

Annual report of the Marine Safety Management System (SMS) performance and incident statistics for 2019

Year 2 of the Marine Safety Plan (2018-2020)

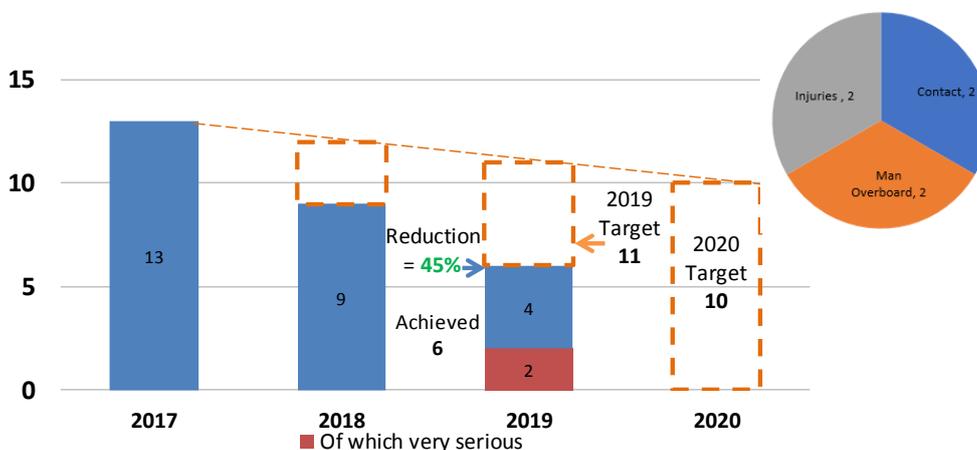
Marine incident targets for the period of the Marine Safety Plan

The targets set in the PLA's Marine Safety Plan are aimed at reducing incidents year-on-year— 4 of which were **fully achieved** and 1 **partially achieved**:

Target 1—Reduce the number of serious marine incidents by 10% every year, based on the number at the start of the plan

Fully Achieved
45% Reduction

Our target to achieve a 10% reduction in 2019 was 11 or fewer serious or very serious incidents. 6 of these were recorded, which is a **33%** reduction on 2018 and a **45%** reduction on the target.



Definitions

Minor Incident: Incidents which may involve slight injury to persons and/or have a negligible cost implication.

Serious Incident: Incidents which may involve significant/life changing injury to persons and/or have a significant cost implication.

Very Serious Incident: Incidents reported to the Board, which involve major injury or fatality and/or have a serious/major cost implication

- Two incidents were classed as 'very serious' and no incidents in 2019 were subject to MAIB investigations.
- The two Very Serious incidents were both fatal Man Overboard occurrences of public river users. The four Serious incidents were two vessel contacts with fixed structures, and two separate occurrences of personal

Target 2—Reduce the number of inland waterway, non-passenger vessel incidents by 10% every year, based on the number at the start of the plan

Achieved
17.5% decrease

Definitions

Commercial Shipping: Incidents involving sea-going commercial ships.

Inland Waterways: Incidents involving intra-port / 'categorised waters' commercial vessels, both passenger and freight

Recreational: Incidents involving non-commercial vessels

- **Decrease** in inland waterway, non-passenger vessel incidents - **17.5%**, from 57 to 47.
- **Decrease** in the number of serious incidents - **none** of 2019's serious/very serious incidents were Inland Waterways Non-Passenger.
- Commercial Shipping has seen a **10% increase** in incident numbers on 2018, whilst Recreational has seen a **1% increase**. Inland waterways (passenger and non passenger combined) has seen a **22% decrease**.
- This has contributed to a **port wide Decrease** of incident numbers of 4.5%

Target 3—No serious or very serious incidents resulting from errors made by PLA Pilots

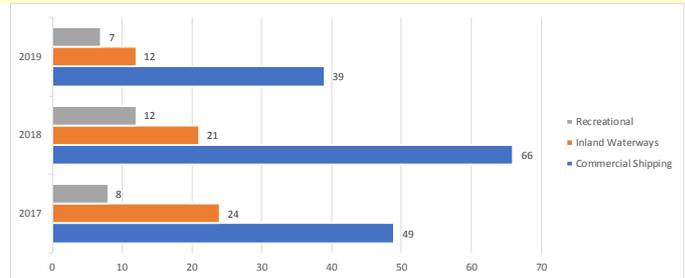
Achieved
0 Incidents

- No serious or very serious incidents resulting from errors made by PLA Pilots.

Target 4—Increase the number of near miss reports by 10% year-on-year

Not yet achieved - 41% Decrease

- There were 99 Near Miss reports in 2018, compared to 58 in 2019 - a 41% Decrease.
- Commercial Shipping, Inland Waterways and Recreational sectors all saw decreases in Near Miss Reporting.



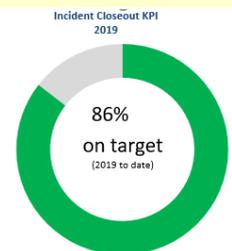
Target 5—Complete incident investigations within the following targets:

Partially Achieved

- **Minor Incidents, near misses and deficiencies – close within 4 weeks**
- **Serious / Very Serious Incidents – produce an investigation report within 6 weeks and close within 10 weeks of being reported**

86%
16%

- The 4 week target has been achieved for 86% of all incidents, near misses and deficiencies in 2019—up from 62% in 2018.
- Of the 6 serious incidents in 2019, 1 met the 10-week closeout target. The majority of these were held up due to external influences, such as lack of information from external organisations, or due to investigations by external authorities.
- Where prosecutions are involved, we also aim to pass the appropriate documentation to our lawyers within 10 weeks.



Target 6—Initiate a safety campaign aimed at improving the Port’s safety culture, focussing on reducing incidents caused by breakdowns

Achieved

- The Breakdowns was a focus of the PLA’s social media during Maritime Safety Week.
- 40% of Inland Waterways breakdowns are caused by debris in the water – mainly ropes. ‘bin it’.
- 18% are caused by electrical faults (wiring and switch faults). ‘check it’.
- 10% by overheating (largely failed water pumps) ‘cool it’.
- 8% by fuel problems (for example blocked filters and contamination) ‘clean it’.
- A fresh campaign will be introduced in 2020 focussing on near miss reporting.?



Objectives to fulfil the Navigational Safety Policy

To continuously improve the management of marine safety and toward achieving zero harm

1: Safety Management Systems – Red Tape Challenge

The red tape challenge on the PLA Regulatory Framework is in progress, with a number of changes been consulted on internally with a view to reduce the volume by approximately 50%. This awaits final legal scrutiny before public consultation commences, which is planned for the first quarter of 2020.

2: Pilotage – Provide a pilotage service of well-trained, suitably qualified and authorised pilots, resulting in no serious or very serious incidents caused by errors made by PLA Pilots

A Pilot service level of 98% was achieved for 2019 with no serious or very serious incidents. A recruitment drive is ongoing with an average new hire rate of 12 pilots per year. In house training has continued with a total of 1184 simulator hours recorded during 2019. In addition, the department continue to invest in technology with the addition of a new passage planning tool, Electronic Chart System (ECDIS) and situational awareness tool (SEAiq) to more than 70 Pilots.

3: Vessel Traffic Services (VTS) – Operational capability and delivery

VTS service levels have been maintained at 99.9%, meeting our target. A means of recording and reporting positive interventions by VTS staff has been developed

4: Conservancy and Hydrographic Survey delivery

1. 98% of outstanding surveys completed and on track to complete remaining areas in early 2020.
2. Long term survey strategy in hand, working with authorities to ensure continuing relevance.
3. Electronic Chart development ongoing. 4th berthing scale ENC (Woolwich – Crayfordness) to be published in Jan 2020 via Admiralty Vector Chart Service. Feedback to be sought from customers in Q1 2020 on chart products to inform future direction.

5: Vessel Licensing

Licensing Regime has been transitioned successfully to separate the functions of surveying, licensing and enforcement. Focus for 2020 will be increasing compliance through enhanced enforcement.

Thames Freight Standard is with the MCA awaiting approval for recognition as a national equivalent standard, along with other changes, prior to a stakeholder's consultation.

6: Management of River Activities and Works

The PLA consented to 430 events during 2019, up from 340 in 2018. The PLA continues to work with event organisers to improve event plans and risk assessments. River closures in 2019 were predominately for regular, long-standing upriver rowing events, continuing to meet our objectives.

For the Thames Tideway Tunnel (TTT) project, all marine activities have been managed and risk assessed using site specific assessments and a project wide cumulative navigation risk assessment, with the latter reviewed monthly. Project tows continue to be risk assessed as required. No significant navigation incidents have occurred involving Tideway vessels over the past 3 years of the project.

7: Emergency Preparedness and Response

The Thames Resilience Panel (TRP) established Feb 2018 and meets twice per year. TRP risk assessment in development. A more detailed and robust schedule has been established for training and exercises on implementing emergency plans and oil spill procedures. A number of exercises have taken place, mainly focussing internally initially, but widening to include more external stakeholders in 2020

The port has developed its training and exercise schedule to ensure greater stakeholder engagement for 2020.

8: Enforcement and Prosecution

The PLA has worked with various bodies, including the BPA, UKMPG and UKHMA to lobby Government on bringing into force the same drink-drive and drugs legislation for recreational users as applies already to commercial users under the Railways and Transport Safety Act 2003. Some good progress has been made, with Government running a public consultation on the subject. However, progress is slow due to other Government priorities at this time.

FOCUS

With the continuing decline in near miss reporting across the river, this section of the annual report is dedicated to emphasising its importance.

When doing a web search on near miss reporting statistics, it doesn't take much browsing before it becomes clear that the reporting of near misses is one of the most proactive measures any organisation can take towards the prevention of incidents. Some sources suggest that for every accident there are approximately ninety near misses!

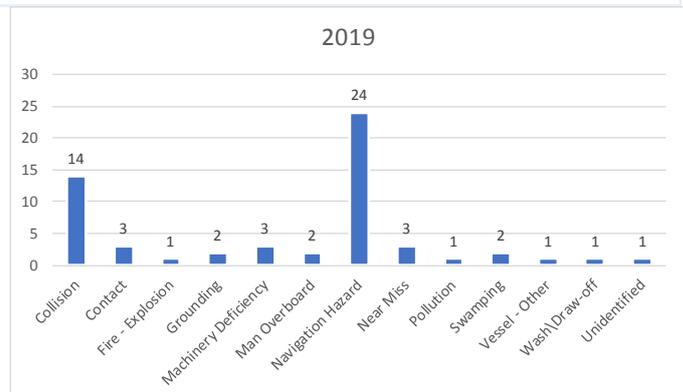
To emphasis this further, above is a breakdown of the near miss reports received throughout 2019. totalling 58.

Below you will see detail advising the top incident category for 2019 is contact. When considering the above statement regarding the number of near misses in comparison to incidents, whether its ninety or another figure, the number of near miss contacts appears concerningly small. Should some contact near miss reports have been missed, then some lessons learned have also been missed which may have helped prevent some of those 35 contact incidents. The PLA investigates every Near Miss report in the same way as an incident.

Finally, another point for consideration. Navigation Hazard incidents numbered 18 in 2019. When combined with the 24 Near Miss reports Navigation Hazard outnumbers Contact as the top category for 2019.

This delivers huge emphasis to the fact that with proper, reliable and consistent Near Miss Reporting we can better inform our Port Wide Risk Assessment, identifying hazards and delivering more effective control measures in the ongoing effort to continually improve safety on the Thames for all.

To report an incident or Near Miss please visit <http://www.pla.co.uk/Safety/SMS/Reporting-Navigational-Incidents-Safety-Concerns> where you will find everything you need to know, including contact details for VTS and downloadable forms.

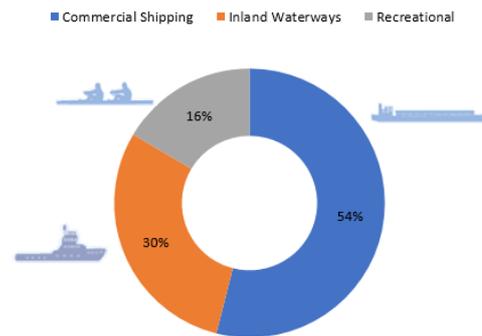
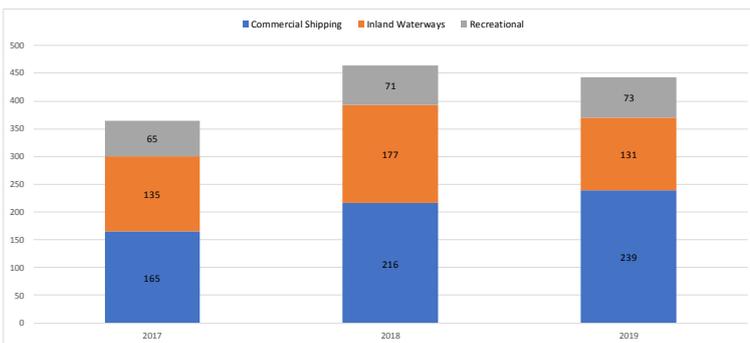




Incident Statistics

A closer look at our marine incident reports in 2019

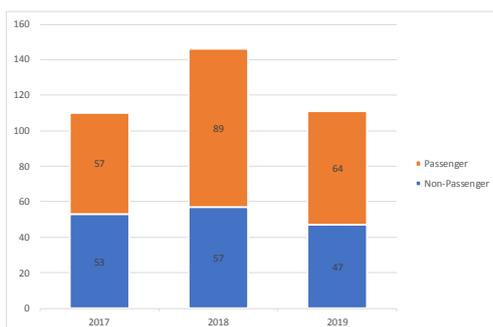
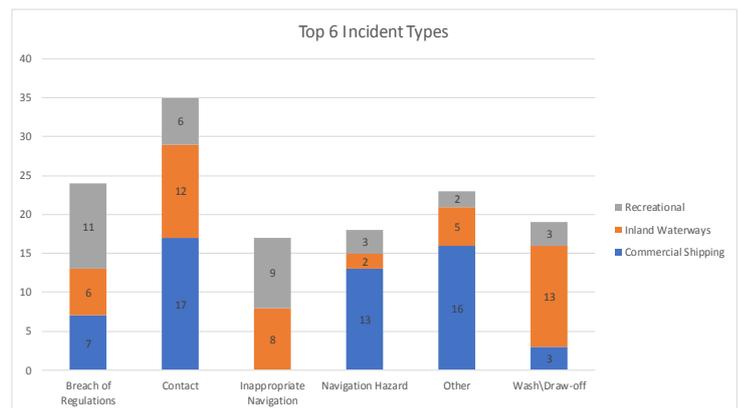
There were 443 reports in 2019, a decrease of 21 on 2018 - down 4.5%! 13% of the reports were Near Misses



- The above graphs display the report counts in 2019 from each of our 3 different vessel categories.
- The top incident category is Contact, making up 17% of all incidents. A significant reduction on 2018. 35 down from 57.
- 'Other' incidents are mainly in the Commercial Shipping' sector, and include machinery defects, parted tow lines and fouled propellers.

Breaches of Regulation—2018/19 comparison

- There has been a 50% increase for Breach of Regulations incidents
- Decrease seen for recreational vessels—13 to 11
- Commercial Shipping and Inland Waterways have both seen increases of 6 incidents from 2018.



Inland Waterways

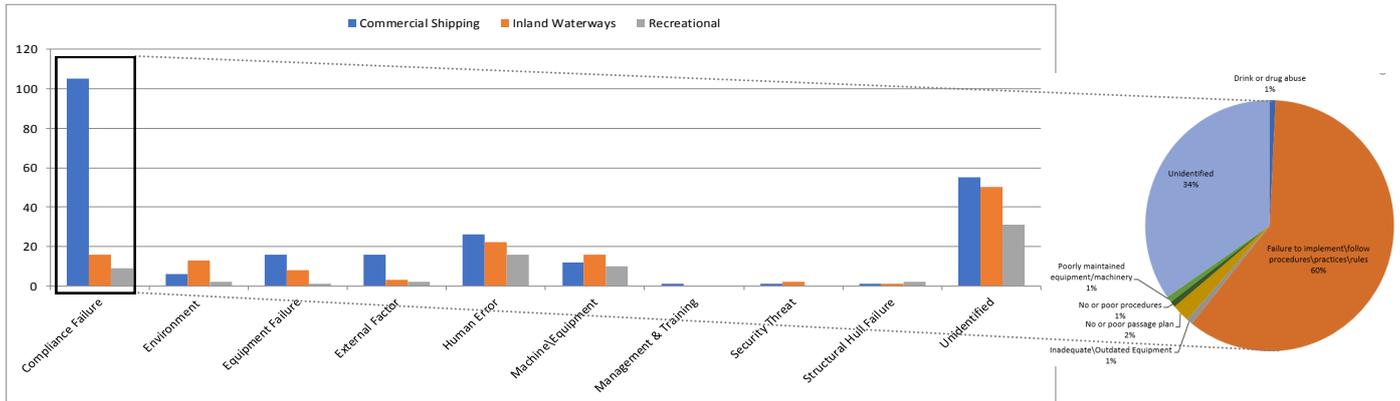
- In 2019, 54% of Inland Waterways incidents, near misses and deficiencies were caused by passenger vessels.
- Passenger journeys are slightly up on last year, this is due to the Woolwich Ferry going back into service in the early part of 2019.
- The **passenger** sector has seen a year on year incident **reduction of 28%**

Near Miss reports in 2019

- **41% decrease overall on 2019,**
- Commercial Shipping Near Misses in 2018 saw 66 reports compared to 2019 where 39 were reported (a **decrease of 40%**) the majority of these are down to Navigation Hazards
- Inland Waterways Near Misses in 2018 saw 21 reports compared to 2019 where 12 were reported (a **decrease of 43%**) the majority of the reports were down to a potential collision.
- Recreational Near Misses in 2018 saw 12 reports compared to just 7 reported in 2019 (a **decrease of 42%**) the majority of the reports were also down to a potential collision.

Causal analysis—Incidents, Near Misses and Deficiencies

50% of deficiencies in 2019 were Pilot Ladder Deficiencies, up from last year's 38% .



Compliance Failure

- **29%** of all occurrences in 2019 were attributed to Compliance Failures. This has decreased year on year, with only 47% in 2018.
- This is largely due to an increase in reporting defects on Commercial Ships— particularly with Pilot Ladder Deficiencies, showing an improving reporting culture driven by the development of a simpler, app based reporting process.

Human Error

- 2019 has seen a substantial reduction in 'Human Error' as a reported causal factor compared to 2018. Commercial Shipping has dropped from 35 in 2018 to 26 in 2019. Inland Waterways (down 56%) and Recreation (down 43%) have also seen significant reductions.
- When discounting 'Pilot Ladder Reports', Human Error in 2019 accounts for 21% of all remaining incidents.
- The proportion of Human Errors classified as misjudgement is down from 50% in 2018 to 44% in 2019.

Machine / Equipment

- Inland Waterways has seen a dramatic decrease in the number of occurrences caused by Machine/Equipment failures.— 40 in 2018 to 16 in 2019, a 60% reduction. The majority of these are passenger vessels. Commercial Shipping has seen a decrease of 25% in the same area.

Enforcement undertaken in 2019

A summary of the enforcement carried out in 2019, which can be from education and advice, to informal verbal warnings, through formal written warnings to action in the Courts, a summary graph is shown below:

