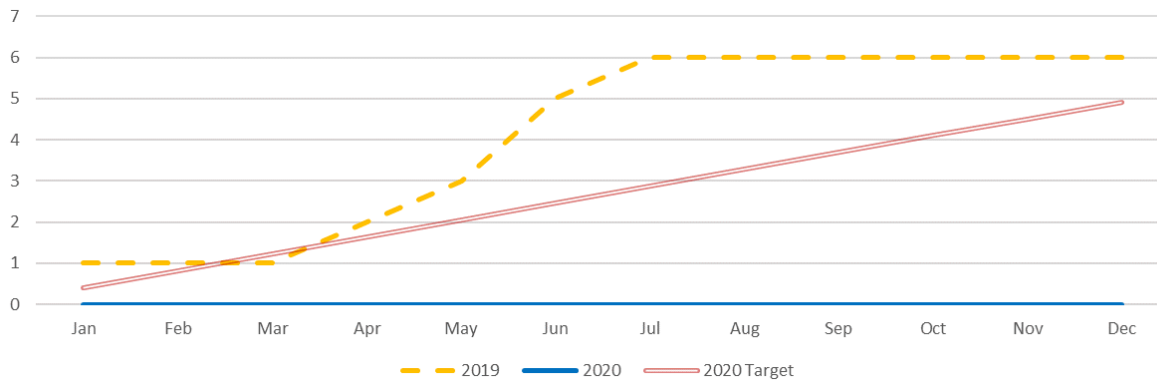
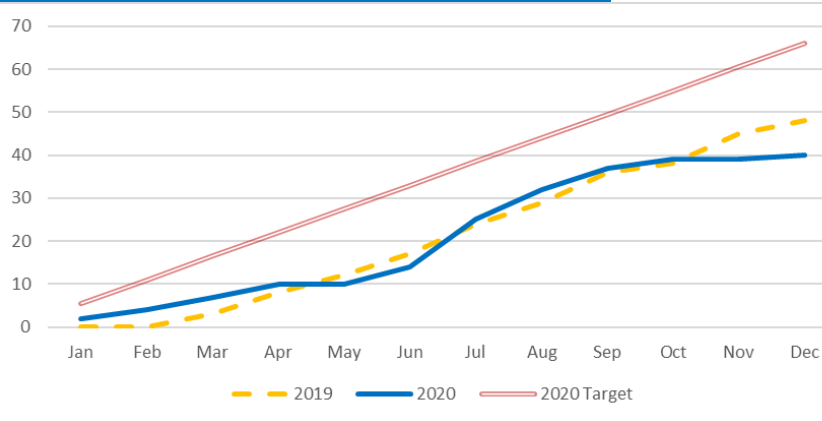


10% Reduction in Serious/Very Serious Incidents



The target was **5** or fewer Serious or Very Serious incidents over the course of the year to achieve a 10% reduction on 2019. There have been **0** serious or very serious incidents reported in 2020— we have exceeded our target to achieve a **10% reduction on 2019**

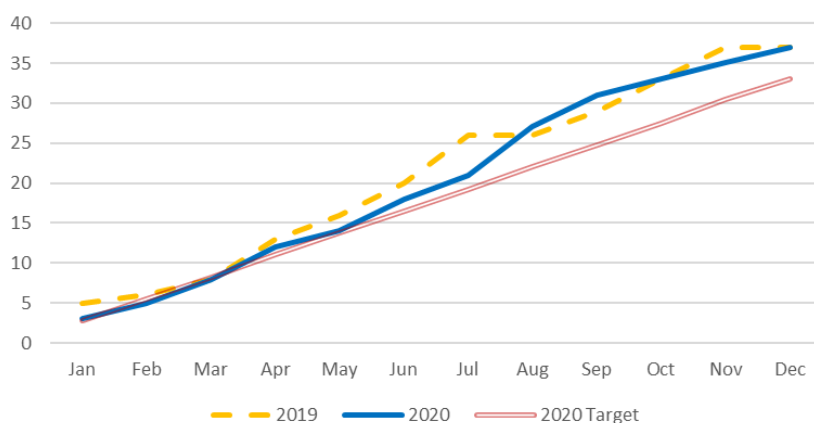
10% increase in Near Miss reporting



Near Miss Reduction

We finished **below target** to achieve a 10% increase in near miss reporting. This was despite the introduction of the Near Miss Campaign launched in the Summer of 2020. We had a small influx following this campaign but the reports tailed off in the latter part of 2020.

10% Inland Waterway non-passenger incident reduction



Inland Waterway non-passenger Incident Reduction

We ended the year **below the** 10% reduction **target** for reducing the number of inland waterway non-passenger incidents across the Thames. Recording 37 for 2020, the target to achieve was 33 or less.

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.

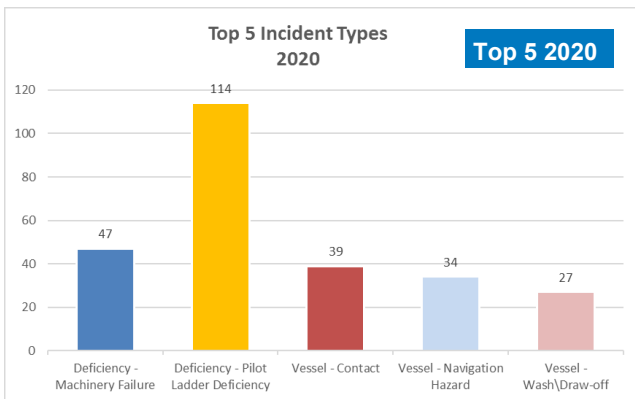
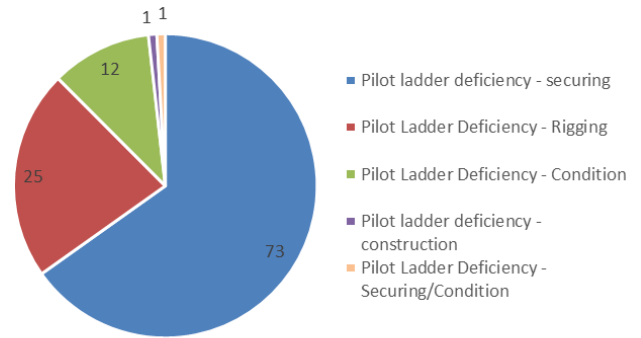
Primary Incident types in depth

What incident types have shown an increase?

Even with COVID 19 making a huge impact, we have seen a significant rise in certain incident types over the last 6 months of 2020. The most significant type is of Pilot Ladder Deficiencies.

We have had 183 deficiencies overall reported in 2020, compared to 172 in 2019 (6% rise). Only 5 of these reported attribute to Near Misses for a machinery failure. 114 of these are Pilot Ladder Deficiencies which are still on the rise. The main causes recorded were securing arrangements, with general condition of the ladder and sub standard rigging being other causes of note.

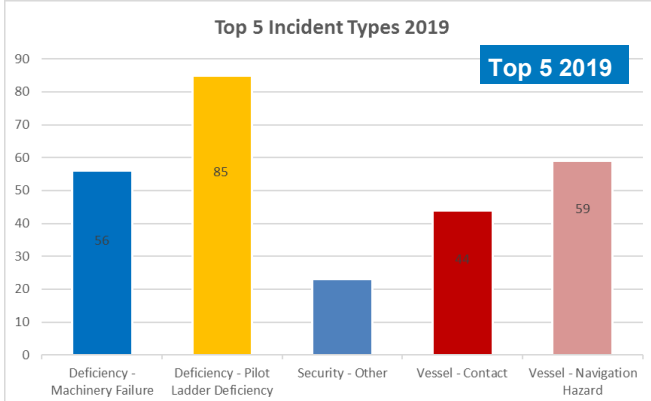
Pilot Ladder Deficiency - Causes



What incident types have shown a decrease?

Despite the drop in vessel movements, we have seen a rise in all of the top 5 incidents categories vs 2019. The most significant one to note is, again Pilot Ladder Deficiencies. A rise of 34% on last year.

What is more interesting to note, is that despite the drop in vessel movements contact and navigational hazard reports are slightly higher than this time last year. Vessel Collisions account for 20 Near Misses reported this year.

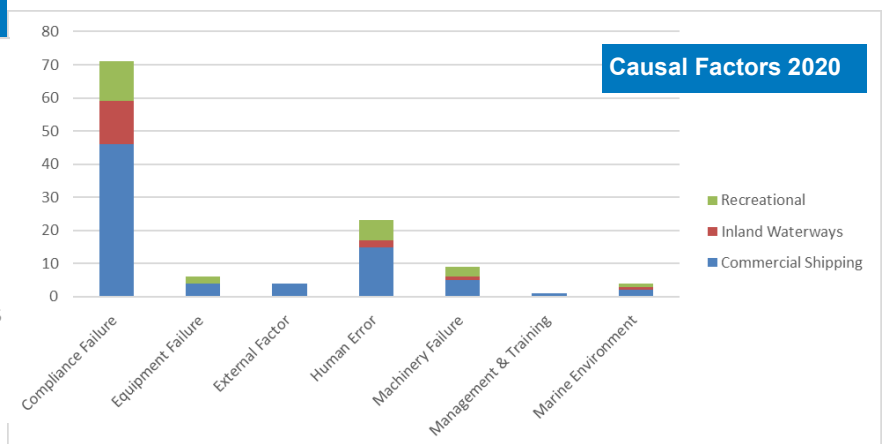
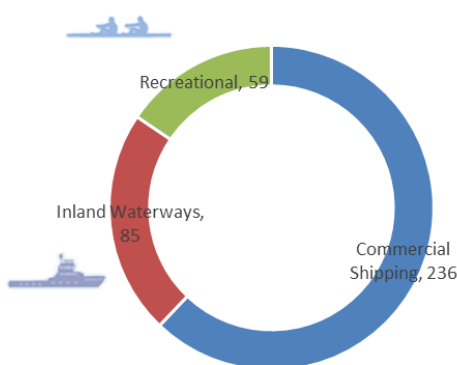


What are the identified causal factors?

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.

Incidents by Vessel Categorisation 2020



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.

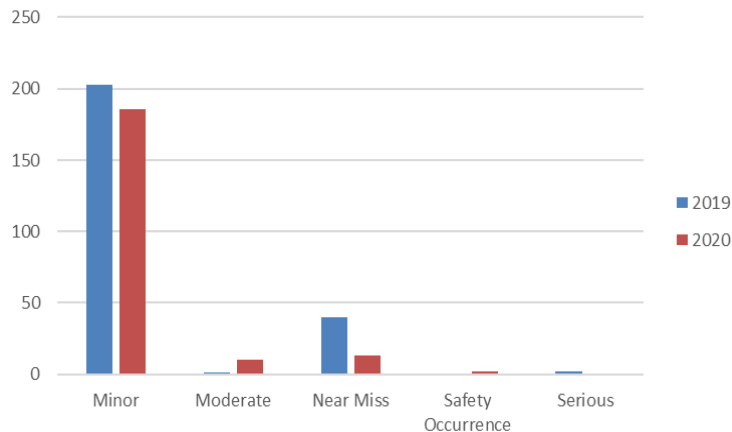
Inland waterways have seen a significant number of oil spill reports, although these may not always be attributable to vessels. Recreational has no prominent primary incident type amongst its reports in 2020.

January to December 2020 in detail

There have been 315 incidents, 41 near misses, and 3 safety occurrences to the end of December 2020 giving a total of 359 — 101 less than this time last year, **a decrease of 22%**. 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 by 6%** (this includes PLD's) from last year with the majority of these coming from the Commercial Shipping Category. There have been **114** Pilot Ladder non-compliance reports so far in 2020, **29 more reported than in 2019**. These 114 account for over half of the deficiency reports in commercial shipping in 2020.

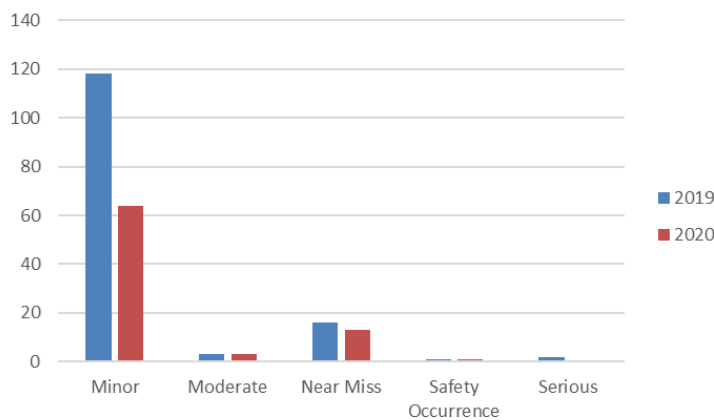
Commercial Shipping, Inland Waterway & Recreational

Commercial Shipping Comparison 2019/2020



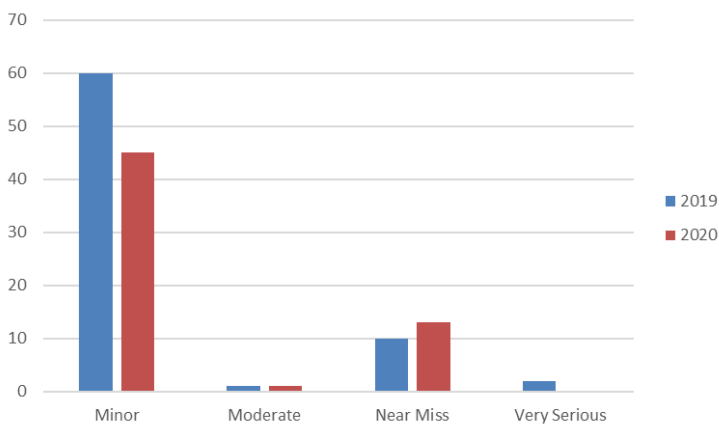
Commercial Shipping has seen the largest rise in incidents over the last year or so. This again is largely due to Pilot Ladder Deficiencies being reported on a regular basis. There has been an **8% decrease** in minor incidents compared to this time last year. This is largely down to COVID 19. There have been ten incidents classed as Moderate - The majority of these relate to Vessel Contacts. 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 during 2020 compared to two in 2019.

Inland Waterway Comparison 2019/2020



Due to Covid-19, inland waterway operators had to shut down to comply with the national lockdowns throughout 2020. As a result of this incident numbers are dramatically reduced, with a **43% decrease** in all Minor Incidents reported in this sector. A large majority of these incidents reported were suspected minor oil spills and Machinery Deficiencies. The only moderate incidents relate to Damage to LAMBETH PIER, caused by the wash of a passing UNKNOWN vessel, a medical crush incident and a security incident. There have been no reported serious incidents in this sector during 2020, compared to two this time in 2019.

Recreational Comparison 2019/2020



Again due to the COVID-19 lockdowns, Recreational activities on the Thames have been very limited during 2020. This is a major contributory factor to the **25% decrease** in all Minor incidents for this sector. By the end of 2019 we had two very serious incidents reported.

Shipping Movement and Passenger Figures

Commercial Shipping Vessel numbers to the end of December number at **20,857**. This is a significant **reduction compared to 2019**. This, of course is largely due to the impact of Covid-19.

Passenger Numbers have seen a **reduction of 70%** for similar reasons, the Woolwich Ferry only operated during the initial lockdown lowering the figures considerably.

Compliance Failures

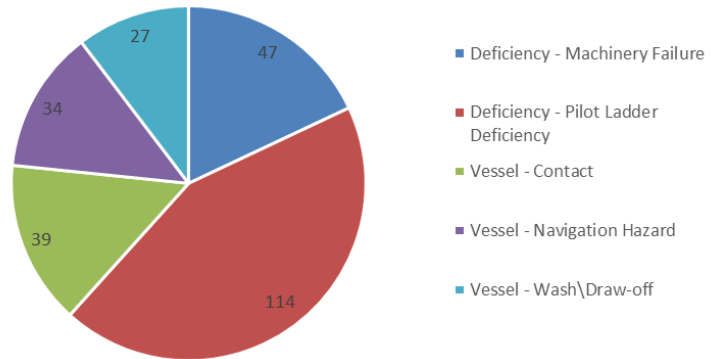
Compliance failures account for 80% of the identified causal factors in 2020. This is predominantly due to the large rise in Pilot Ladder Deficiencies, evidenced by the fact that Commercial Shipping account for 50% of all compliance failures.

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

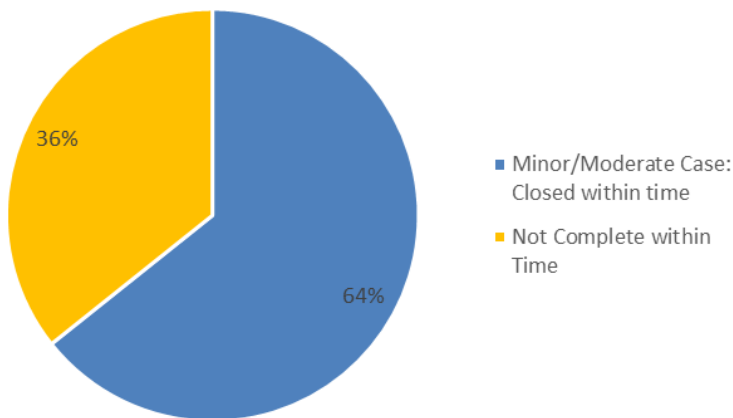
Compliance failures within the Inland Waterway sector meanwhile, include a vessel departing the berth without gaining permission to proceed from VTS and overloading of barges. Inland Waterways have no leading causal factor.

2019, by way of comparison saw the same compliance failure type dominate this type of causal factor.

Top 5 Compliance Failures 2020



Incident Closeouts



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

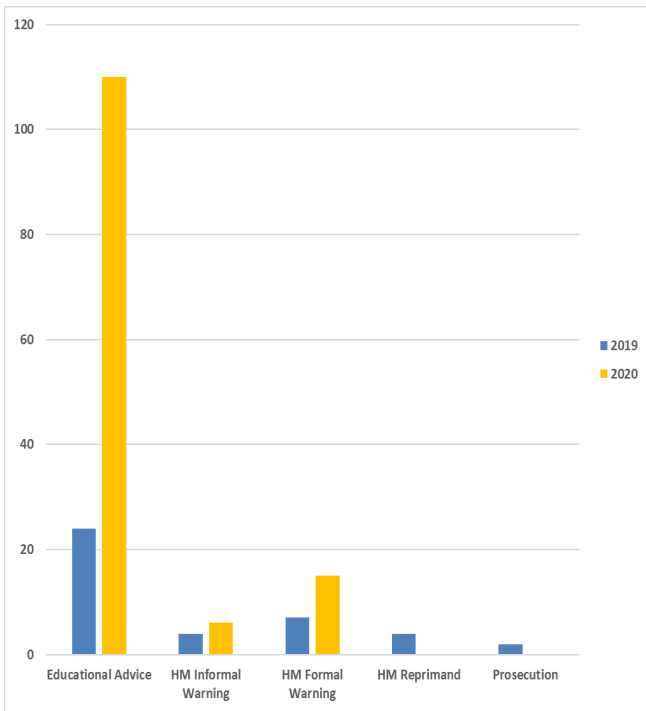
appropriate documentation to our legal team within 10 weeks of the incident.

2020 Performance

During the pandemic we have been focussed on keeping essential services running in order to maintain safety and as a result have not been able to achieve our targeted close-out rates for 100% of our incident investigations.

However 64% of all minor incidents have been closed on time throughout 2020, No serious or very serious incidents have been reported.

Enforcement Actions



The majority of enforcement actions through 2020 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 the 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.

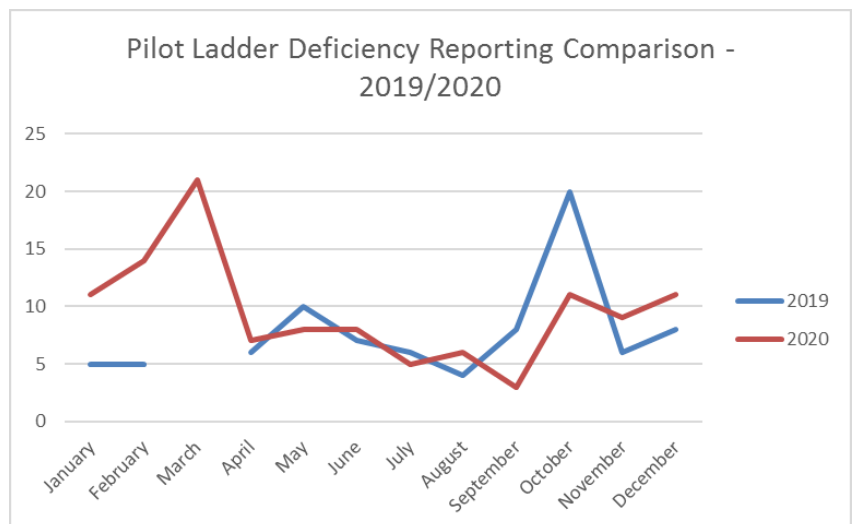
There have been no prosecutions to date in 2020.

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

Focus—Pilot Ladder Deficiencies

Our experienced and highly-skilled marine pilots play a vital role in securing safe navigation on the Thames, and contributing to the efficiency of port turnover. The boarding or landing of a pilot, where he or she will transfer between a small pilot cutter and a large merchant ship, is probably the most high risk aspect of the pilotage profession. The required pilot ladder arrangements are specified in SOLAS regulations, and have been developed to facilitate safe pilot transfers.

However, we continue to frequently receive reports of non-compliant, unsafe pilot ladder arrangements in use onboard vessels calling at the Port of London. The Harbour Master teams acts upon all of these reports, to ensure that the vessel carries out the necessary corrective action in the interests of pilot safety.



**Please note that there were no reported Pilot Ladder Deficiencies in March 2019, hence the gap in the line graph above.*