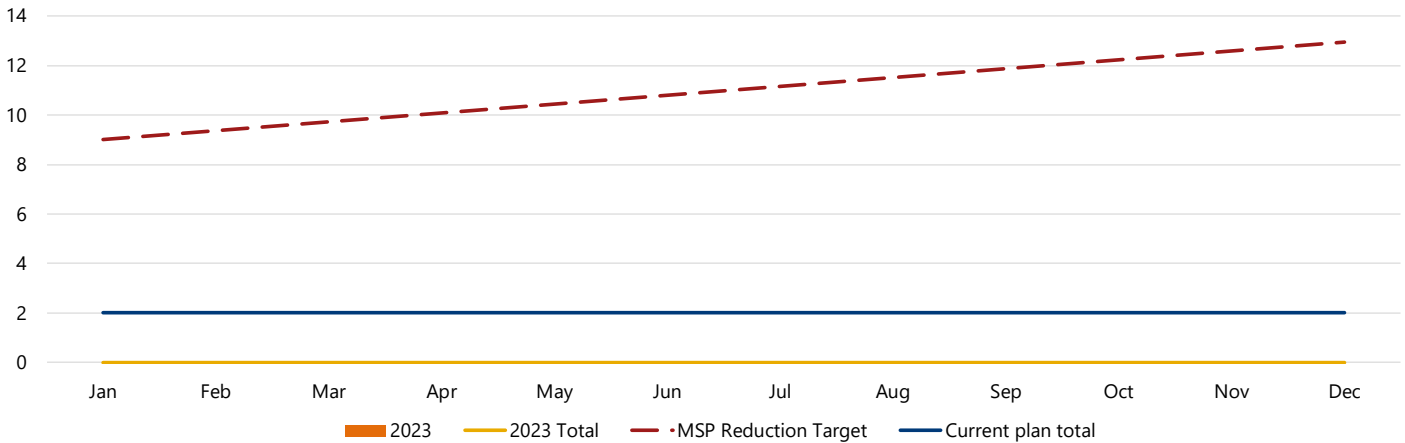
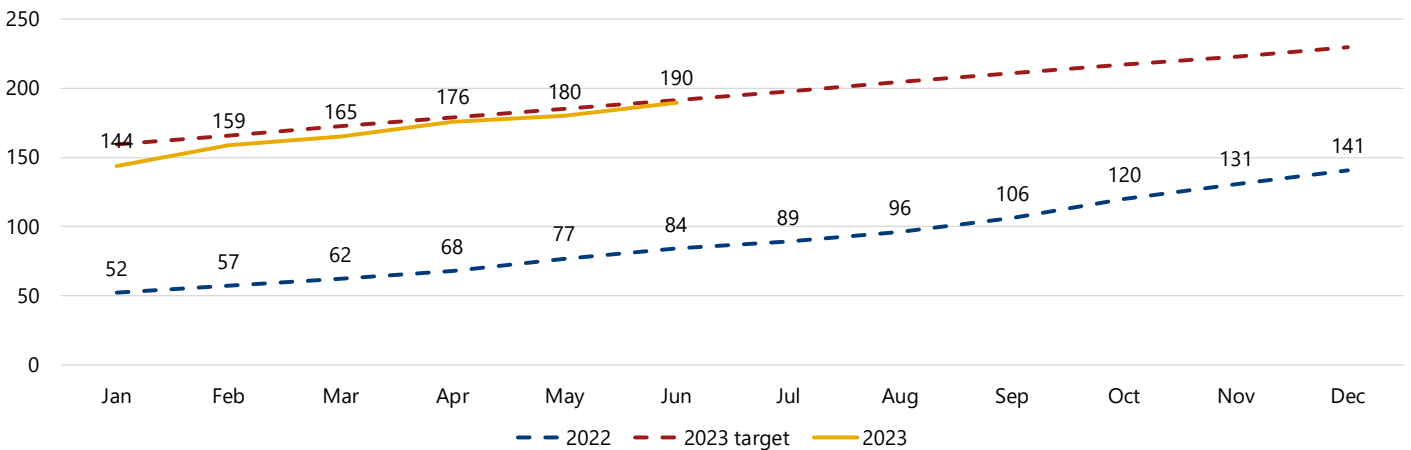


10% Reduction in Serious/Very Serious Navigational Incidents



The limit for 2023 is **13** 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 have been no serious navigational incidents reported in 2023. The total for the current Marine Safety Plan remains at **two**. We are currently on track for achieving our target.

10% Increase in Near Miss Reporting Target

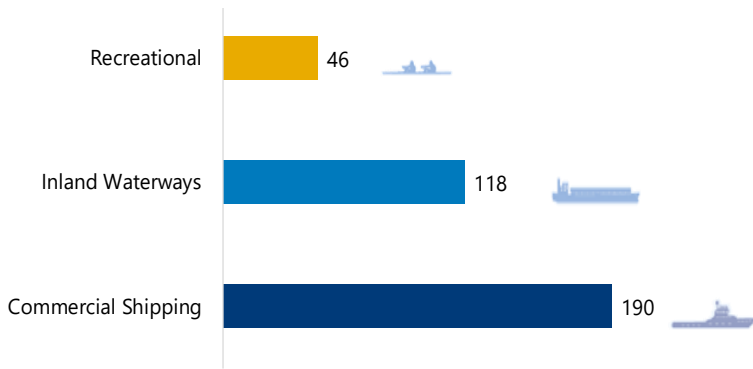


So far in **2023**, we have received **49** submissions which brings our total for the current Marine Safety Plan to **190** Near Miss Reports, only **two** reports short of our target for this point of the plan. At this point of the last plan, we had received **179** reports. This accounts for a **6%** increase.

It is important to remember that if you are involved in 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 **167** reports in that sector. **24** near misses were reported by commercial ships. There was also **one** moderate severity incident reported.

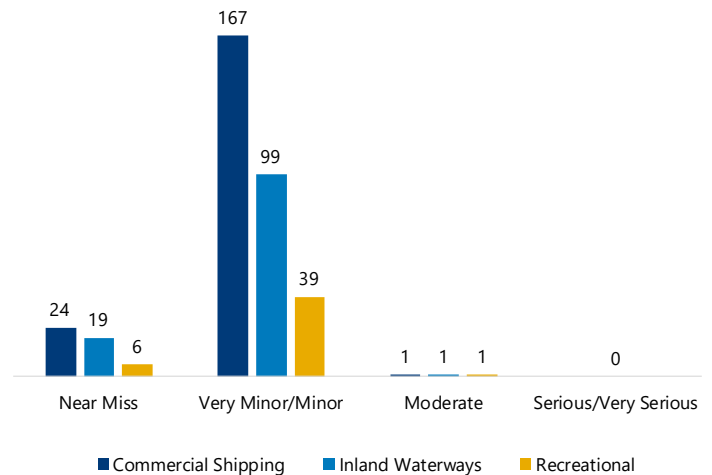
There were a total of **99** very minor/minor reports involving **Inland Waterways** vessels. A total of **19** near miss reports were received from this sector, as well as **one** report of moderate severity.

There were **39** very minor/minor reports involving **Recreational** vessels. There were also **six** near miss reports and one moderate report.

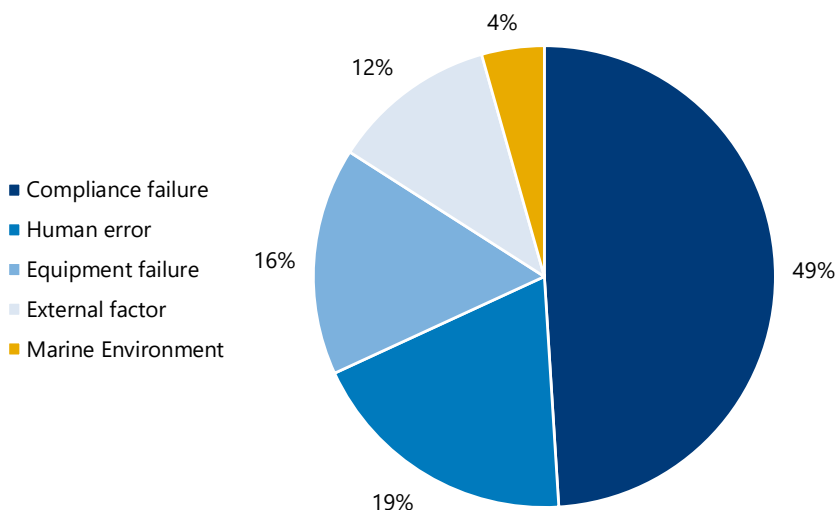
We have seen a **46%** increase of reports (including near miss reports) in all sectors, compared to this time last year.

So far this year, we have had **46** Recreational, **118** Inland Waterways and **190** Commercial vessel reports.

This could be attributed to an increase in river user reporting but also to a rise in specific reports types, such as Pilot Ladder Deficiencies, Wash Complaints and use of Dangerously Weighted Heaving Line reports. These alone account for **36%** of all reports.



Top 5 Causal Factors



Compliance failures account for **49%** of the identified causal factors of incidents and deficiencies in 2023. This, as was the case in 2022, is due to the large amount of Pilot Ladder Deficiencies reported. An increase of **100%** compared to this time last year.

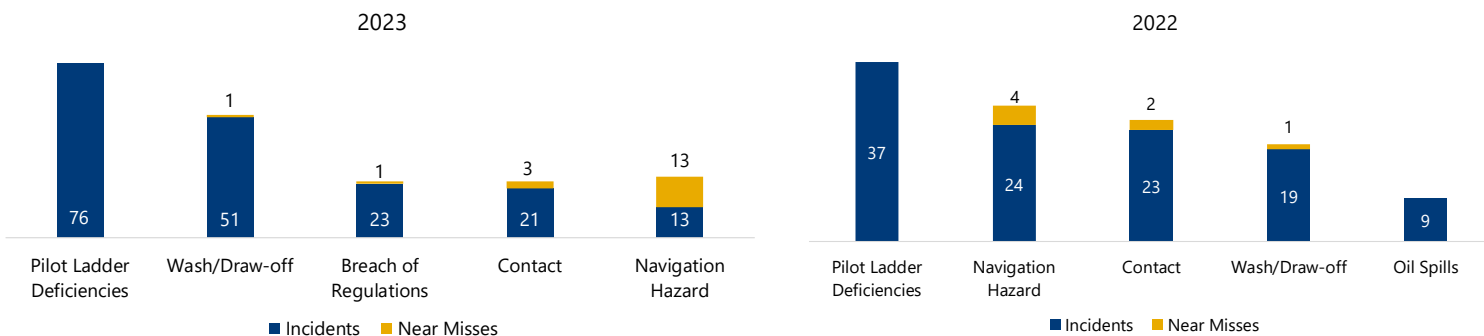
19% of identified causal factors are Human Error. Equipment failures account for **16%**, whilst 16% account for external factors including the marine environment.

WATCH YOUR WASH

As the master of a power-driven vessel operating on the river Thames, you have a **responsibility** not only to your passengers and crew, but also **other river users** and the **environment**. The wash created by your vessel making way, as well as the draw-off effect, can be **dangerous** to those around you.



Top 5 Report Types

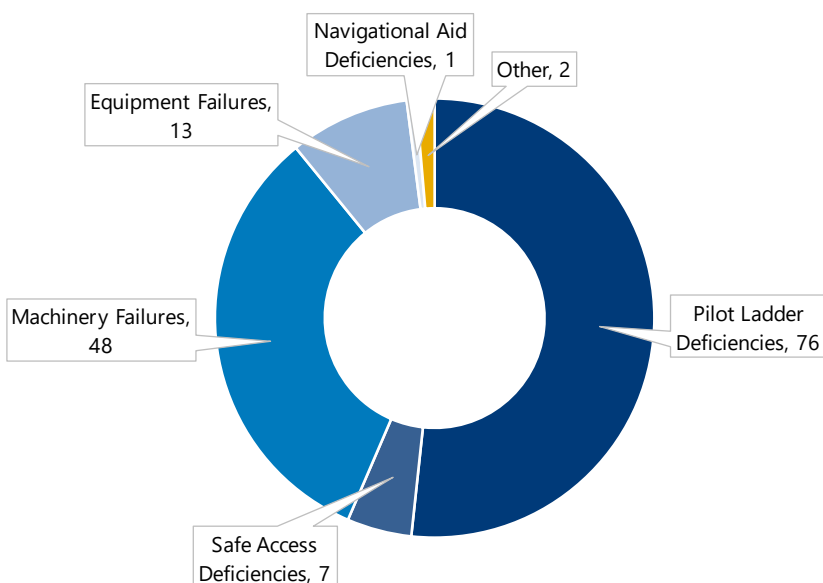


2023 has seen the number of movements remain the same compared to this time last year. Alongside a notable increase in reporting. We have also conducted two safety campaigns this year with **Safe Boarding Week** in February/March and **Maritime Safety Week** which launched on 3rd July. A combination of these factors is likely the cause behind widespread increase in reporting.

Wash/Draw-off (**52**) was the second most frequent report type after Pilot Ladder Deficiencies. This type of report was followed by Breach of Regulations reports (**24**), Contacts (**24**) and Navigation Hazards such as floating debris, vessels adrift and other hazards to vessels (**26**).

Comparing these figures to those received in 2022, Pilot Ladder Deficiencies have risen by **100%**, Wash/Draw-off Reports have increased by **160%**, whilst Navigation Hazards have decreased by **7%**.

Reported Deficiencies



So far in **2023**, there were a total of **48** Machinery Failures, **13** Equipment Failures, **seven** Safe Access Deficiencies, **one** Navigational Aid Deficiency and **two** other types of deficiency.

Machinery Failures have increased by almost **12** compared to 2022, whilst Safe Access Deficiencies have more than doubled.

Pilot Ladder Deficiencies were still amongst the most commonly reported deficiency in the Port of London in 2023, amounting to a total of **76** reports.

Definitions

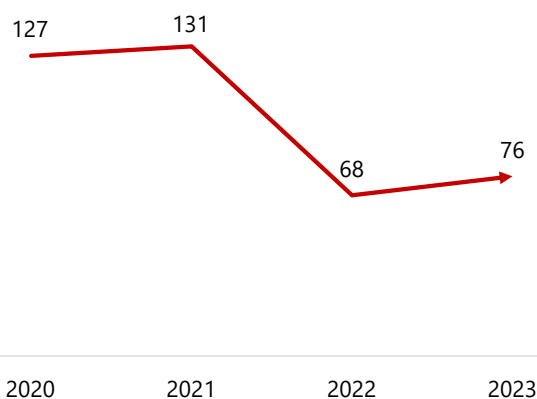
Reports: includes incidents, deficiencies and near misses.

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

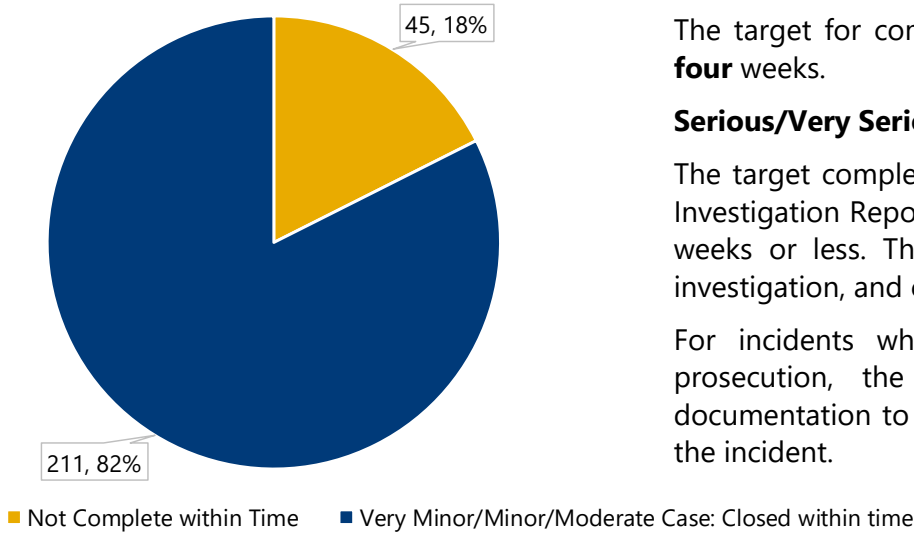
Deficiency: Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

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

Pilot Ladder Deficiencies January - June (2020-2023)



Incident Closeout



Very Minor/Minor/Moderate Incidents

The target for completing minor incident investigations is **four** weeks.

Serious/Very Serious Incidents and Prosecutions

The target completion time of the initial Harbour Master's Investigation Report for serious/very serious incidents is **six** weeks or less. The target to complete actions from the investigation, and close out the incident, is **10** weeks.

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.

2023 Performance

So far in 2023, **82%** of all minor incidents have been closed on time. While **18%** missed the close-out window. This is a positive improvement, despite the increased number of reports received this year. At the time of this report, **308** incidents were closed whilst only **69** incidents were open.

Enforcement Actions

So far in **2023** the following enforcement actions have been issued:

108 Educational Advice, **11** Harbour Master's Formal Warnings and **4** Informal Verbal Warnings, **one** Harbour Master's Reprimand.

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

There is also one ongoing Prosecution, which we will report on upon conclusion. To view our records of previous prosecutions, visit our [website](#).

