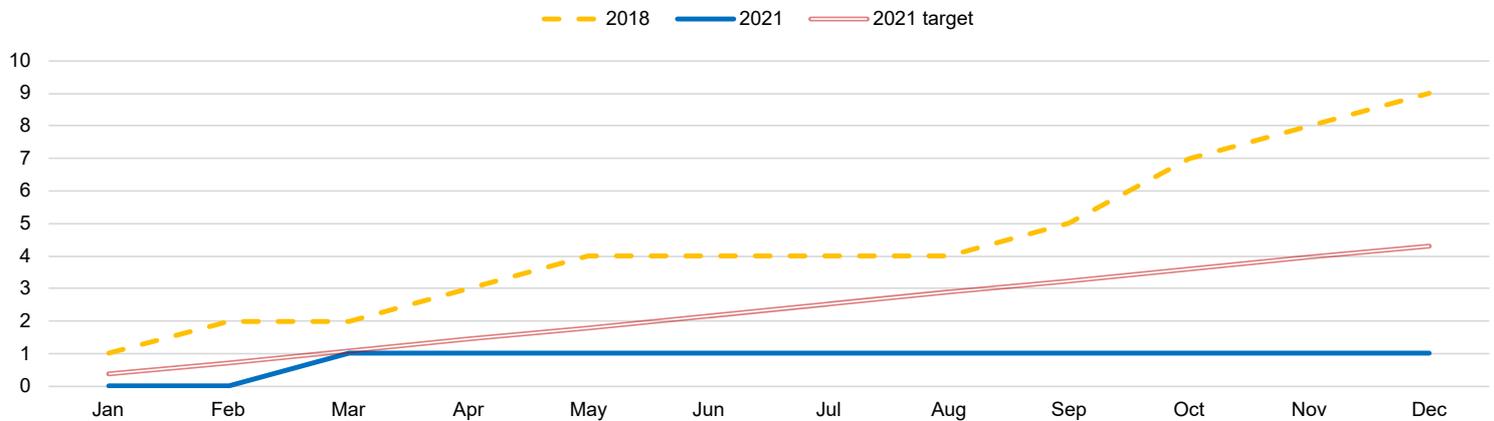
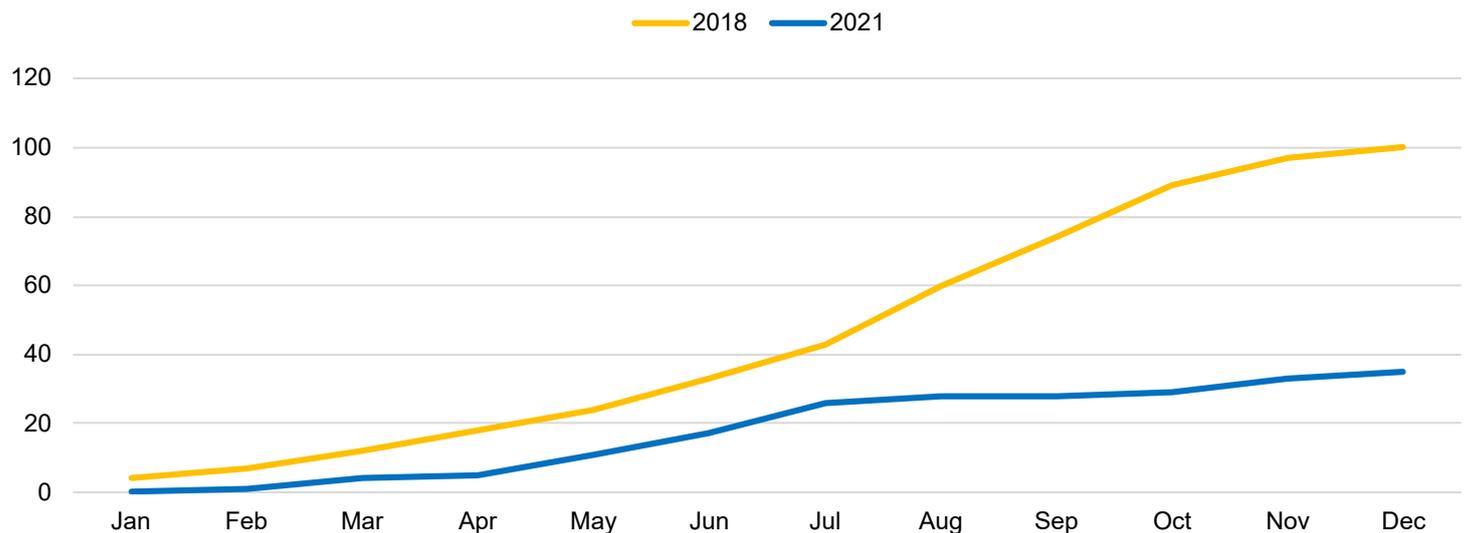


### 10% Reduction in Serious/Very Serious Incidents



The target for 2021, was **5** or fewer Serious or Very Serious incidents over the course of the year, to contribute towards achieving a 10% reduction over the life of the plan. There has been only **1** serious incident reported in 2021 therefore, we are currently **on track** for achieving our target.

### 10% Increase in Near Miss Reporting



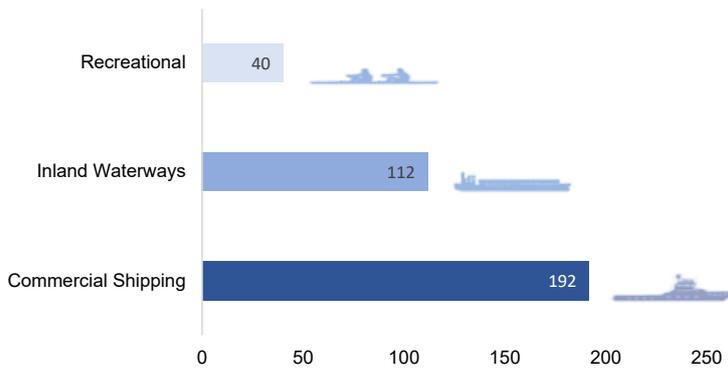
In 2018 we received a total of 100 Near Miss Reports. Unfortunately, during 2021 we received a total of only 35 reports. Despite developing a new way for river users to submit Incident and Near Miss Reports via our website and the PLA Tidal Thames App, this accounts for a **65% decrease**.

Therefore, it is important to remember 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](#).

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](#).

## Commercial Shipping, Inland Waterways & Recreational

Incidents by Vessel Categorisation



We have seen a **decrease** in both **Commercial Shipping** and **Recreational incidents**. The latter could be attributed to the COVID-19 restrictions in place between January and July of 2021.

In comparison, during 2020, we had 59 **Recreational incidents** which all occurred from June 2020 onwards, post-lifting of the first national lockdown.

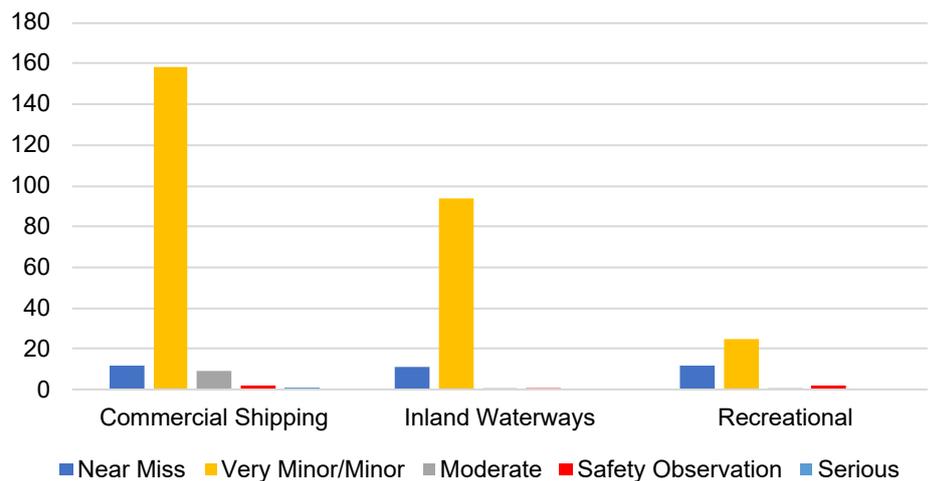
On the other hand, **Inland Waterways** related incidents have **increased** by **24%** compared to 2020.

Incidents involving **Commercial Shipping** were mainly of very minor/minor severity. These account for a total of **158** incidents in that sector. **12** near misses were reported by commercial ships. There were also **9** moderate incidents which were primarily contact incidents.

There were a total of **94** very minor/minor incidents in the **Inland Waterways** sector. A total of **11** near miss reports were received from this sector, out of which **6** were close quarters situations, **2** were wash/draw-off incidents, **1** breach of regulations and **1** potential oil spill.

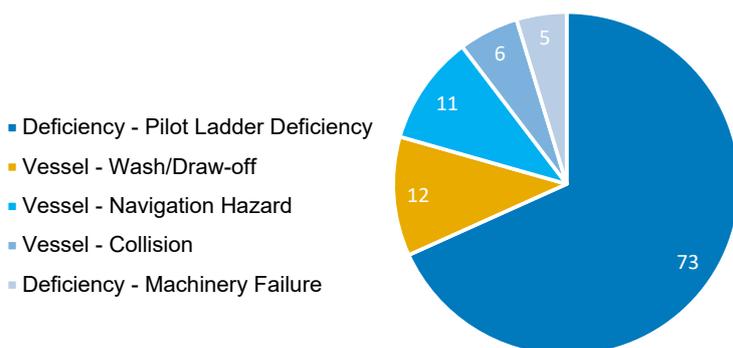
There were **25** very minor/minor incidents involving **Recreational** vessels of which **7** were Machinery Failures, **5** navigation hazards, **3** groundings, **1** failure to follow byelaws as well as **9** other incidents. There were **12** near miss reports which were primarily for breaches of regulations and deficiencies.

Incident Severities by Vessel Types



## Compliance Failures

Top 5 Compliance Failures 2021



**Compliance Failures** account for **43%** of the identified causal factors of incidents in 2021. This, as was the case in 2020, is due to the large amount of Pilot Ladder Deficiencies reported, evidenced by the fact that **commercial shipping** account for **73%** of all compliance failures.

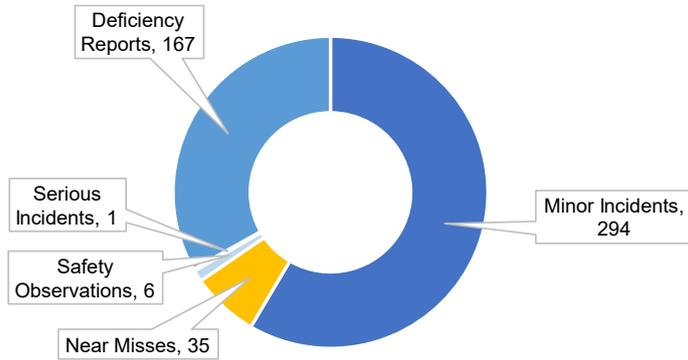
**Recreational** compliance failures result from **machinery failures** and **improper navigation**. Meanwhile, Compliance failures in the **inland waterways** sector result from **wash/draw-off** incidents and **close quarters** situations.

## Shipping Movements & Passenger Figures

**Commercial Shipping** vessel movement numbers totalled at **21,916**; an increase of **5%** compared to **20,857** in 2020. This is likely primarily due to the easing of COVID restrictions in mid-2021.

**Passenger Figures** have seen an increase of **19%** (for the aforementioned reason) and totalled just over **3.4m** compared to **2.9m** in 2020.

## Reported Incidents

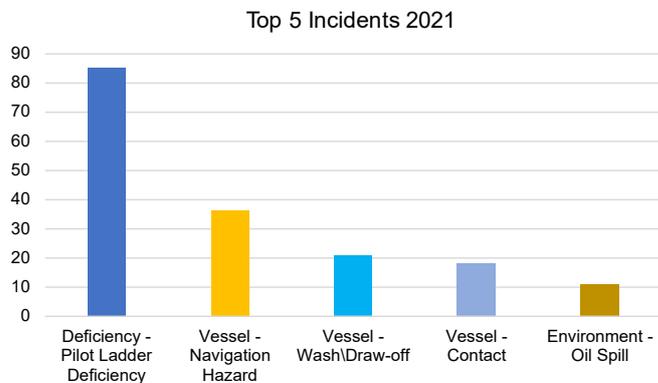


During 2021 there were a total of **294** minor incidents, **35** near misses, **6** safety observations and **1** serious incident, giving a total of **336** which is a decrease of **over 16%** compared to the total of **403** in 2020. This is a positive sign, despite the slight increase in vessel movements.

There were a total of **167** Deficiency reports in 2021, compared to **187** in 2020.

Out of the **167** deficiency reports in 2021, over **50%** of these were **Pilot Ladder Deficiencies**.

## Top 5 Incidents

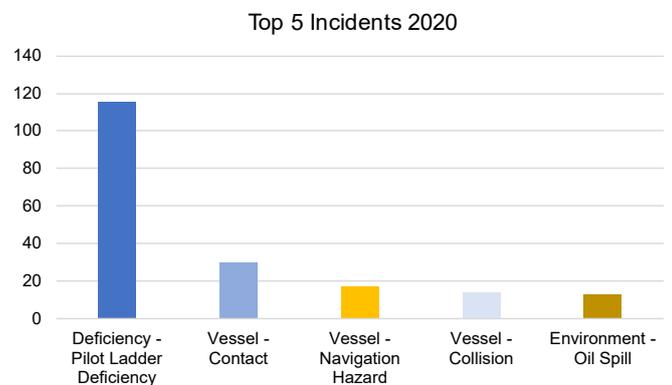


Reported Navigational Hazards have seen an increase of almost **112%** compared to 2020.

There has also been a sharp increase in reported Wash/Draw-off incidents totalling **21** incidents, compared to **12** in 2020, which was enough to make the Top 5 incidents of 2021.

The number of vessel contact and oil spill incidents have decreased compared to 2020 by **40%** and **15%** respectively. Whilst collision incidents no longer feature in the Top 5.

As was the case in 2020, Pilot Ladder Deficiencies were by far the most reported incident in the Port of London in 2021. The majority of these deficiencies were due to a lack of training and failure to follow international regulations on the correct rigging/securing of pilot ladders. The majority of these ladders were of sound construction, however these were not properly rigged/secured therefore, posing a risk to pilot boarding operations, which in itself is already a dangerous task.



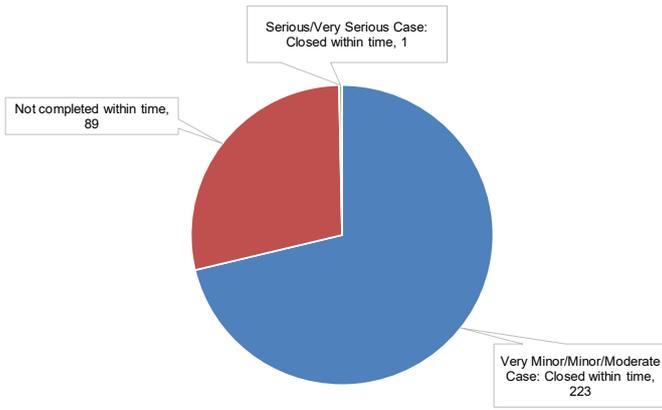
## Definitions

**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.

## Incident closeout



### Very Minor/Minor/Moderate Incidents

The 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/very serious incidents is 6 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.

## 2021 Performance

**Similarly as in 2020**, during the COVID-19 pandemic, the PLA has continued to focus on maintaining essential services in order to maintain safety. As a result the PLA has not been able to achieve targeted close-out rates for all incident investigations.

However 71% of all minor incidents have been closed on time throughout 2021. Only 1 Serious incident has been reported and this was closed within time.

## Enforcement Actions

During 2021 the following enforcement actions were issued: **84** Educational Advice, **11** Harbour Master's Formal Warnings, **7** Informal Verbal Warnings and **2** Harbour Master's Reprimands.

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

Out of the **11** Harbour Master's Formal warnings: **3** were issued due to improper navigation, **2** due to excessive wash and **2** for failing to report an incident in a timely manner. **2** others were issued for failing to follow the Pilotage Act 1987 (as amended).

There were no prosecutions during 2021. To view our records of previous prosecutions, visit our [website](#).

Enforcement Actions 2020 vs 2021

