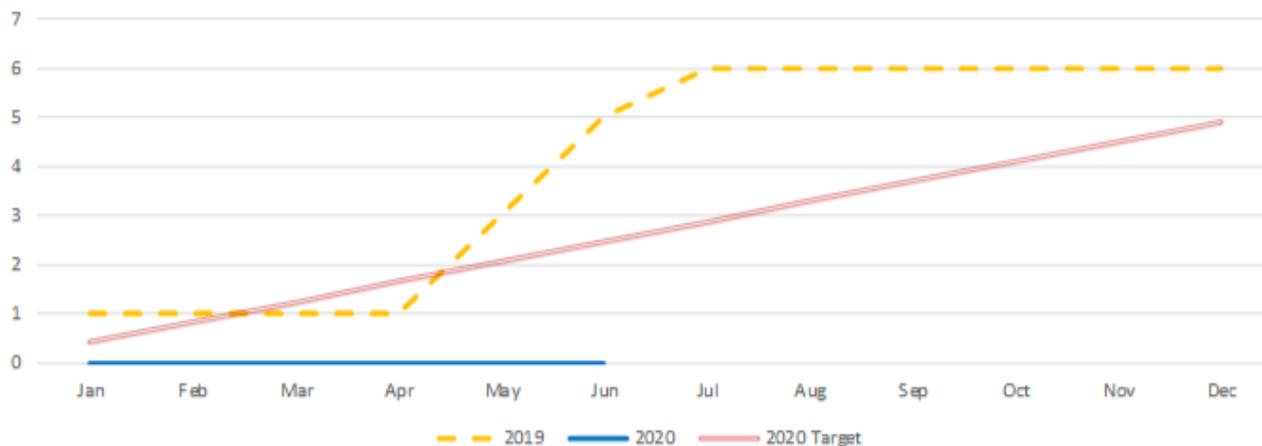
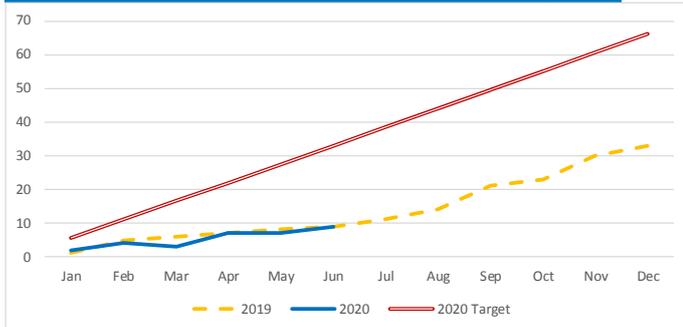


10% Reduction in Serious/Very Serious Incidents

Serious and very serious incidents so far in 2020—there have been **0** serious or very serious incidents reported so far in 2020— we are on target to achieve our **10% reduction on last year**



10% increase in Near Miss reporting



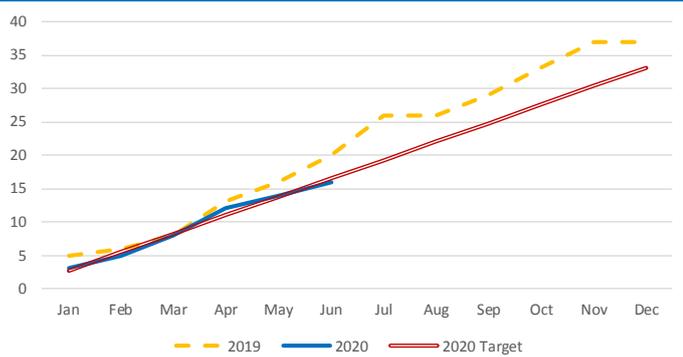
Definitions

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.

10% Inland Waterway non-passenger incident reduction



The target is **5** or fewer Serious or Very Serious incidents over the course of the year to achieve a 10% reduction on 2019. So far there have been **0 serious or very serious incidents** occur this year.

Near Miss Reduction

So far we are **below target** to achieve a 10% increase in near miss reporting. See the Focus at the end of this report for more information on what we are doing to help improve near miss reporting across

the Thames and the wider river community.

Inland Waterway non-passenger Incident Reduction

During June 2020 we were **on target** for reducing the number of inland waterway non-passenger incidents across the Thames. However, this is to be monitored closely due to the figures being very close to the 10% reduction trend line.

Shipping Movement and Passenger Figures

Commercial Shipping Vessel numbers to the end of June number at 10076. a **reduction of 8%** compared to the first six months of 2019. This, of course is largely due to the impact of Covid-19.

Passenger Numbers have seen a **reduction of 93%** for similar reasons.

January to June 2020 in detail

There have been 157 incidents, 12 near misses, and 2 safety occurrences to the end of June 2020 giving a total of 171 — 75 less than this time last year, **a decrease of 30%**. Much of this can be attributed to the reduction in Commercial shipping movements and passenger vessel traffic in central London during the Covid-19 Pandemic.

Deficiency reports are up 34%, with an increase particularly in the Commercial Shipping category which has seen an increase of 58% on its own. There have been **67** Pilot Ladder non-compliance reports so far in 2020, up from **34** this time last year. These 67 account for almost half of the deficiency reports in commercial shipping this year.

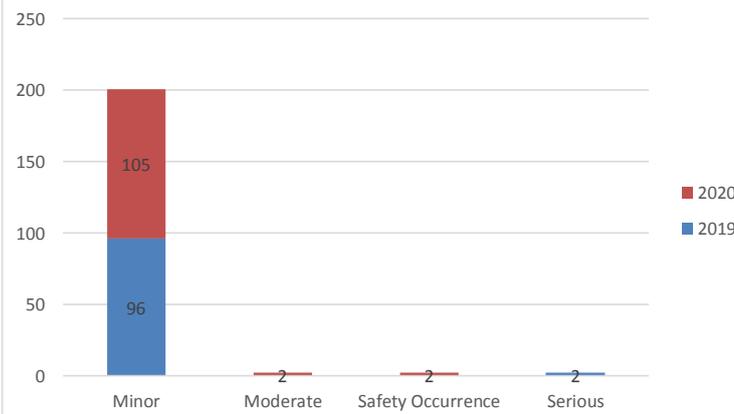
Commercial Shipping, Inland Waterway & Recreational

Commercial Shipping has seen the largest rise in incidents over the last six months. This is largely due to Pilot Ladder Deficiencies being reported on a regular basis. There has been a **9% increase** in minor incidents compared to this time last year. There have been two incidents classed as Moderate - Vessel contact at Royal Terrace Pier and Vessel Grounding after shaft Generator Failure. There have been two Safety Occurrences reported relating to a Barge moored on Tug Moorings in error and a safe access deficiency. There have been no reported serious incidents in this sector this year compared to two by this time in 2019.

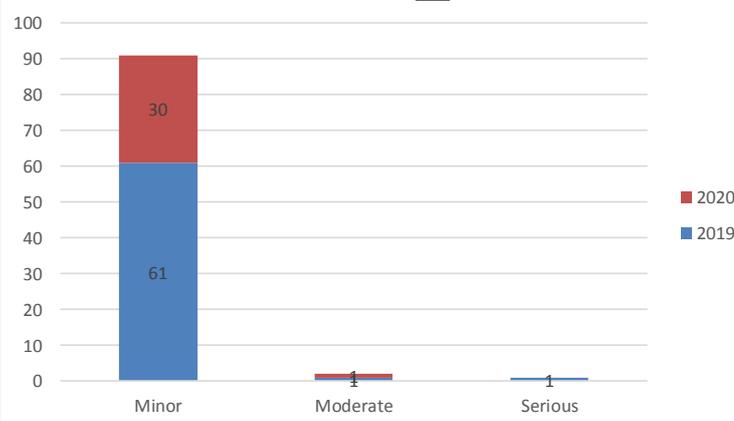
Due to Covid-19, inland waterway operators had to shut down to comply with the national lockdown during March/April. As a result of this incident numbers are dramatically reduced, with a **51% decrease** in all Minor Incidents reported in this sector. A large majority of these incidents reported were suspected minor oil spills. The only moderate incident relates to Damage to LAMBETH PIER, caused by the wash of a passing UNKNOWN vessel. There have been no reported serious incidents in this sector this year, compare to one this time in 2019.

Again due to the COVID-19 lockdown, Recreational activities on the Thames have been very limited during 2020. This is a major contributory factor to the **28% decrease** in all Minor incidents for this sector. By this time last year we had two very serious incidents reported.

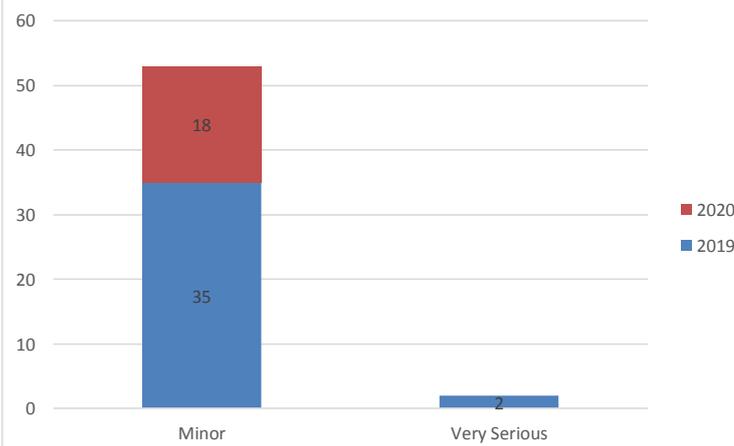
Commercial Shipping Comparison (Jan-June 19/Jan-June 20)



Inland Waterways Comparison (Jan-June 19/Jan-June 20)



Recreational Comparison (Jan-June 19/Jan-June 20)

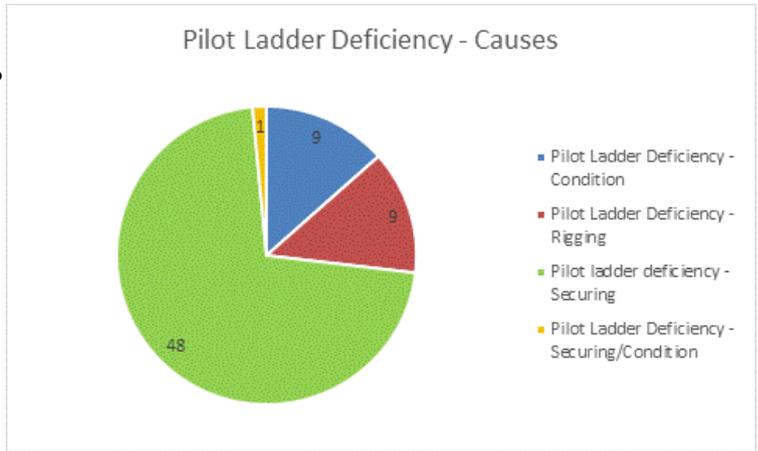


Primary Incident types in depth

What incident types have shown an increase?

Due to the significant reduction in vessel movements across all sectors, the majority of Primary Incident Types have all seen reductions.

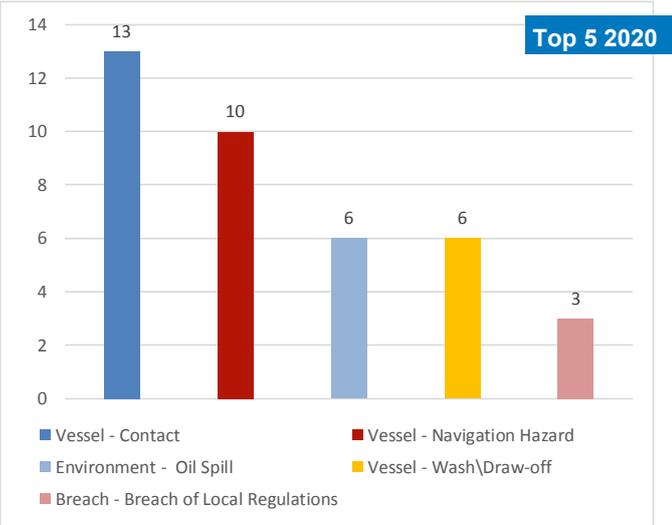
When including deficiencies this changes. 67 Pilot Ladder Deficiencies have been reported so far this year. The main cause is recorded as securing arrangements, with general condition of the ladder and sub standard rigging being other causes of note.



What incident types have shown a decrease?

Security - Other has seen the most significant drop, with no recorded incidents so far in 2020. Wash/Draw Off incidents have more than halved, which can be attributed to the significant drop in vessel movements.

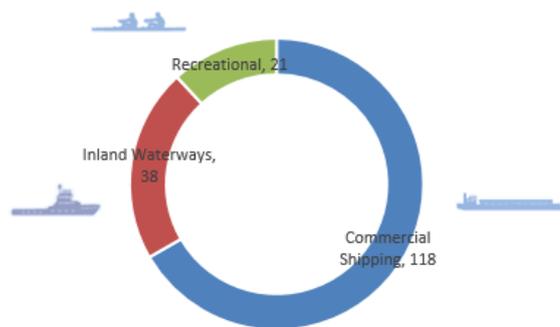
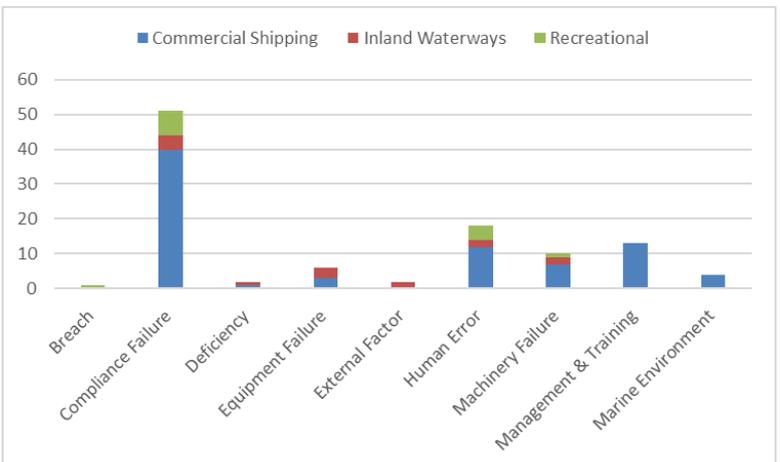
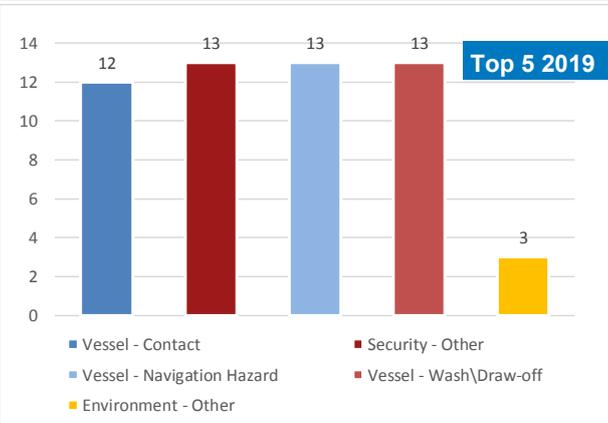
What is more interesting to note, is that despite the drop in vessel movements contact and navigational hazard reports remain largely on par with this time last year.



What are the identified causal factors?

Looking into the top causal factors, Compliance Failures show up as the predominant issue. These are almost exclusively linked to Pilot Ladder Deficiencies.

Commercial shipping is the sector where causal factors are most frequently identified. Human Error along with Management and Training deficiencies are the next most common, which, of course, are causes that are often linked.



2020 reports by vessel type

The largest increase has been from the commercial shipping sector which has shown a steady increase in machinery and pilot ladder deficiency reports.

Inland waterways have seen a significant number of oil spill reports, although these may not always be attributable to vessels. Recreational has no prominent primary incident type amongst its reports.

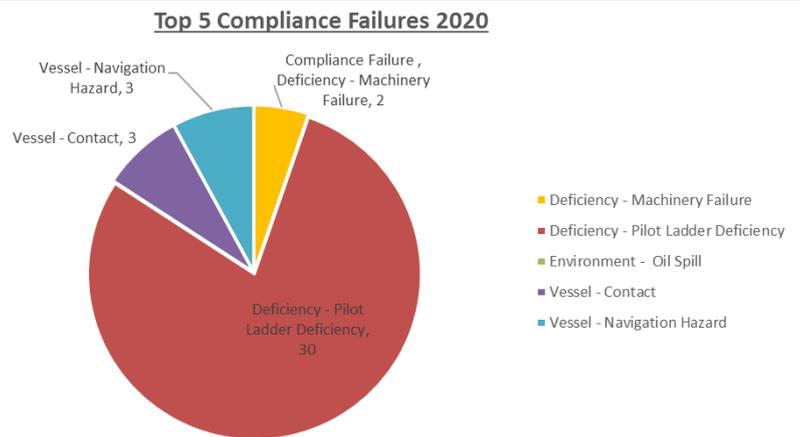
Compliance Failures

Compliance failures account for 87% of the identified causal factors so far this year. This will predominantly be due to the large rise in Pilot Ladder Deficiencies, evidenced by the fact that Commercial Shipping account for over 70% of all compliance failures.

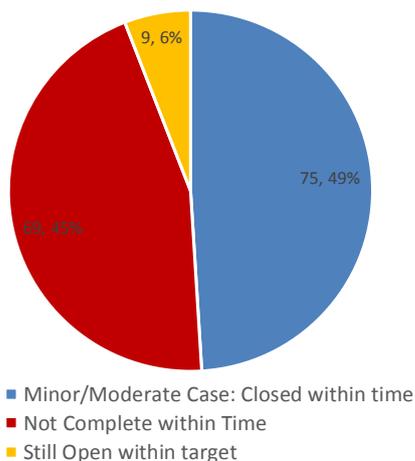
Recreational compliance failures largely result from vessels navigating on the wrong side of the river.

Compliance failures within the Inland Waterway sector meanwhile, include a vessel departing the berth without gaining permission to proceed from VTS and overloading of barges. Inland Waterways have no leading causal factor.

2019, by way of comparison saw the same compliance failure type dominate this type of causal factor. Total compliance failures have increased from 49 in the first six months of 2019 to 51 in the first six months of 2020.



Incident Closeout KPI



Minor Incidents

Our target for completing minor incident investigations is 4 weeks.

Serious / Very Serious Incidents and Prosecutions

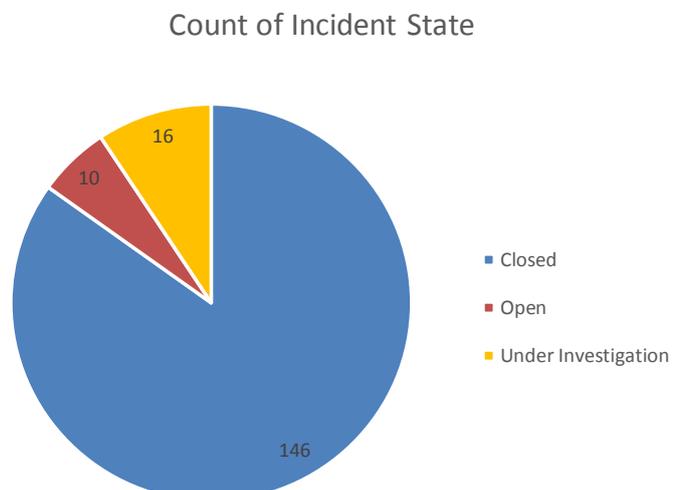
The target completion time of the initial Harbour Master's Investigation Report for serious or very serious incidents is within 6 weeks. The target to complete actions from the investigation and close out the incident is 10 weeks. Where prosecutions are involved, the target is to pass the appropriate documentation to our legal team within 10 weeks of the incident.

2020 Performance

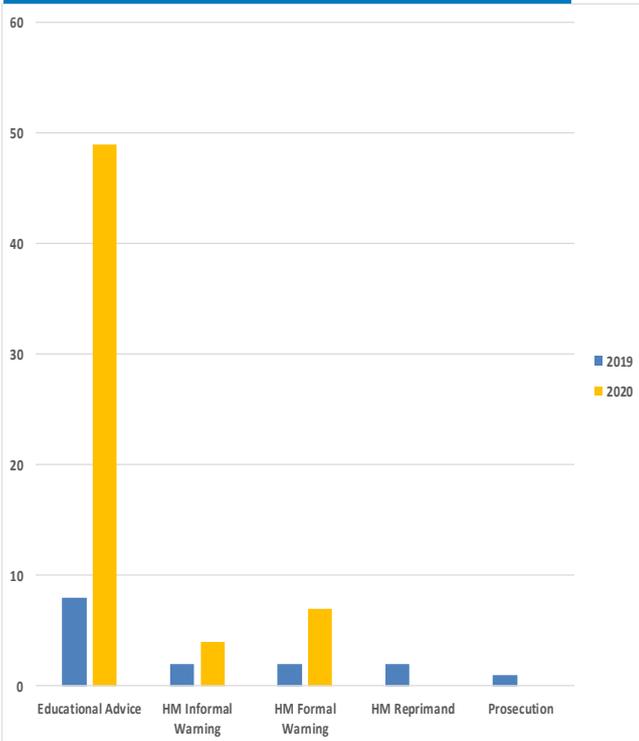
The Harbour Masters ability to close out incidents within the set time periods has been severely hampered this year by the impact of Covid-19.

I anticipate that the above percentages will improve throughout the remainder of the year.

Due to the way we are now recording the data for this KPI, a comparison with 2019 is not possible.



Enforcement Actions



The majority of enforcement actions so far this year, have come from the Commercial Shipping sector. These relate to either educational advice or warnings being given. These have usually applied to inappropriately rigged pilot ladders or illegal weighted heaving lines.

There have also been formal and informal warnings issued to vessels for navigating inappropriately and not adhering to COLREGS, General Directions and Thames Byelaws.

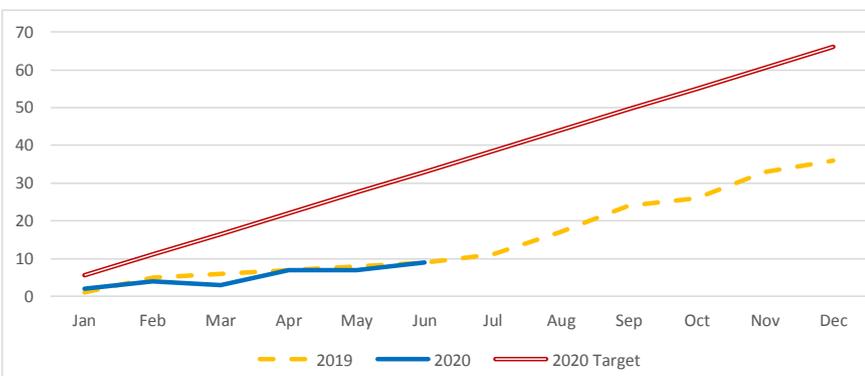
Enforcement actions can range in severity, from education and advice, to informal verbal warnings and formal written warnings, through to, when required, action in the Courts.

There have been no prosecutions to date in 2020.

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

Focus—Near Miss Reporting

Near Miss reporting on the Thames has decreased over the past three years, with just **15** reported this year so far the trend does not seem to be improving. In 2019 a Safety Bulletin was released by the SMS department to encourage the reporting of Near Misses. Although this led to a small improvement it was not deemed significant enough. The reporting of near misses are vital as a tool to help improve navigational safety on the river.



To further help combat this decline a campaign has been launched 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 have seen a steady increase in reports and hope that this continues 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.

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>

