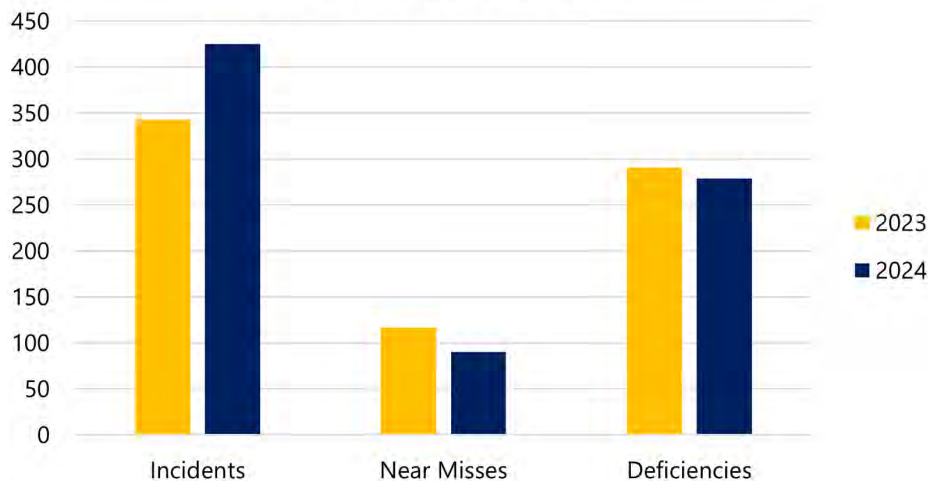


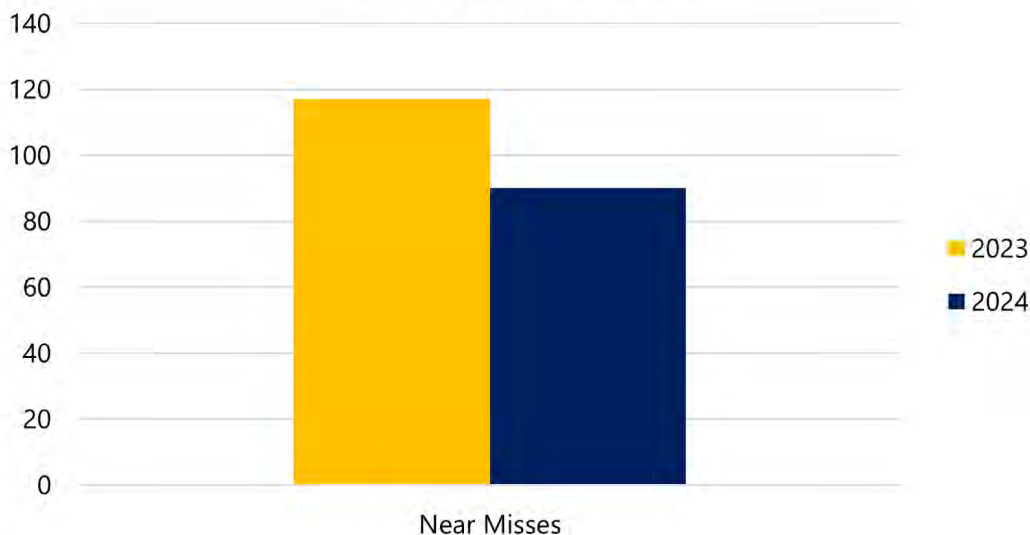
24% Increase in Reported Incidents



425 Very Minor/Minor incidents were reported in 2024, as well as **90** Near Misses and **279** deficiencies. In comparison, **343** Very Minor/Minor incidents, **117** near misses and **291** deficiencies were reported during 2023. This is an increase of approximately **24%** in reported Very Minor/Minor incidents, and a decrease of approximately **22%** in Near-Misses. There is approximately a **4%** reduction in Deficiencies compared to 2023.

One serious navigational incident was reported in 2024, involving a high-speed allision with a mooring buoy. There were no serious navigational incidents reported in 2023.

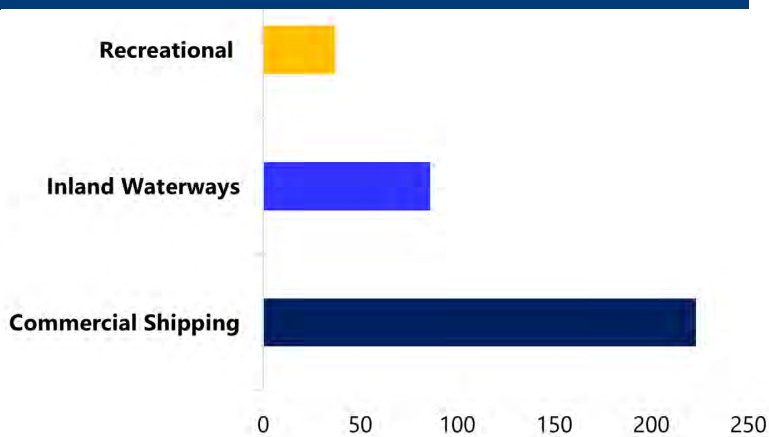
23% Decrease in Reported Near Misses



In 2024, we received a total of **90** Near Miss Reports. This a **23%** decrease compared to 2023, when **117** Near Miss Reports were received. In late 2024 we developed and published a new Just Culture Policy that introduced improvements to our incident reporting and investigation processes, including the reporting and investigation of Near Misses. This will be embedded into our ways of working throughout 2025. River users are reminded that if you are involved 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](#).

You are reminded 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



There were **192** Minor or Very Minor reports relating to **Commercial Shipping**. **14** near misses were reported by commercial ships. **2** reports of moderate severity were also received.

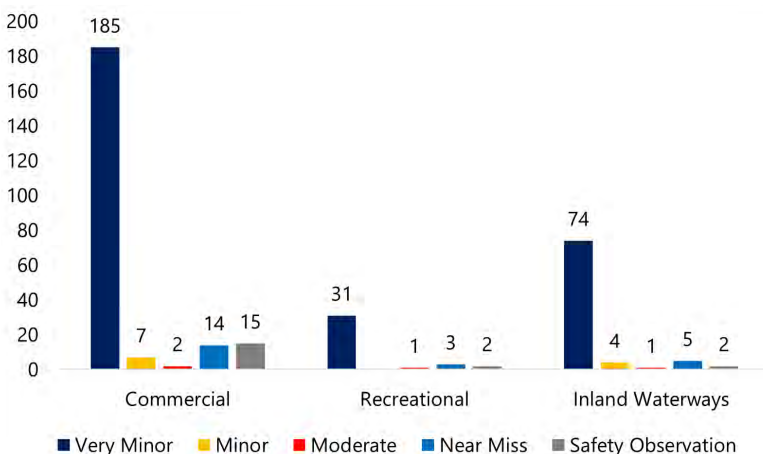
There were a total of **78** Very Minor or Minor reports involving **Inland Waterways** vessels. A total of **5** near miss reports were received from this sector and **1** report of moderate severity.

There were **31** very minor/minor reports involving **Recreational** vessels. There were also **3** near miss reports and **1** moderate severity report.

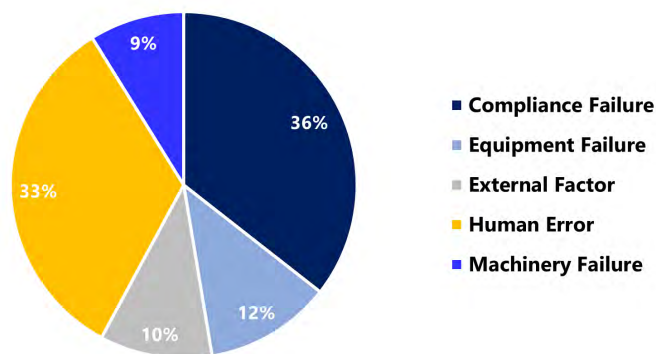
One serious navigational incident was reported in 2024.

We have seen a **24%** increase in reported Very Minor/Minor incidents in all sectors, compared to 2023.

During 2024, we had a total of **794** reports across all sectors and severity levels. There were **37** Recreational, **86** Inland Waterways and **223** Commercial vessel reports. In comparison, there was a total of **751** reports across all sectors and severity levels in 2023. This represents an approximate **6%** increase.



Top 5 Causal Factors



Compliance failures account for **36%** of the identified causal factors of incidents and deficiencies in 2024. Human Error accounts for **33%**.

9% of identified causal factors were machinery failures, whilst **12%** were equipment failures and **10%** external factors.

Vessel Movements

Commercial Shipping vessel arrivals totalled **9,554**, a slight decrease compared to **9,984** in 2023.

A total number of **693,151** movements of vessels fitted with AIS were recorded during 2024 on the tidal Thames, compared to **647,630** during 2023.

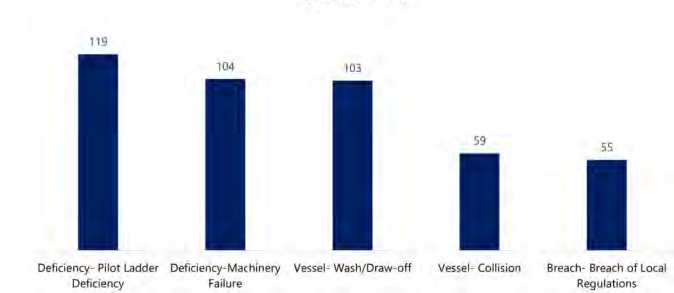


WATCH YOUR WASH

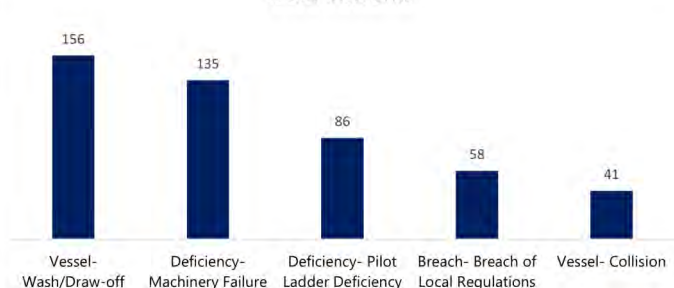
As the master of a power-driven vessel operating on the river Thames, you have a **responsibility** not only to your passengers and crew, but also **other river users** and the **environment**. The wash created by your vessel making way, as well as the draw-off effect, can be **dangerous** to those around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

Top 5 Report Types

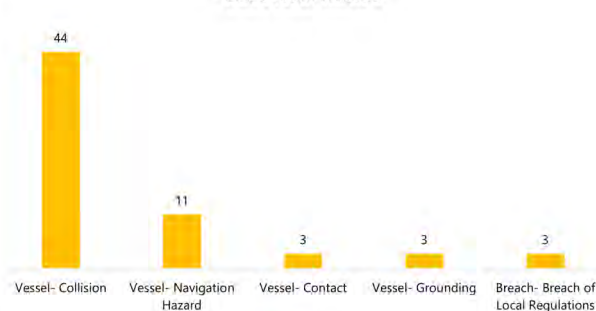
2023 Incidents



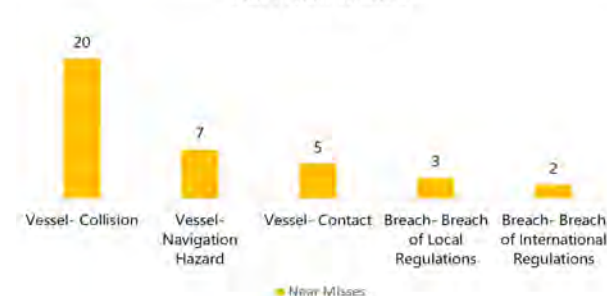
2024 Incidents



2023 Near Misses



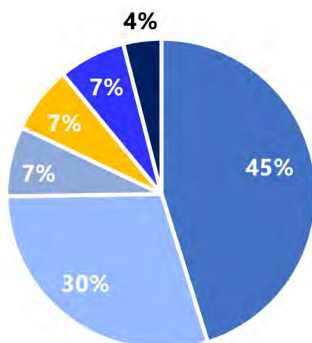
2024 Near Misses



Wash/Draw-off accounted for the most reported type of incident (**156**). Deficiency- Machinery Failure (**135**) was the second most common report type. Pilot Ladder Deficiencies (**86**) saw significant reduction when compared to the **119** reported Pilot Ladder Deficiencies for 2023. The most common Near Miss report remained Vessel- Collision, at **20**. This represents a reduction of approximately **55%** compared to 2023.

Compared to 2023, reported Wash/Draw-off incidents have increased by approximately **52%**. Breaches of Regulations have risen by approximately **5%**; Navigation Hazards have decreased by **36%**. Contacts have increased by **67%**.

Reported Deficiencies



- Machinery Failure
- Pilot Ladder Deficiency
- Safe Access Deficiency
- Equipment Failure
- Other
- Navigational Aid Deficiency

Definitions

Reports: includes incidents, deficiencies and near misses.

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

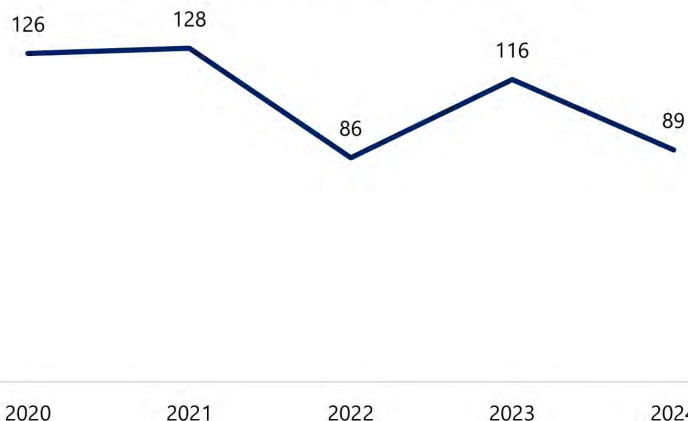
Deficiency: Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

During **2024**, there were a total of **135** Machinery Failures, **86** Pilot Ladder Deficiencies, **21** Safe Access Deficiencies, **21** Equipment Failures, **12** Navigational Aid Deficiencies, and **21** Other types of Deficiency.

Machinery Failures have increased by approximately **30%** compared to 2023, whilst Pilot Ladder Deficiencies have decreased by **23%**. With approximately a 33% increase year-on-year, the PLA will be monitoring the concerning increase in Machinery Failure Deficiencies.

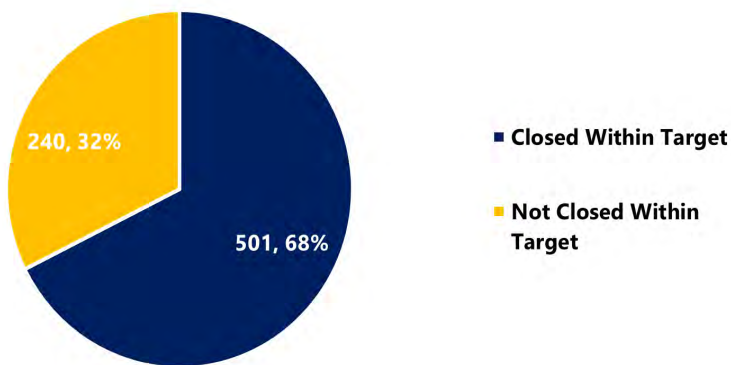
There has been an ongoing focus on Pilot Ladder and Safe Access Deficiencies by both the PLA and the wider maritime sector. The PLA will once again run a Safe Boarding Week campaign, following the success of previous campaigns.

Pilot Ladder Deficiencies 2020-2024



Incident Closeout

2024



Very Minor/Minor/Moderate Incidents

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

Serious/Very Serious Incidents

The target completion time of the initial Harbour Master's Investigation Report for serious/very serious incidents is **six** weeks.

Any actions that may arise from an investigation must be completed, with the incident then closed, within 10 weeks of a reported incident.

Prosecutions

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.

2024 Performance

During 2024, **68%** of all Very Minor/Minor/Moderate incident investigations were closed within the declared timeframe. **32%** of incidents missed the close out window, which is an increase of **23%**. There was a **6%** increase in reports received compared to 2023.

Circa **5%** of late close out are due to delays seeking third party information. The remainder is under review to determine other solutions to improve close out rates such as resourcing or prioritisation.

Enforcement Actions

During 2024, the following enforcement actions were issued: **216** Educational Advice, **11** Harbour Master's Formal Warnings, **18** Informal Verbal Warnings and **1** Harbour Master's Reprimand.

The majority of the Educational Advice enforcement actions were issued due to **Pilot Ladder Deficiencies**.

There was **1** prosecution during 2024. To view a summary of this and previous prosecutions, visit our [website](#).

Enforcement Actions 2023 vs 2024

