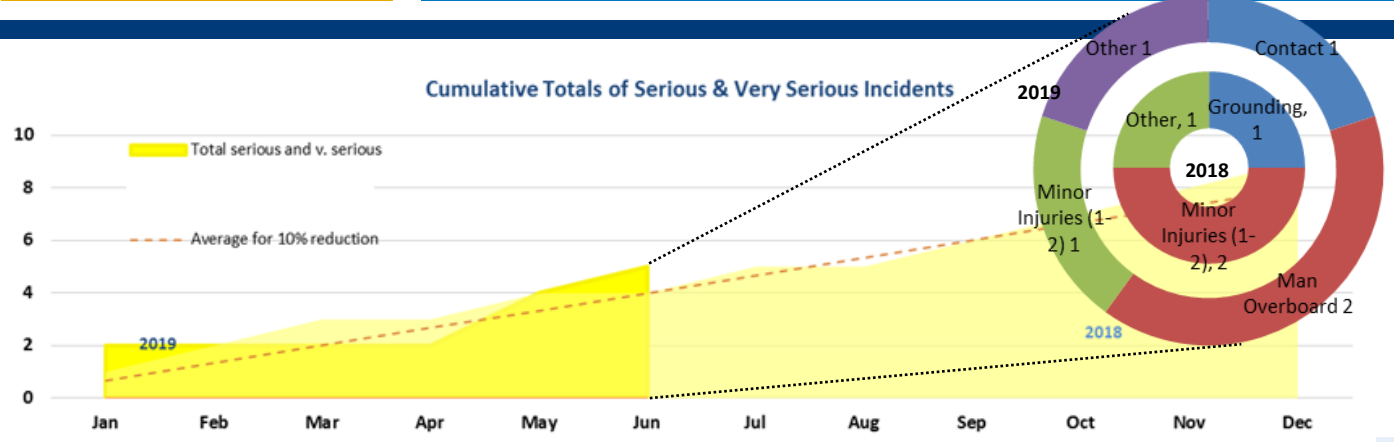




# Six monthly report of the Marine Safety Management System (SMS) performance and incident statistics –



### Serious and Very Serious Incidents

- There have been **5** serious or very serious incidents so far in 2019—which is **above the trend line** to achieve a 10% reduction on last year
- Our target is **8** or fewer Serious or Very Serious incidents over the course of the year to achieve a 10% reduction on 2018.
- So far we have had **5** serious or very serious incident occur this year

### Commercial Shipping

- POLARIS shipping movements are **up 1%** compared to this time last year.

### Inland Waterways

- Passenger’s numbers are **up 11%** compared to this time last year.
- Passenger vessel incident numbers up to the 1<sup>st</sup> July are the same as this time

### 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, STCW, etc.)

**Near Miss:** An instance of a vessel or vessels narrowly avoiding an Incident.

### Definitions

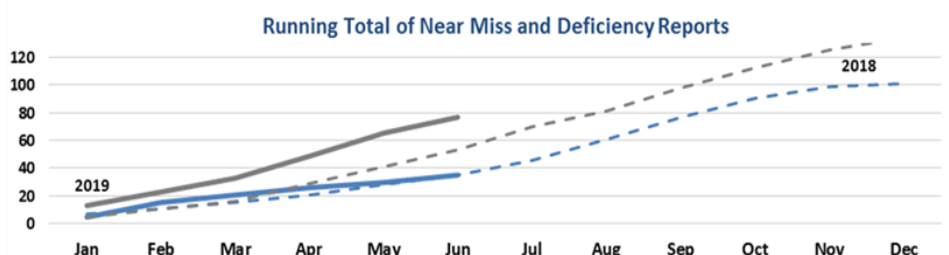
**Minor:** do not affect persons and/or have a negligible cost implication (<£5K)

**Serious:** may involve slight/significant injury to persons and/or have a moderate cost implication (<£500K)

**Very Serious:** reported to the Board, which involve serious injury or fatality and/or have a serious/major cost implication (>£500K)

### Other Reporting

- The number of Near Miss reports are the same as this time last year.
- Deficiency reports are **up 34%**, with an increase particularly in the Commercial Shipping category which has seen an increase of 58% on its own.
- There have been **33** Pilot Ladder non-compliance reports so far in 2019, up from **21** this time last year. These 33 account for almost half of the deficiency reports in commercial shipping this year.
- Safe Access non-compliance reports account for another seven. All safe access deficiencies are from within the Commercial Shipping Sector.



**A closer look at the reports so far in 2019**

There have been 119 incidents, 36 near misses, 78 deficiencies and 6 injuries afloat so far in 2019, giving a total of 239 — **55 more** than this time last year, an increase of 30%.

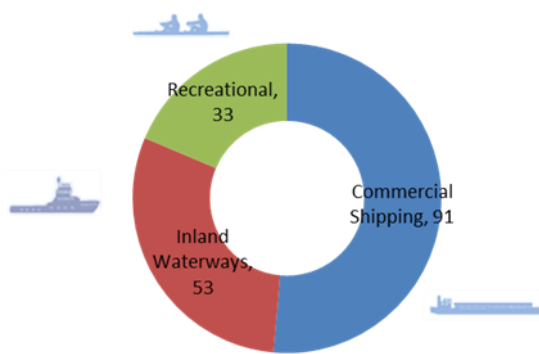
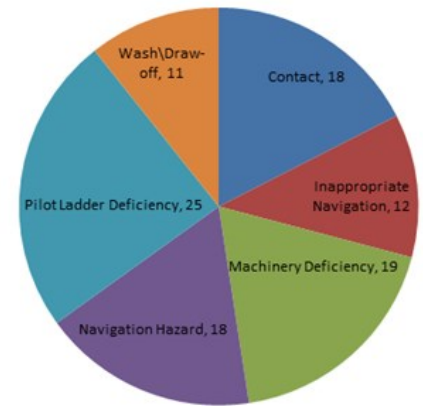
**What incident types have shown an increase?**

- Pilot Ladder Deficiencies show the largest increase with 33 so far this year, compared to 21 in the first half of 2018, a **31 % increase**. The only other increase is Navigation Hazard at 24, compared to 17 in the first half of 2018.

**What incident types have shown a decrease?**

- Contact Incidents have seen the sharpest decrease compared to the same period last year. 2018’s first 6 months saw 34 contact incidents compared to this years 21. That’s a **decrease of 38%**
- Machinery Deficiency’s were counting 28 this time last year (2018). This year has seen a **decrease of 7%** with 26 so far in 2019.

Top 6 incident categories so far this year



**2019 reports by vessel type**

- The graph on the left shows the number of reports per vessel type for the last six months.
- The largest increase has been from the commercial shipping sector which has shown a steady increase in machinery and pilot ladder deficiency reports.
- The chart below displays the corresponding causal factors. This clearly demonstrates that compliance failure remains a key contributory causal factor for many of those deficiencies.

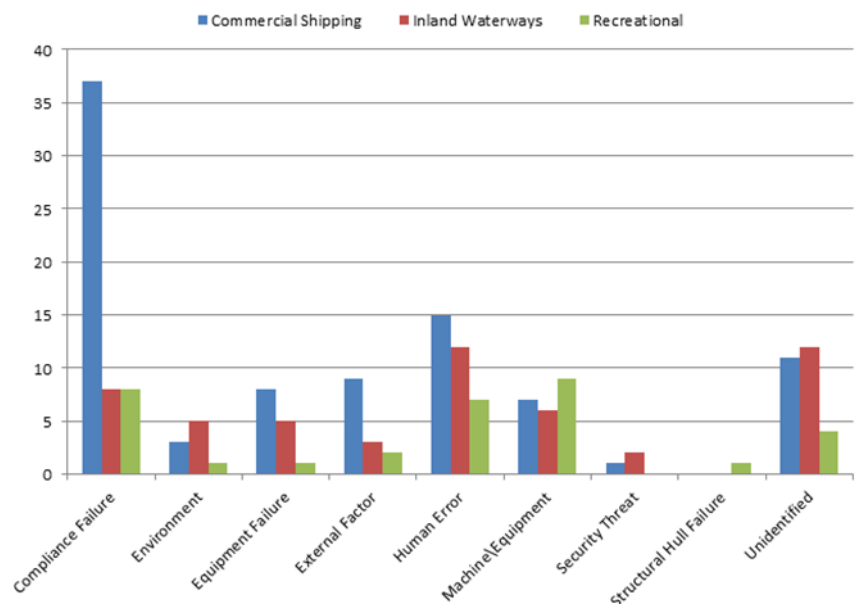
**Incident Investigation Performance**

**Minor Incidents**

- Our target for completing minor incident investigations is 4 weeks.
- We have achieved our close out target for **91%** of investigations to date in 2019. This is a vast improvement to this time last year’s closeouts which stood at 58%. This shows a clear demonstration of the huge effort by the Harbour Master teams to continue improving on the closeouts.

**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.
- One serious incident in this quarter has unfortunately, missed the 10-week closeout target.

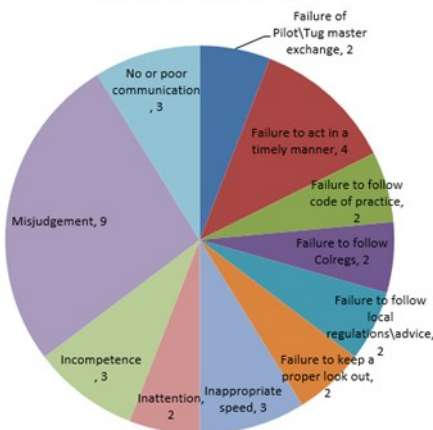


- The first six months of 2018 saw four serious/very serious incidents reported, two of which were accounted for as Health & Safety injuries afloat (PLA employee). The third was an injury to an external member of staff, whilst the fourth was a Grounding caused by a generator failure.
- The first six months of 2019 have seen five serious/very serious incidents occur. Two of which have unfortunately, resulted in two fatal man overboard's. The third was a contact incident, the fourth a Health & Safety injury (afloat) and the fifth was an external injury.
- Whilst the first six months of 2018 and 2019 have both seen a small number of minor injuries, there is little else to identify by way of comparing the serious/very serious incidents for each year so far.

Incident Closeout KPI



Human Error Breakdown



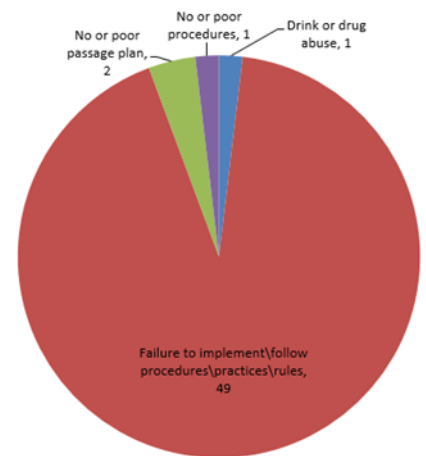
Human Error

- **19%** of all occurrences so far this year are labelled as Human Error—this proportion is **down 4%** compared to this time in 2018.
- Inland Waterways vessels account for **35%** and Commercial Shipping accounts for **44%** of all Human Error occurrences.
- The top Causal Factor within Human Error is misjudgement, with 9 out of a total of 34. The remaining causal factors are an even spread in accordance with the chart above. There is no clear identifiable pattern amongst consequences at this early stage of the year

Compliance Failure

- Compliance failures are almost exclusively noted as a failure to implement or follow procedures, practices and/or rules. These account for 92% of this year's compliance failures.
- This will predominantly be due to the large rise in Pilot Ladder Deficiencies, evidenced by the fact that Commercial Shipping account for 70% of all compliance failures.
- 2018, by way of comparison saw the same compliance failure type dominate 84% of this type of causal factor. Total compliance failures have increased from 49 in the first six months of 2018 to 72 in the first six months of 2019.

Top 6 Compliance Failures



Enforcement

A summary of the enforcement carried out in the last few months, which can be from education and advice, to informal verbal warnings and formal written warnings, through to action in the Courts.

- The majority of Enforcement actions, this quarter, have come from the Recreational sector.
- A number of educational discussions have taken place and educational letters/materials have been sent to recreational users due to inexperience with VHF and non compliance with certain Byelaws.
- **5** Harbourmaster Written Warnings have been issued in regards to:
  - Non compliance with SOLAS Regulations, due to a pilot ladder dropping a few inches and trapping the pilot's fingers
  - A vessel was involved in a close quarter's situation with another vessel, warning sent due to failure to comply with the International Collision Regulations.

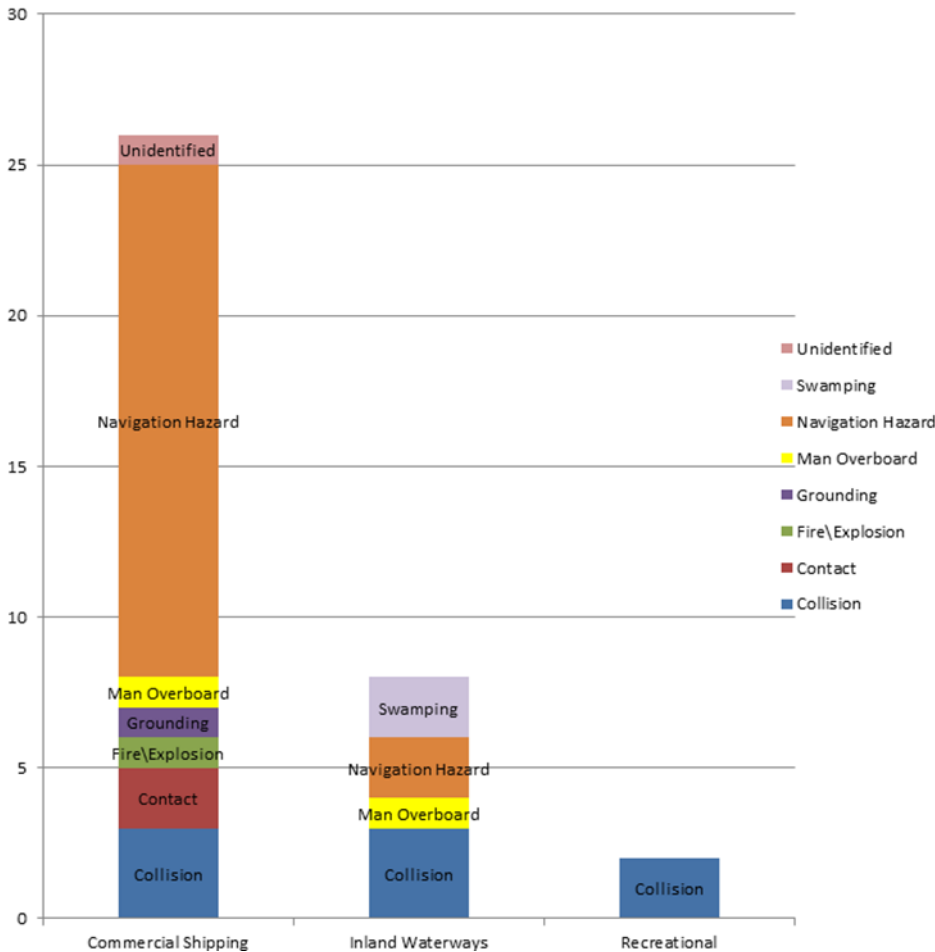
- A request was ignored by a vessel that was about to swing into a berth and another vessel passed close by, a formal warning was sent to the PEC holder.
- A company operating on the river was sent a warning due to the frequency of incidents accumulated due to parted mooring lines.
- A Jet Ski rider was issued with a formal written reprimand under Byelaw 14.

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

**Don't dismiss a near miss!**

Reporting a near miss today may avoid an incident tomorrow. Report anything you consider dangerous or potentially dangerous.

**Near Miss Reports (so far) - 2019**



**Near Miss Summary**

- Near Miss reports are **up 333%** compared to last year. (up from 6 to 26)
- The 'Navigation Hazard' category has the most Near Misses, largely lying within Commercial Shipping.
- There is clear evidence that the majority of these near misses seem to result from poor communications, particularly during mooring operations.

**Why report a near miss?**

All reports are vital to bringing a problem to the attention of the Harbourmasters. Even small or insignificant problems may indicate a wider safety failing.

- Inform London VTS on the appropriate Port Working Frequency.
- On the [PLA Website](#). Click 'Contact Us' and complete a report.
- Via the PLA App

**The port-wide risk assessment and hazard reviews**

The top 5 hazards in the Port-wide Risk Database are currently:

1. Collision – Vessel at High Speed – (Middle District)
2. Swamping – (Lower District)
3. Collision – Warp Ooze Area – (Estuary District)
4. Collision – Passenger Vessel – (Middle District)
5. Grounding – Standard Vessel During Transit (Middle District)

Our risk assessment is split into 4 'registers' so that river topography, traffic and local conditions can be taken into account when assessing risks.

- Upper (Teddington to Putney)
- Middle (Putney to Dagenham)
- Lower (Dagenham to Sea Reach 1)
- Estuary (Sea Reach 1 to Outer Limits)

**Our port-wide risk assessment**

The Port Marine Safety Code requires that all ports must base their management of marine operations (i.e. their powers, policies, plans and procedures) on a formal assessment of the hazards and risks to navigation within the port. Furthermore, port authorities must maintain a formal Safety Management System (SMS) developed from that risk assessment.

