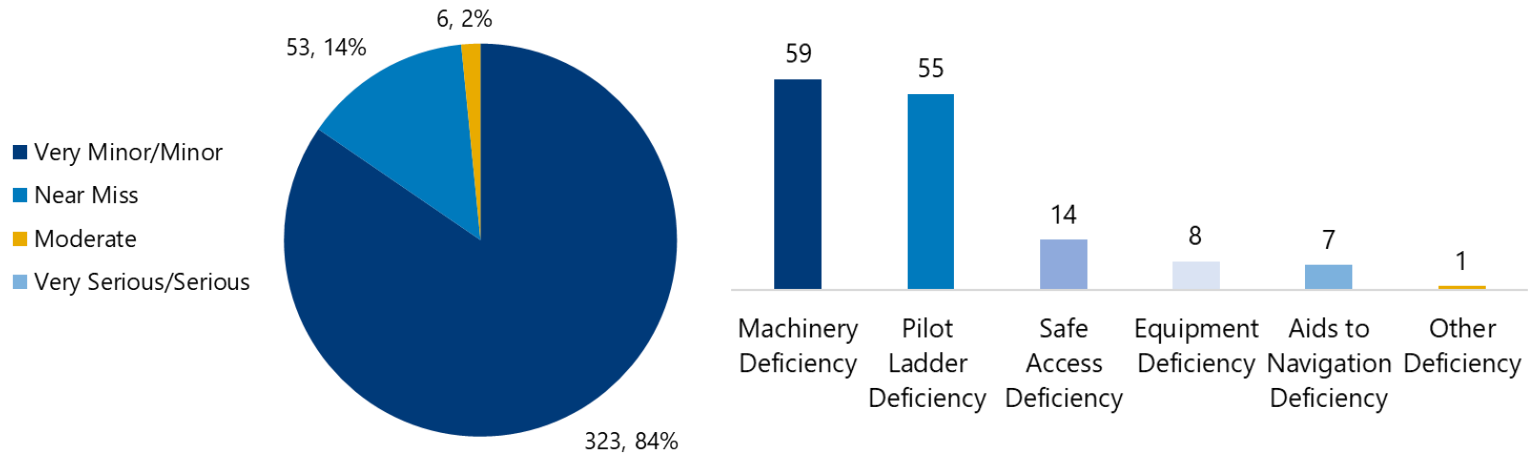


Overview of Reports



So far this year we have received **323** reports of *Very Minor/Minor* severity as well as **6** reports of *Moderate* severity, and **53** *Near Miss* reports. No serious navigational incidents have been reported since October 2022.

This includes **185** incidents and **155** Deficiencies, compared to **159** incidents and **158** deficiencies during the same period in 2023. We also received **55** Near Miss reports last year.

Machinery deficiencies (**59**) and Pilot Ladder Deficiencies (**55**) have been the most reported type of deficiency in 2024, although we have seen a reduction in the numbers by **26%** of the number of Pilot Ladder Deficiencies reported when compared to 2023, which is a positive sign that compliance in this area is improving. We continue to report all deficiencies to the Maritime & Coastguard Agency and work with operators on building on their awareness of safe working procedures.

Out of the **Top 5 Incident Reports** received so far in 2024, Wash/Draw-off is by far the most reported incident with **68** reports, an increase of **162%** compared to 2023.

Definitions

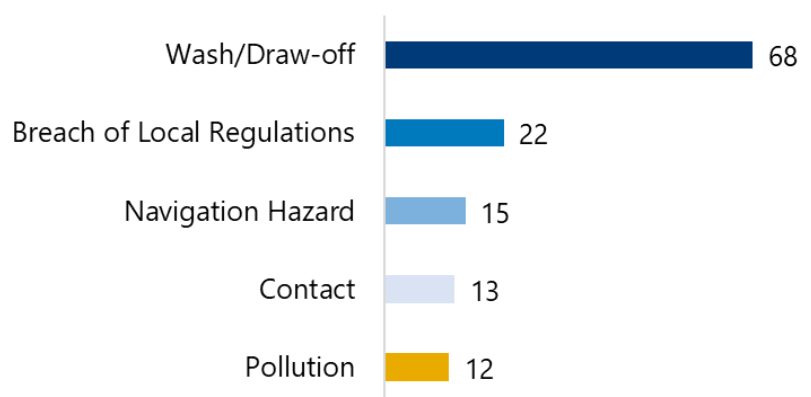
Reports: includes incidents, deficiencies and near misses.

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

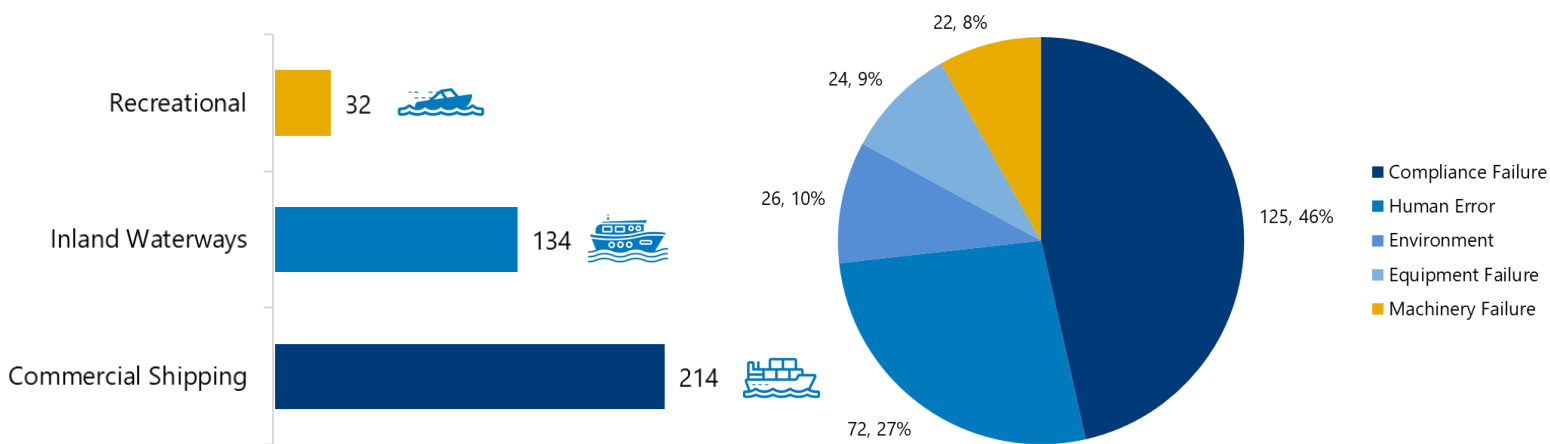
Deficiency: Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

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

Top 5 Incident Reports



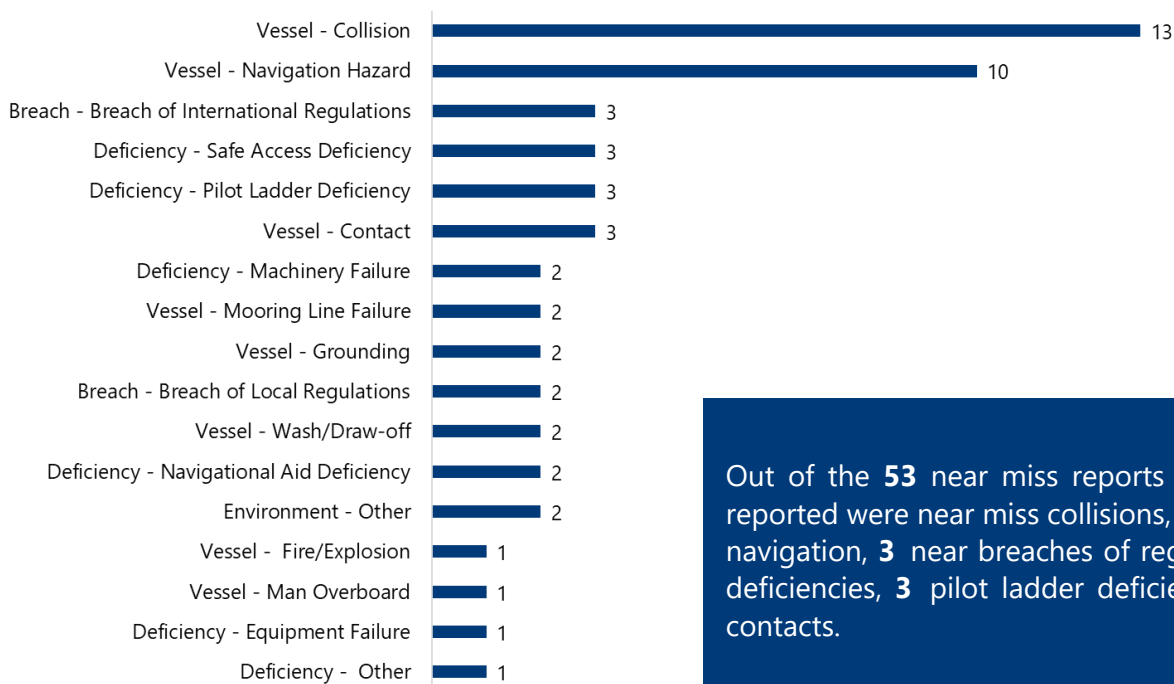
Breakdown of Reports



So far in 2024, we have received **214** reports from large commercial vessels, **134** from vessels solely operating on the inland waterways and **32** from recreational vessels. In comparison, during the same period last year, we received 190, 118 and 46 reports from the same respective sectors.

The **Top 5 Causal Factors** for these reports were Compliance Failures (**46%**), Human Error (**27%**), Environmental factors (**10%**), Equipment Failures (9%) and Machinery Failures (8%).

Compliance Failures continue to be the most identified causal factor of incidents and deficiencies, this continues to be due to the amount of Pilot Ladder Deficiencies reported as well as the significant increase in Wash/Draw-off reports received.

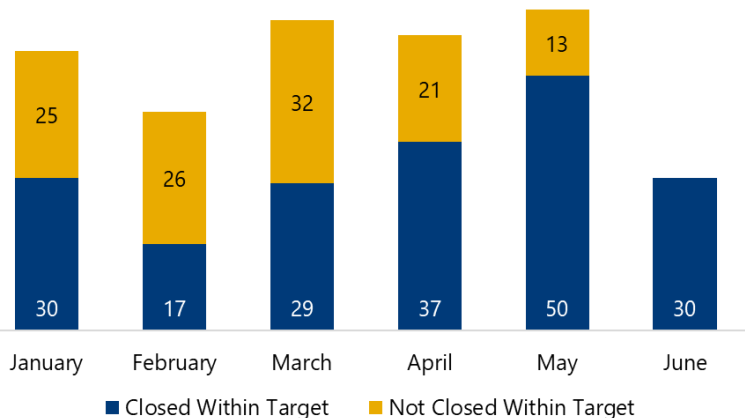


Out of the **53** near miss reports received, the top most reported were near miss collisions, **10** potential hazards to navigation, **3** near breaches of regulations, **3** safe access deficiencies, **3** pilot ladder deficiencies and **3** near miss contacts.

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.





Very Minor/Minor/Moderate Incidents

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

Serious/Very Serious Incidents and Prosecutions

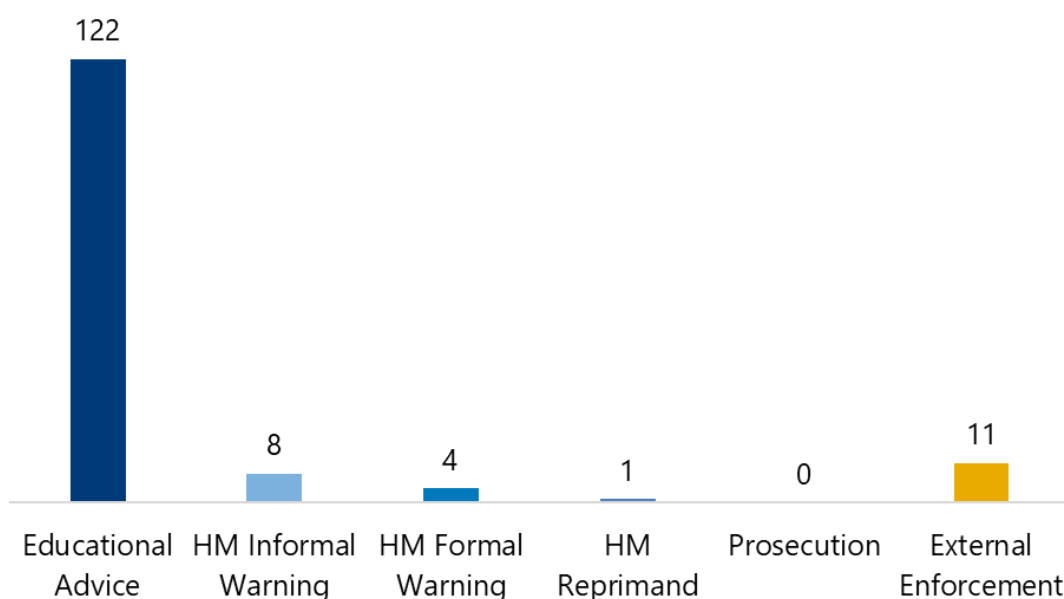
The target completion time of the initial Harbour Master's Investigation Report for serious/very serious incidents is **six** weeks or less. The target to complete actions from the investigation, and close out the incident, is **10** weeks.

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.

So far in 2024, **62%** of all minor incidents have been closed on time. While **38%** missed the close-out window.

There has been a slight improvement since April this year and additional resources have been allocated towards the investigation of incidents. We will continue to monitor this throughout the year to ensure investigation progress remains on track.

In terms of enforcement of regulation, the PLA have issued **78** educational advice enforcement actions, **1** informal verbal warning and **1** formal written warning. No reprimands have been issued and no prosecutions have been carried out so far in 2024. **11** enforcement actions have been carried out by external authorities and operators.



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](#).

We have a dedicated mobile website which presents the most pertinent information in a mobile friendly view, [check it out now](#).

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](#).

The PLA conducted its second annual **Safe Boarding Week** campaign from 4th to 10th March 2024 with the aim to increase awareness of safe access and highlight its importance on the 95 miles of the tidal Thames that it manages.

Safe access to and from a varied range of vessels on the Thames, which includes ladders onto ships, as well as ship to shore access at berths, terminals, jetties and piers, is a key concern for the PLA.

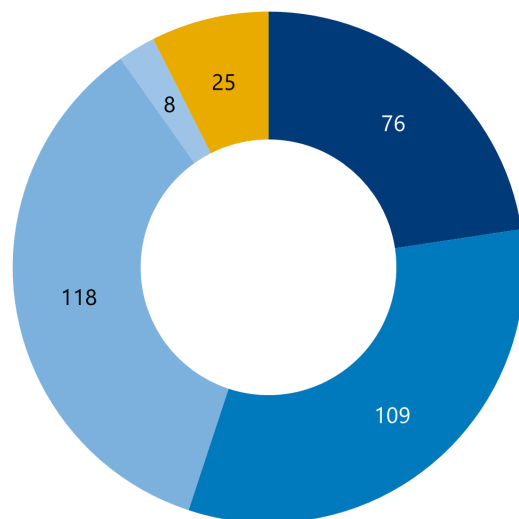
During our last year's campaign, we carried out a total of 265 inspections. This year we surpassed that by conducting a total of 336 inspections.

This chart shows a breakdown of the types of access arrangements that were inspected. The three main types in use were:

- Gangways: **23%** (of which 80% were found to be compliant)
- Pilot Ladders: **32%** (92% compliant)
- Piers (step across access): **35%** (91% compliant)

The remaining 10% were either linkspans or other types of boarding arrangement, including quayside vertical ladders. Out of these types of arrangements only 2 were deemed unsafe.

The PLA also recently issued a [Safety Bulletin](#) highlighting the danger of using weighted heaving lines as well as an educational poster which can be downloaded from our [website](#).



- Gangway
- Pilot Ladder
- Pier/Step Off
- Linkspan
- Other (including Quayside Ladder)



The PLA, in collaboration with the Thames Regional Rowing Council and Paddle UK, have also published the second edition of the [Tideway Code](#) (2024). This edition has been revised and updated to provide a current Code of Practice for rowing and paddling on the tidal Thames.

Highlighted changes to the Code include updates to the qualification route for Stand-Up Paddleboard users, Ebb Tide Warning System explanations, alterations and updates to rowing graphics and general advice to rowers, together with general updates to resource links available on the PLA Website and wider relevant information resources elsewhere.

