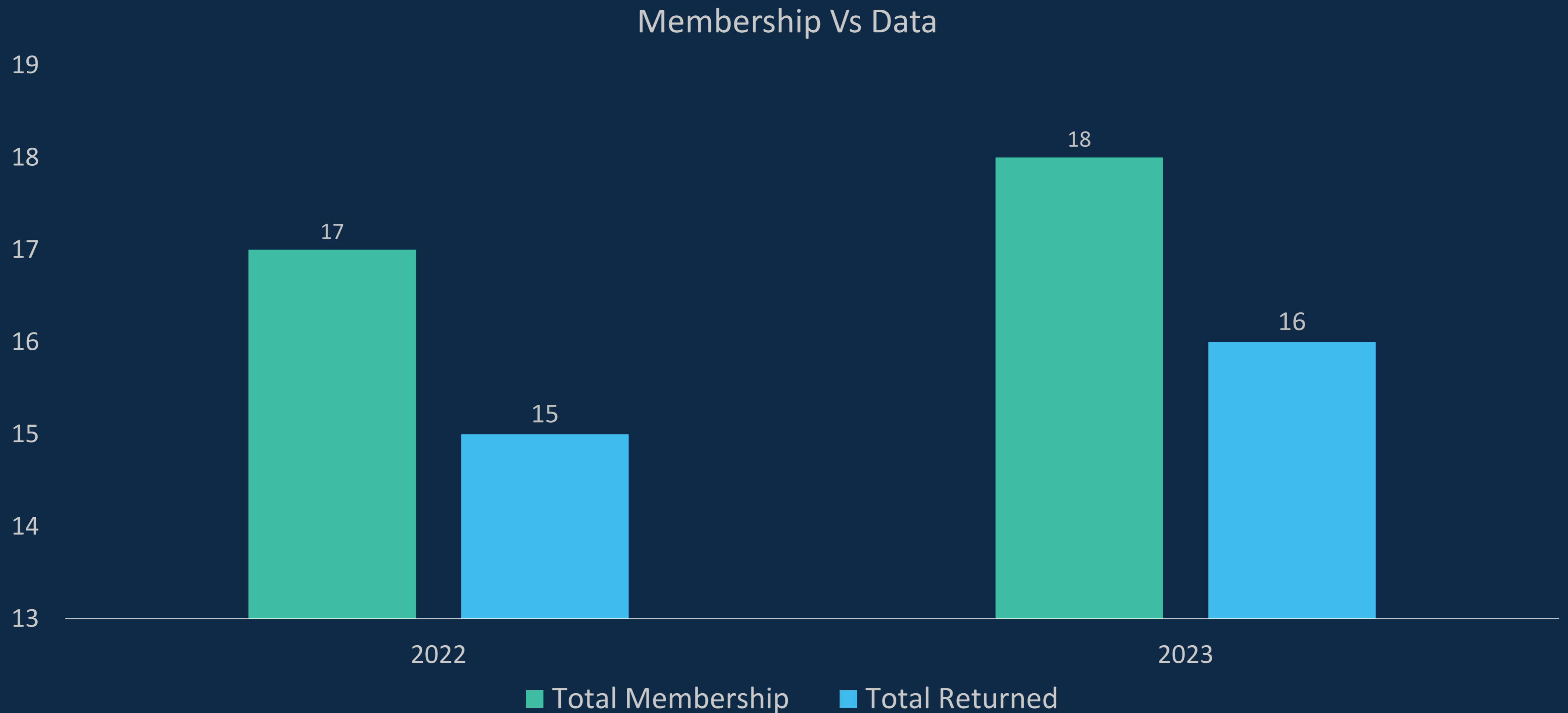




BTA Annual Safety Statistics 2023

Membership Data Return...



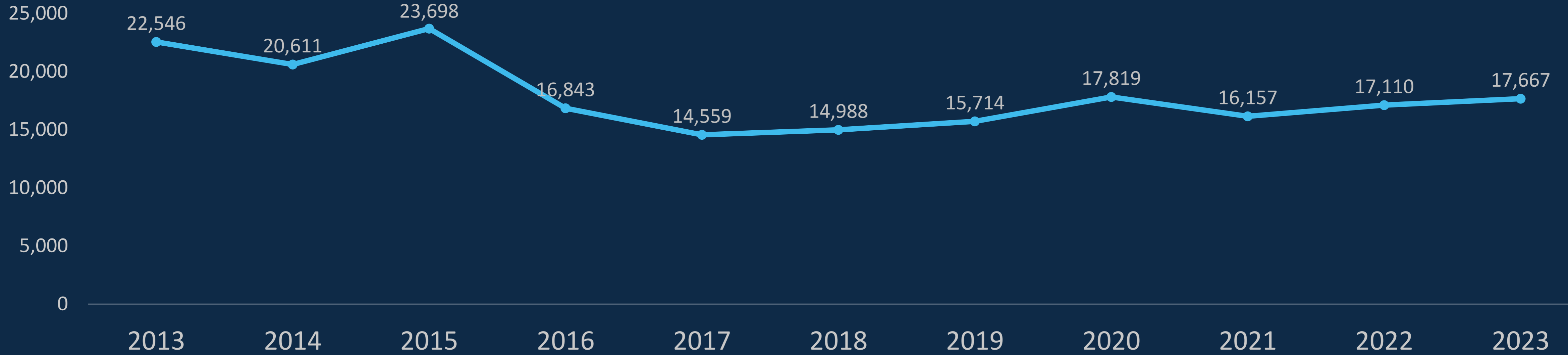


Exposure...

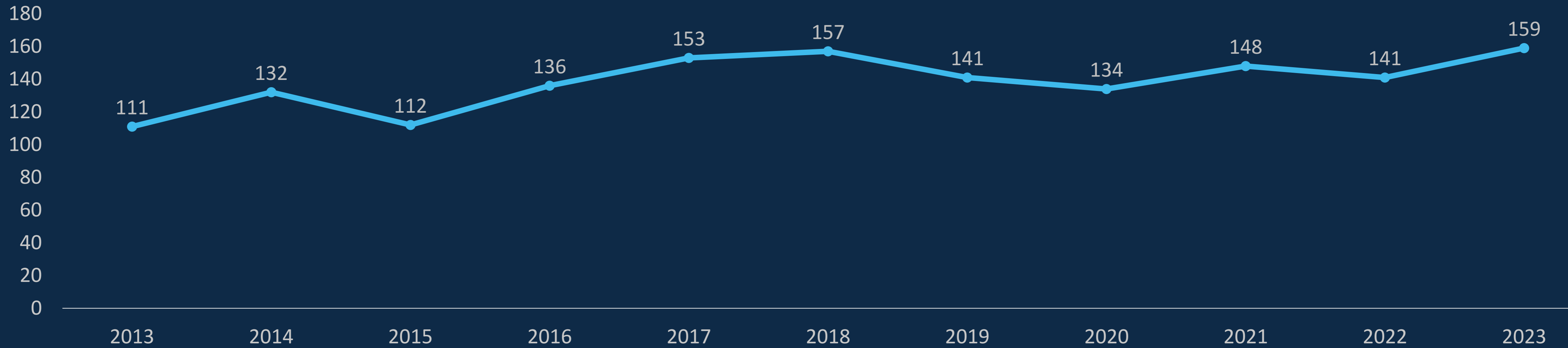




Exposure hours per tug



Members Tugs



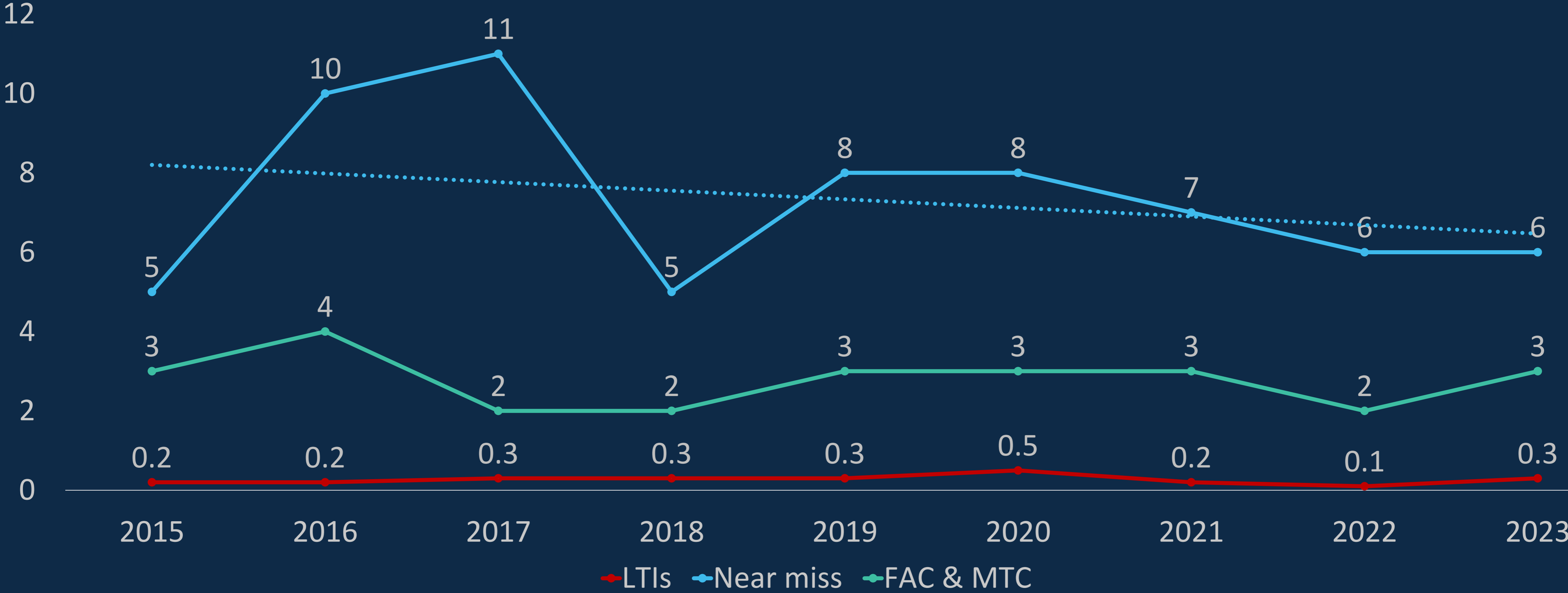
Fleet Size



Reports per 100,000 Exposure Hrs



Reports per 100,000 Exposure Hours



Positive Behaviors / Best Practice

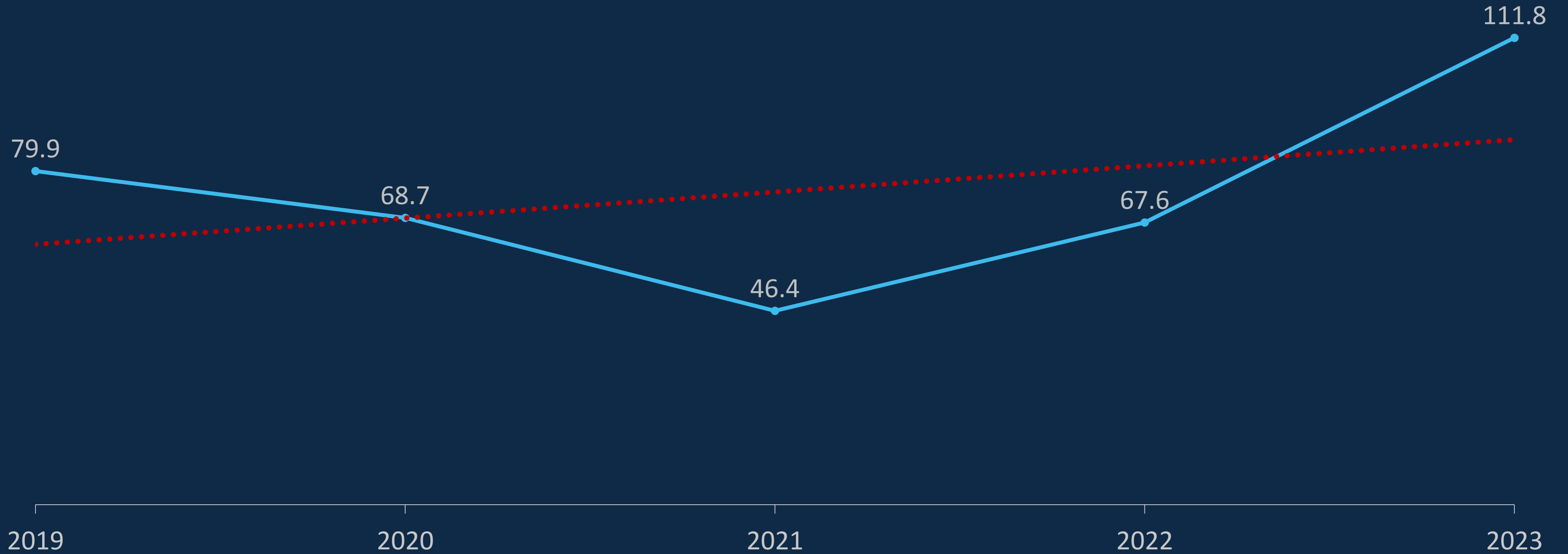
*There continues to be **an increase in incidents and near misses**, the DPA again wishes to highlight that a lack of incidents does not indicate a positive safety culture, and the increase in reporting should be seen as demonstrable of an improving and maturing culture.*

Increased incident reporting.

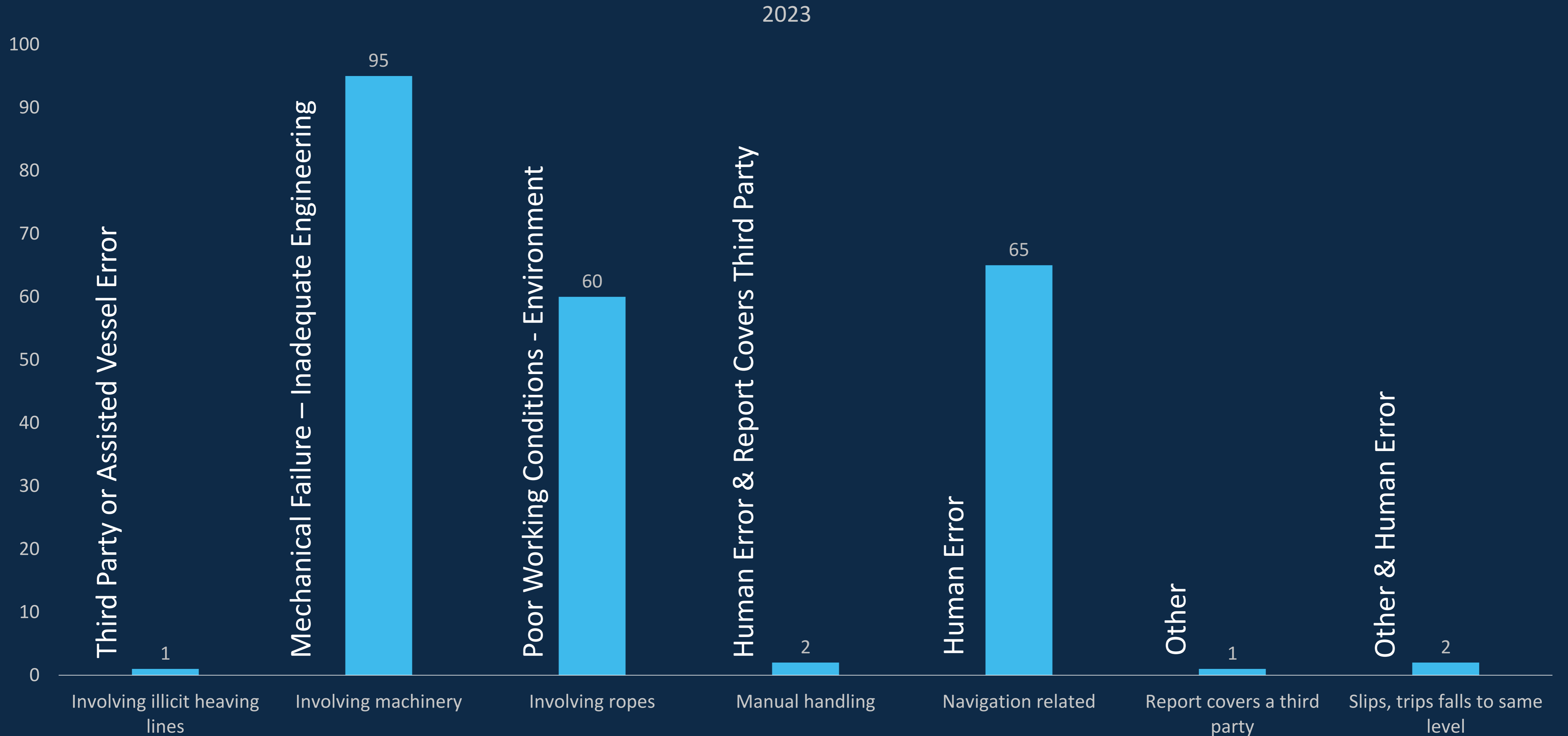
Proactive reports demonstrated a steady trend across the region over the reporting period.

Increased reporting on near miss incidents

Other reports – no injury per 100,000hrs



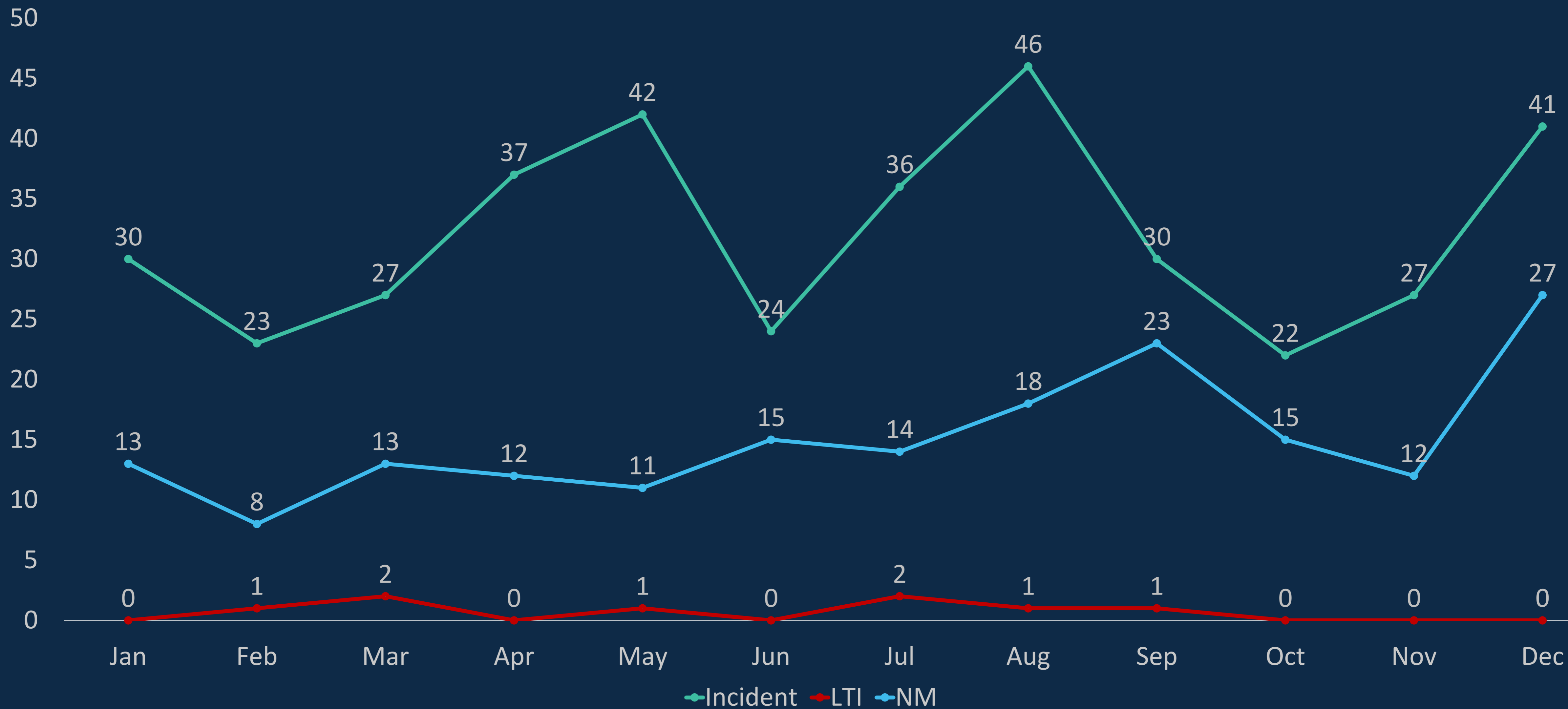
Other Reports By Circumstance & Root Cause





Seasonality?







Reports by Activity...



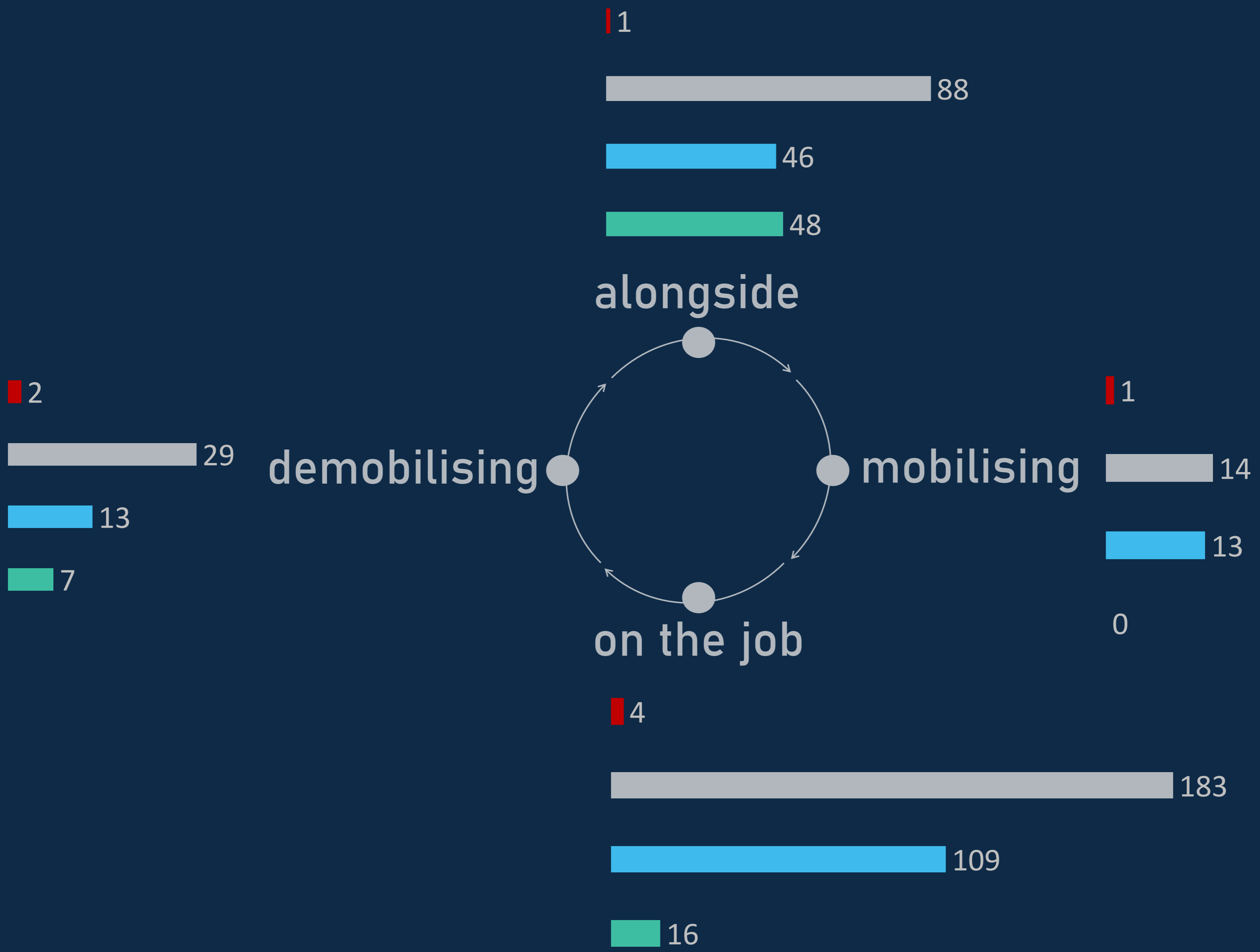


LTI

Other

Near Miss

FAC & MTC





LTI

Other

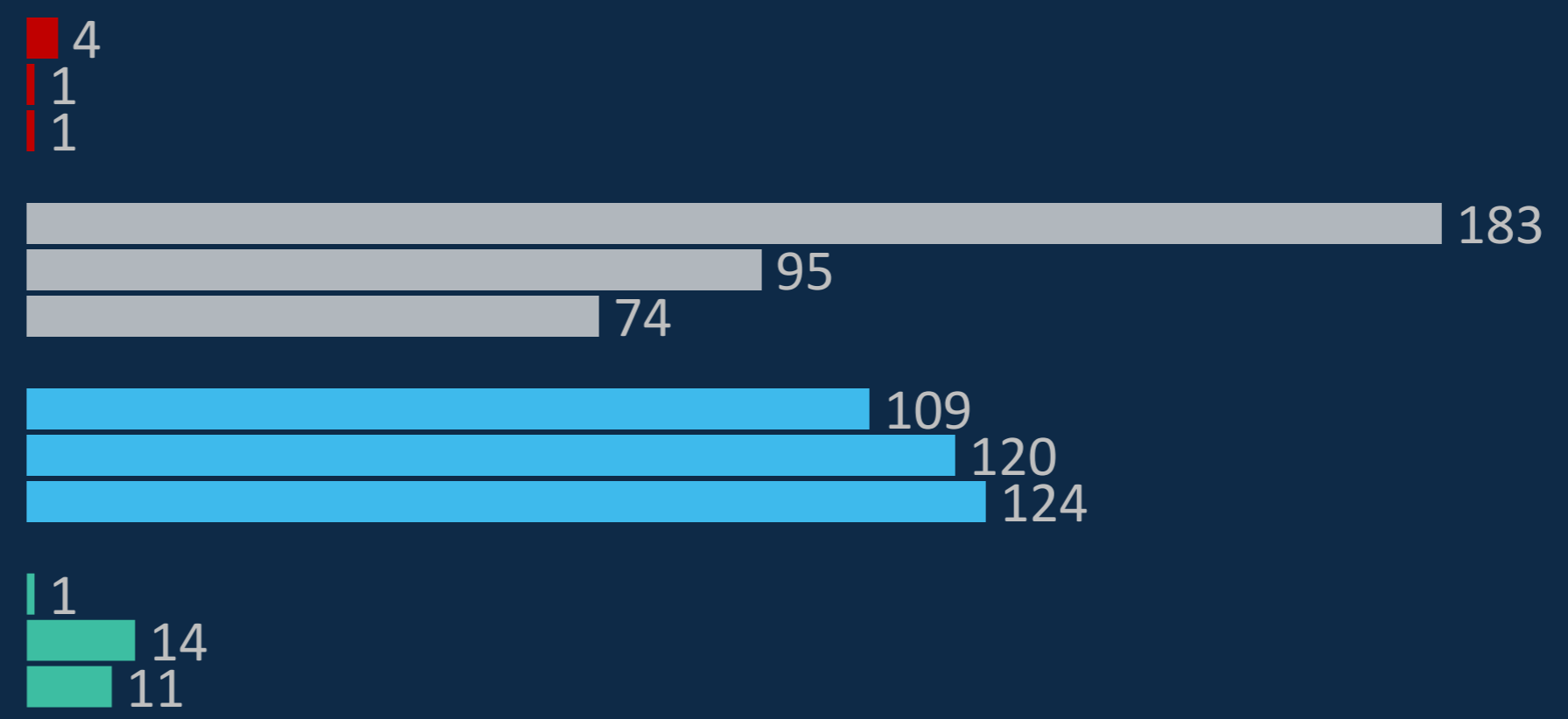
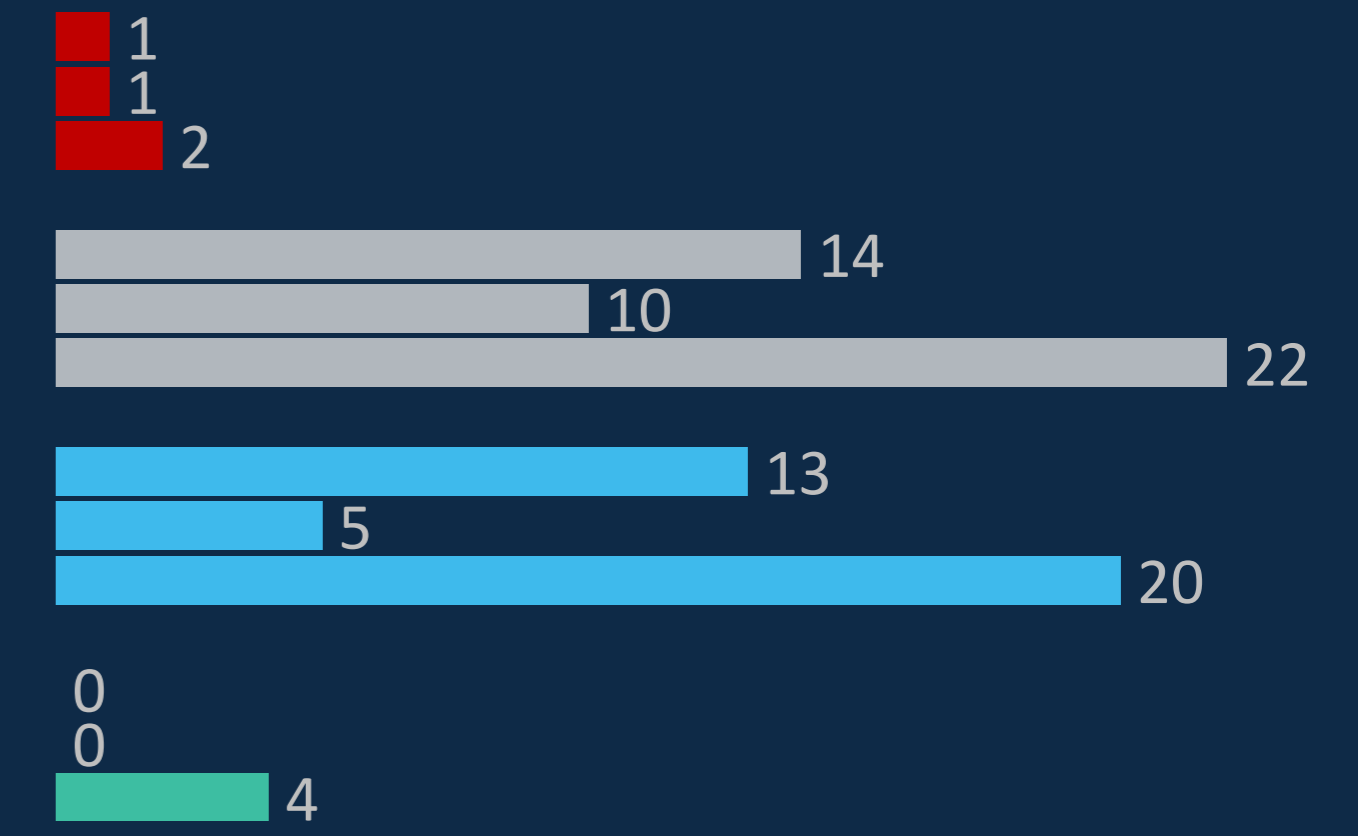
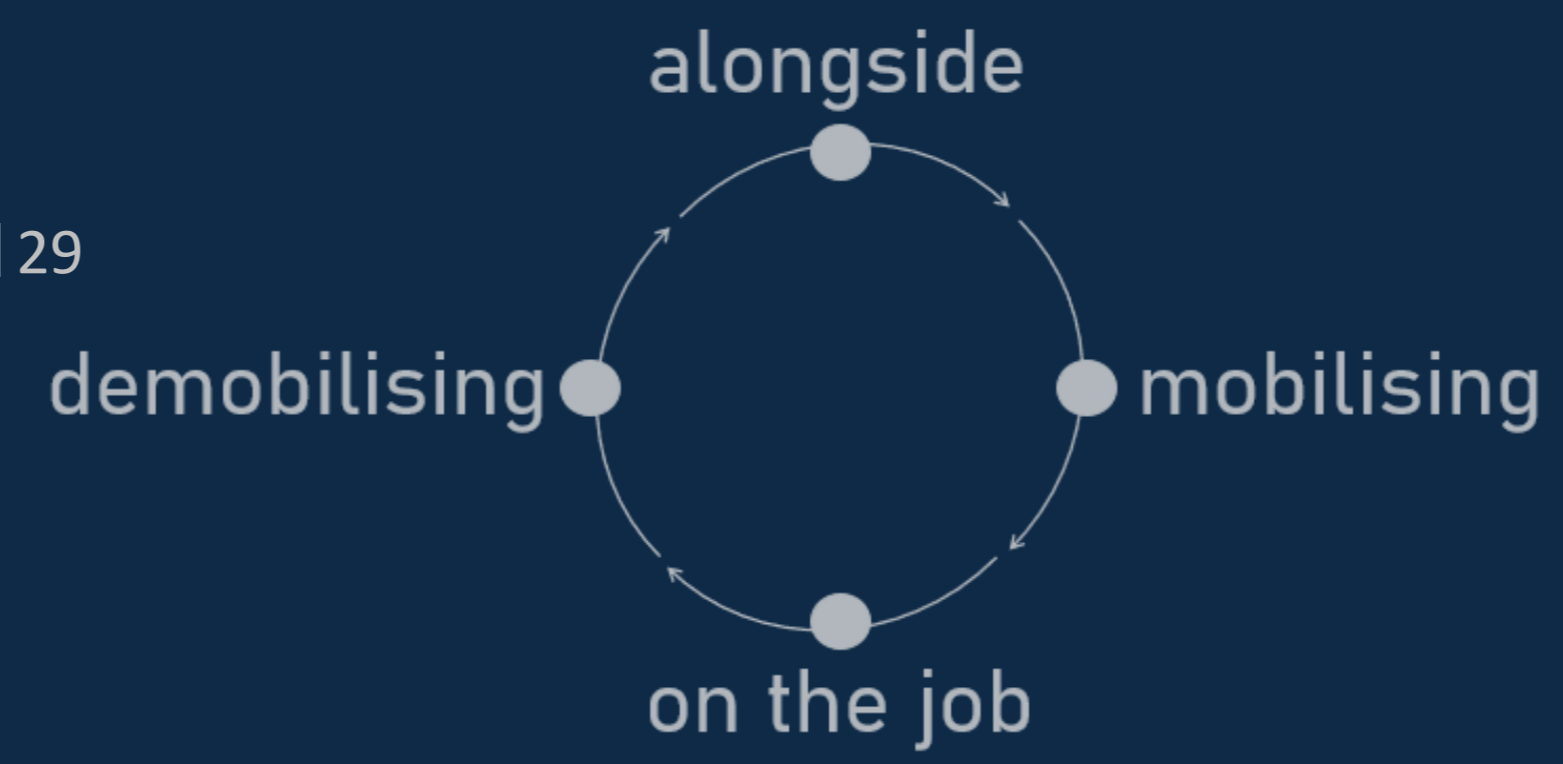
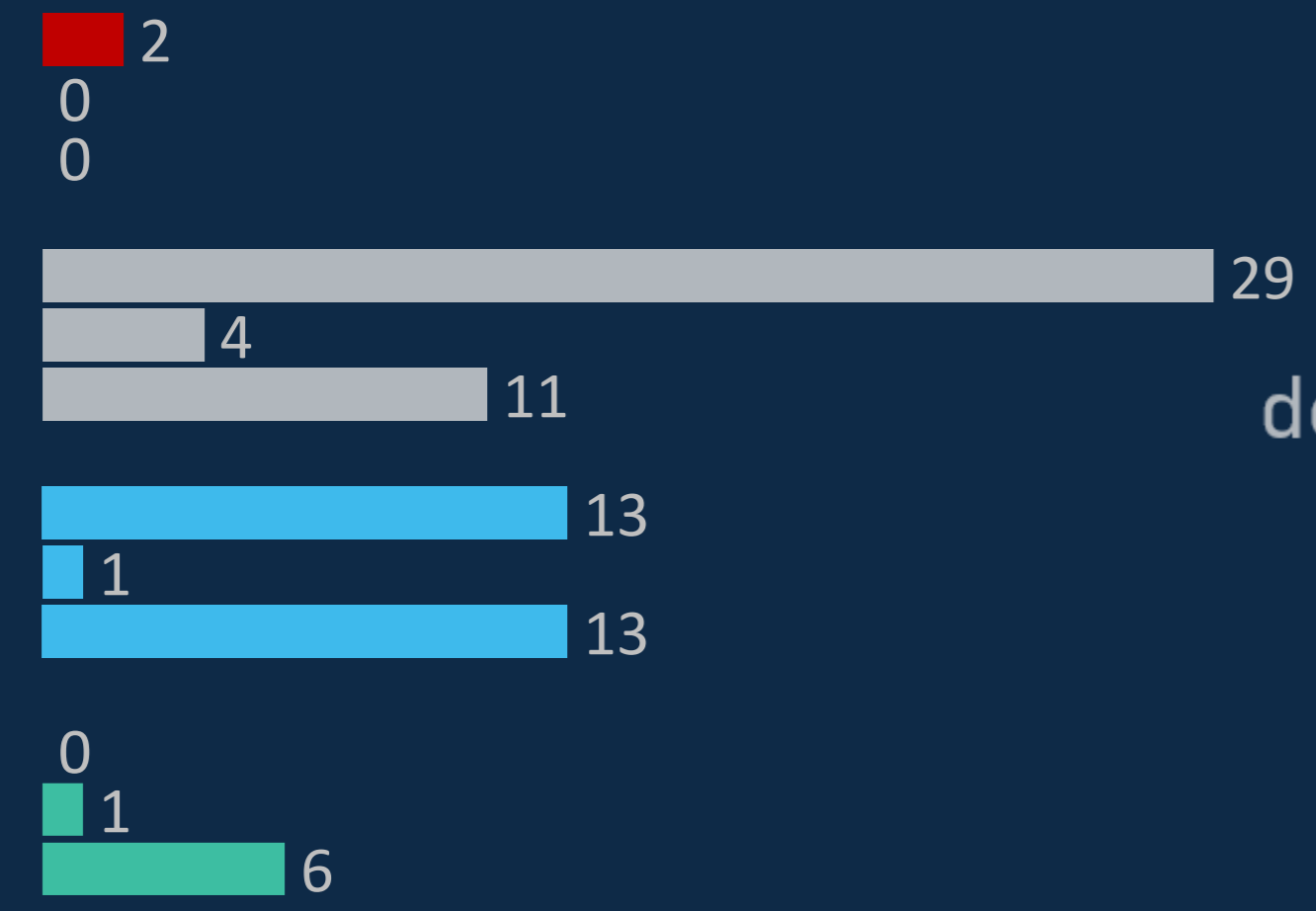
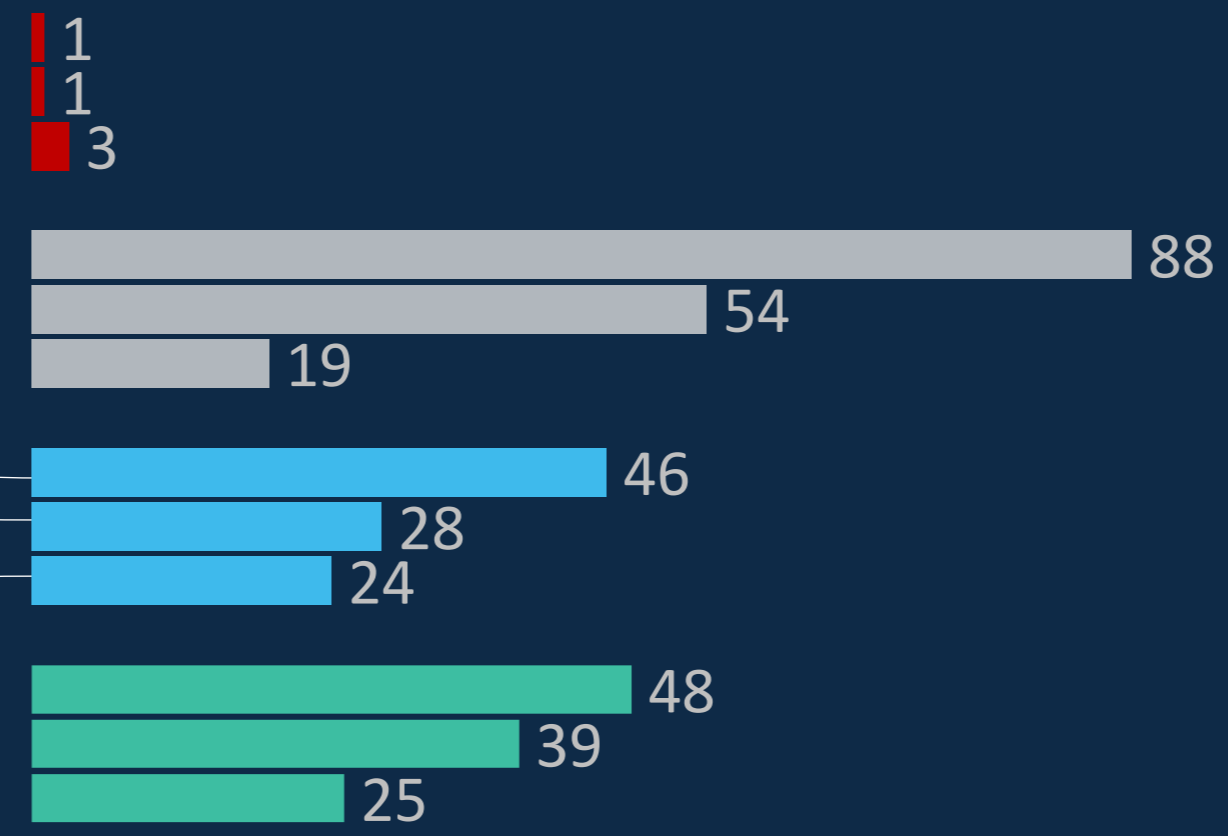
Near Miss

FAC & MTC

2023

2022

2021



Developing Trends of Concern

Whilst we have seen a reduction in illegal heaving lines, we are seeing a further reduction in general seamanship abilities of assisted vessels - tow lines dropped or not made fast correctly. Crew of assisted vessel standing in dangerous location with regards to proximity of towline.

Increase in incorrect heaving lines being used. / As previously poor seamanship of customer vessels remains an issue.

Still a concern with uncontrolled release of tows from the ship before the tug is in a position to recover safely.

Increased number of dangerous weighted heaving lines and dropped objects.

There appears to be no recommended training format for pilots who intend to take conduct of ships and tugs during operations, we believe this lack of understanding may have contributed to the lost time incident and other operational difficulties experienced by ourselves.

Incidents relating to mechanical failure due to ageing machinery/plant.



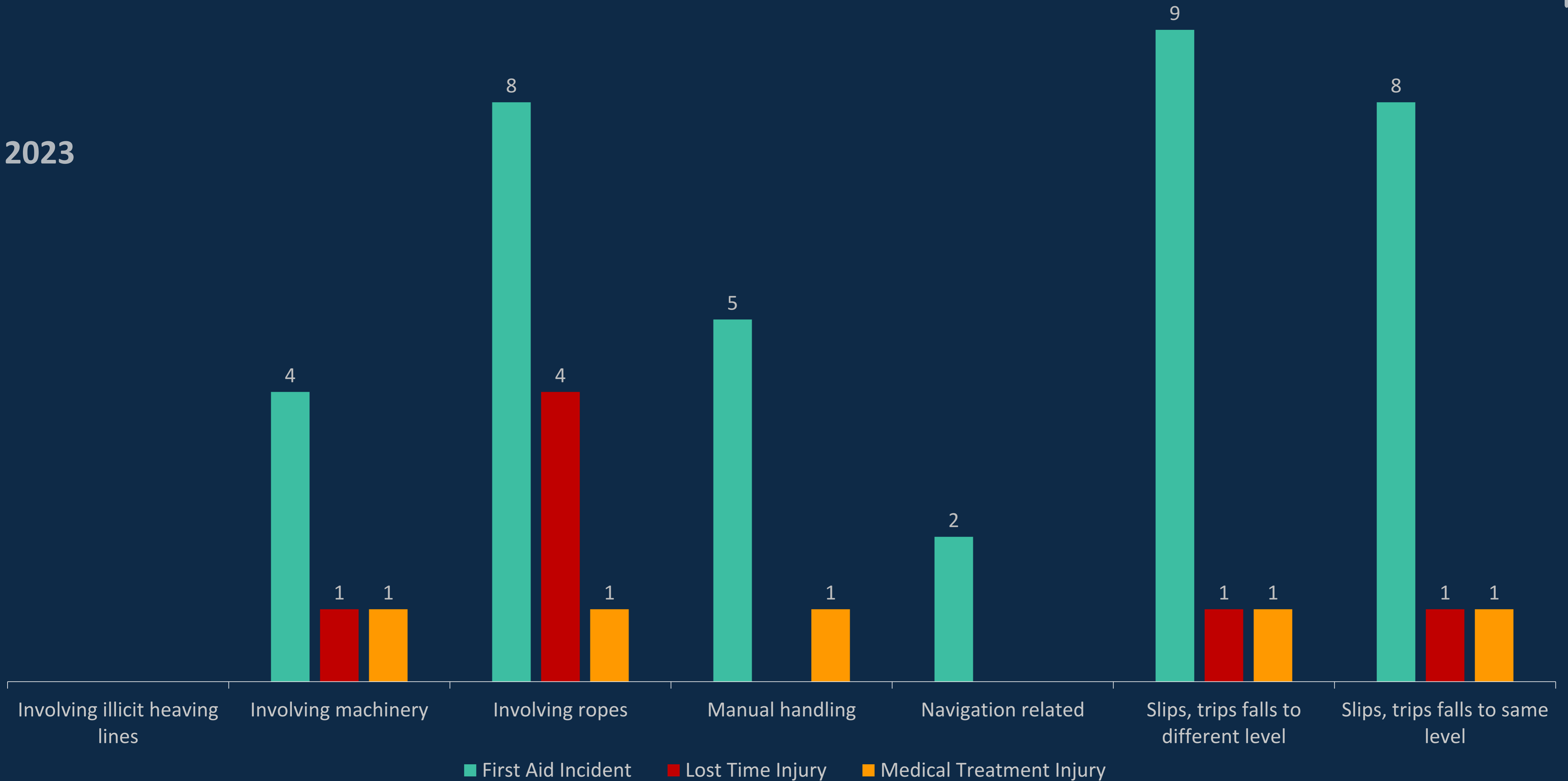
Reports by circumstance...



Incidents by Circumstance



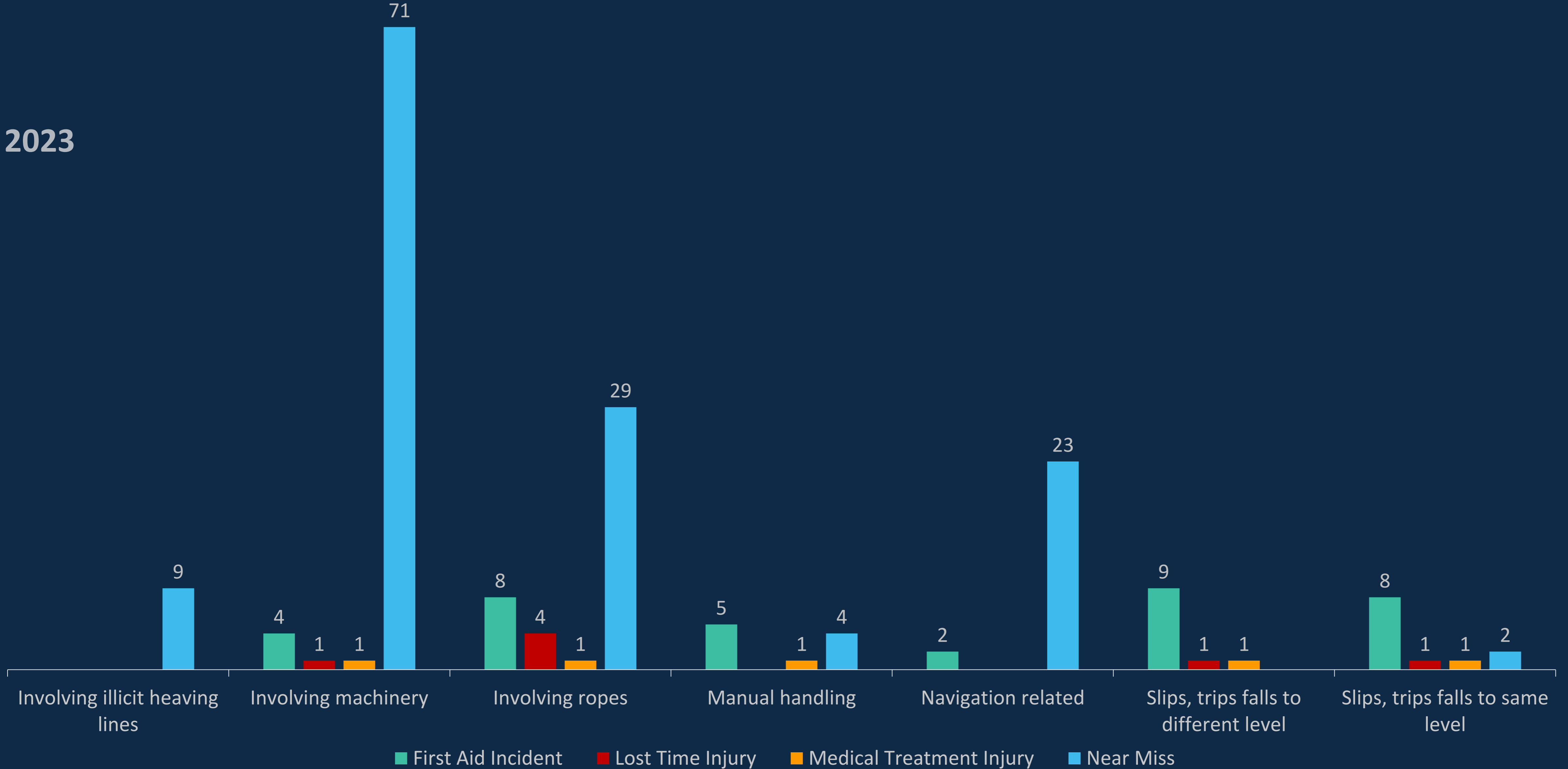
2023



Incidents & Near Miss by Circumstance



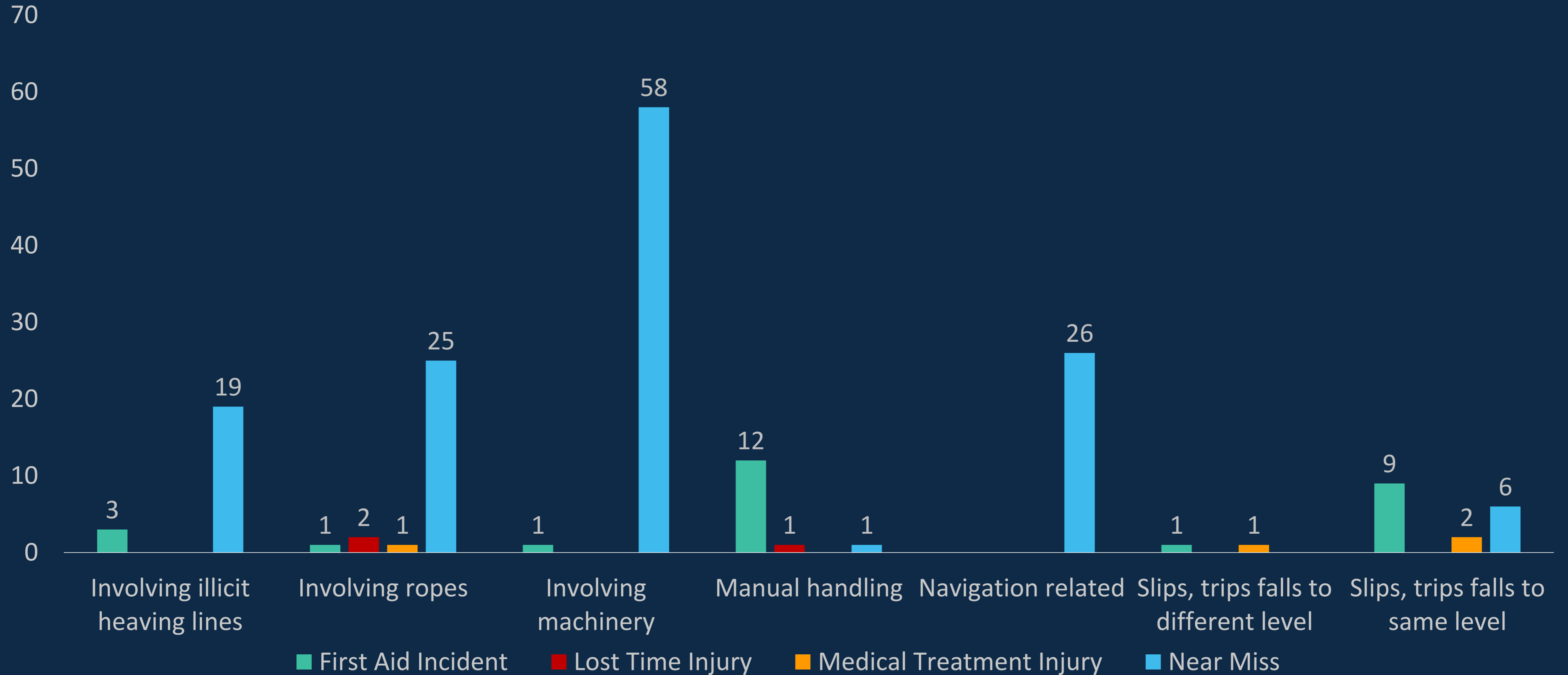
2023



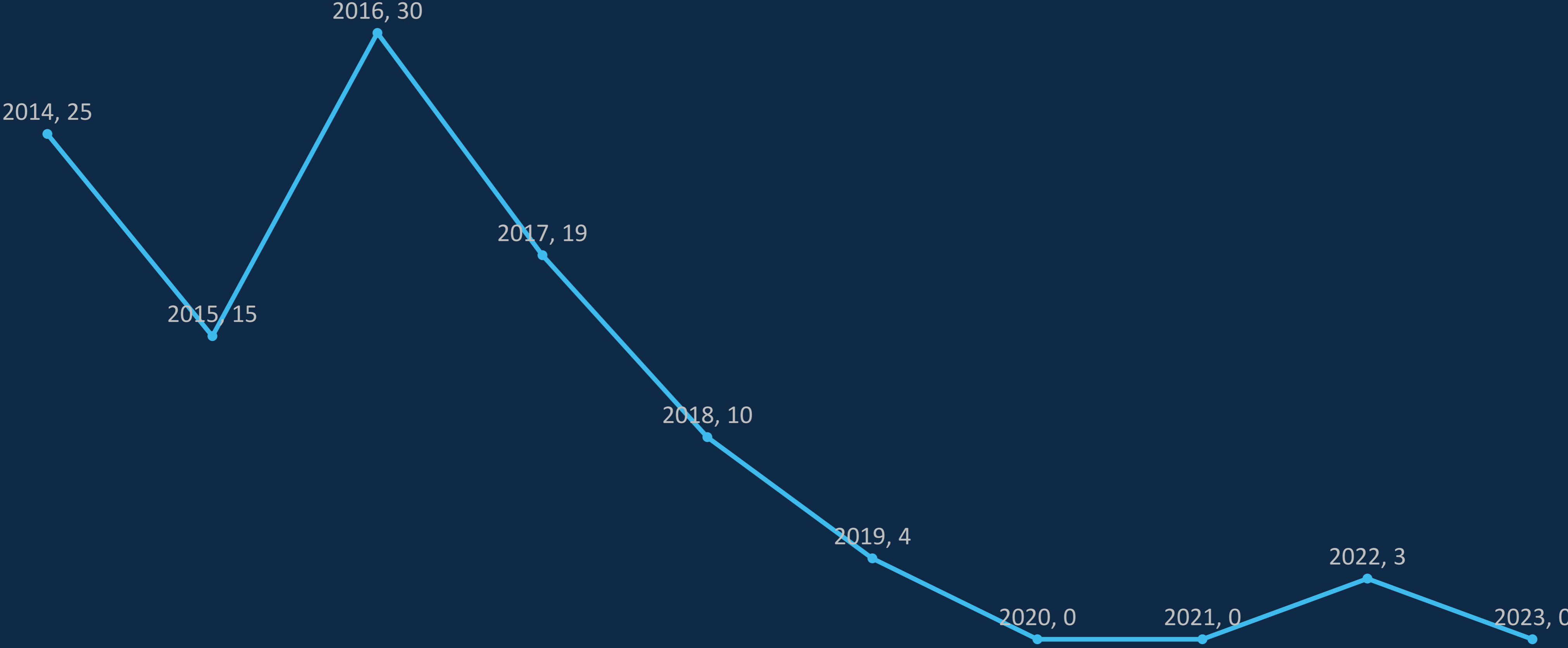
Incidents & Near Miss by Circumstance



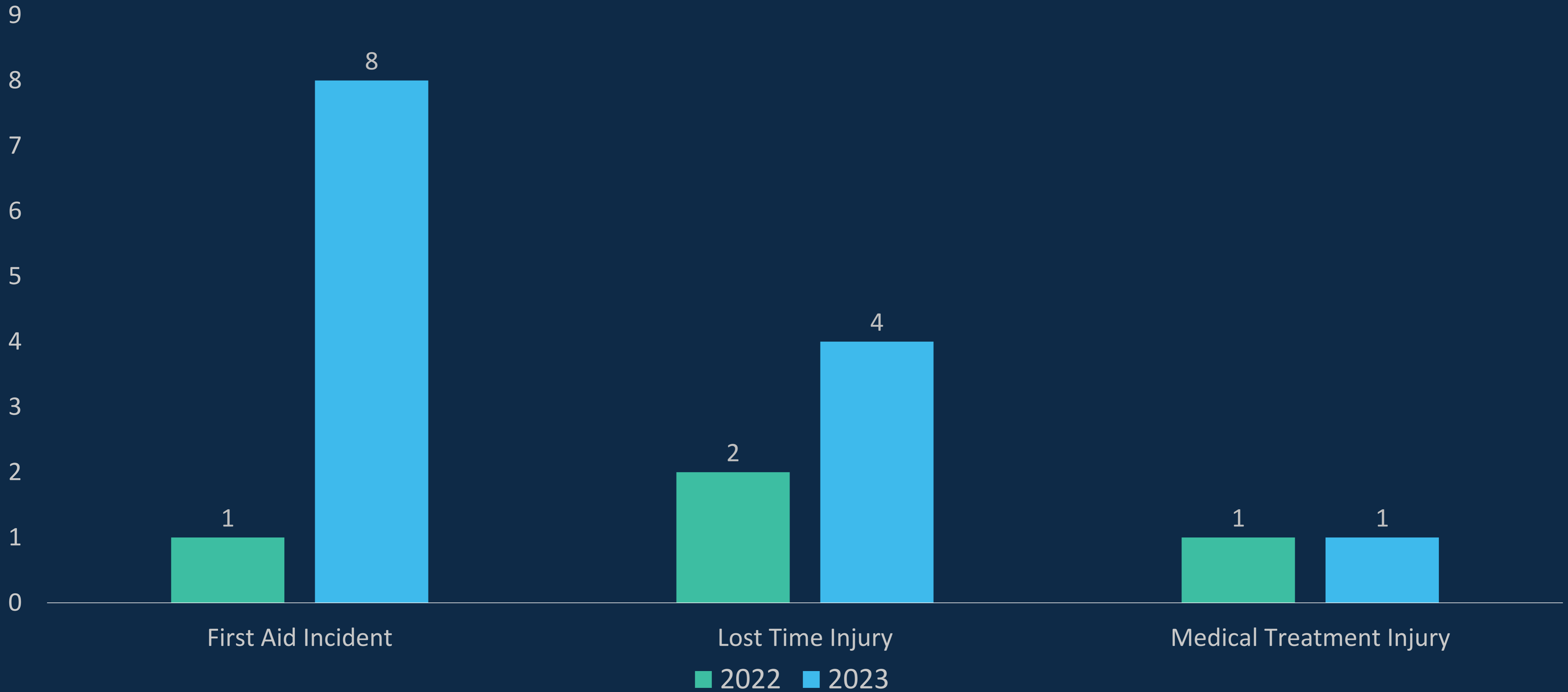
2022



Incidents involving dangerously weighted heaving lines



Incidents involving ropes...





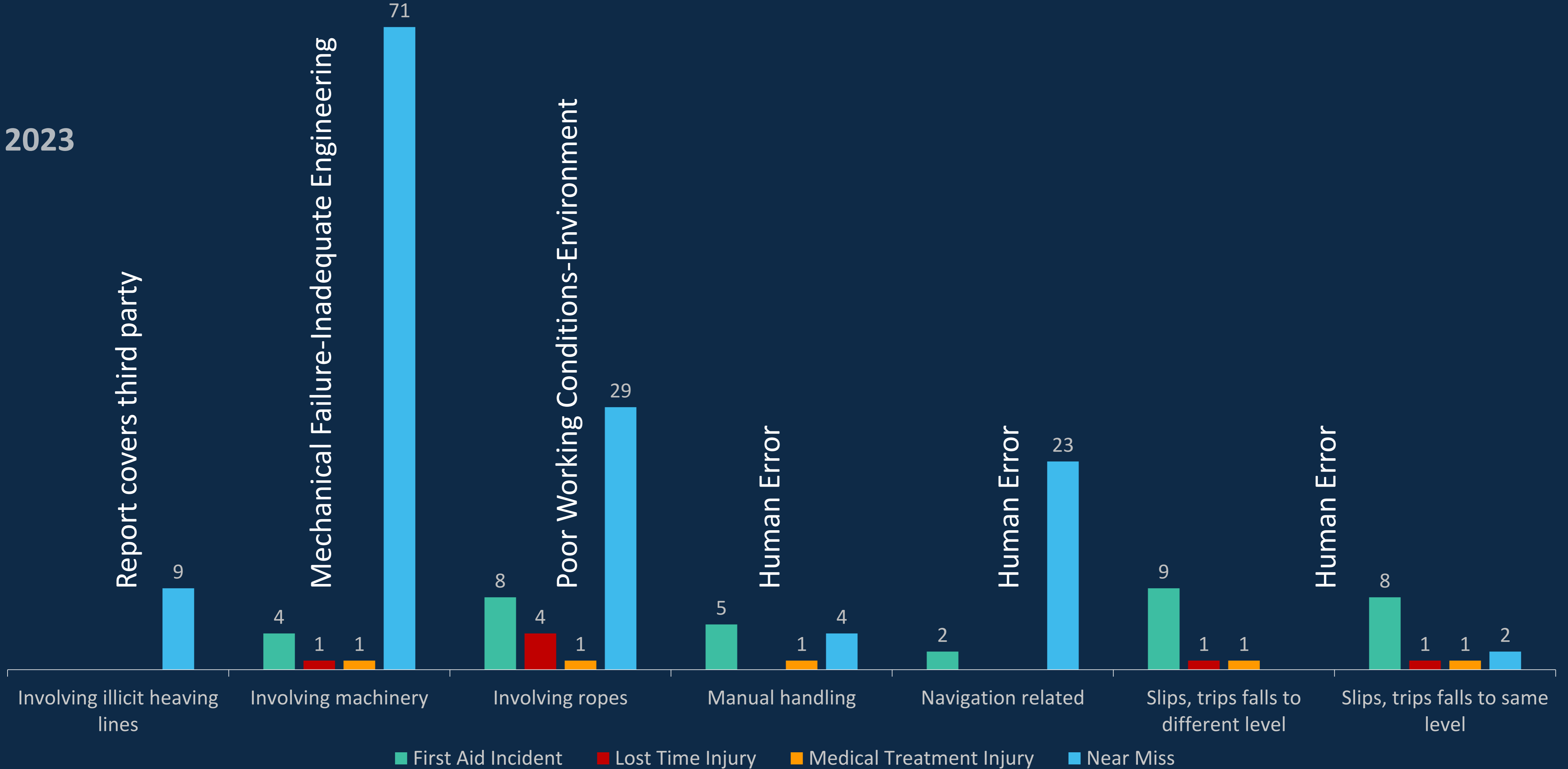
Root Causes...



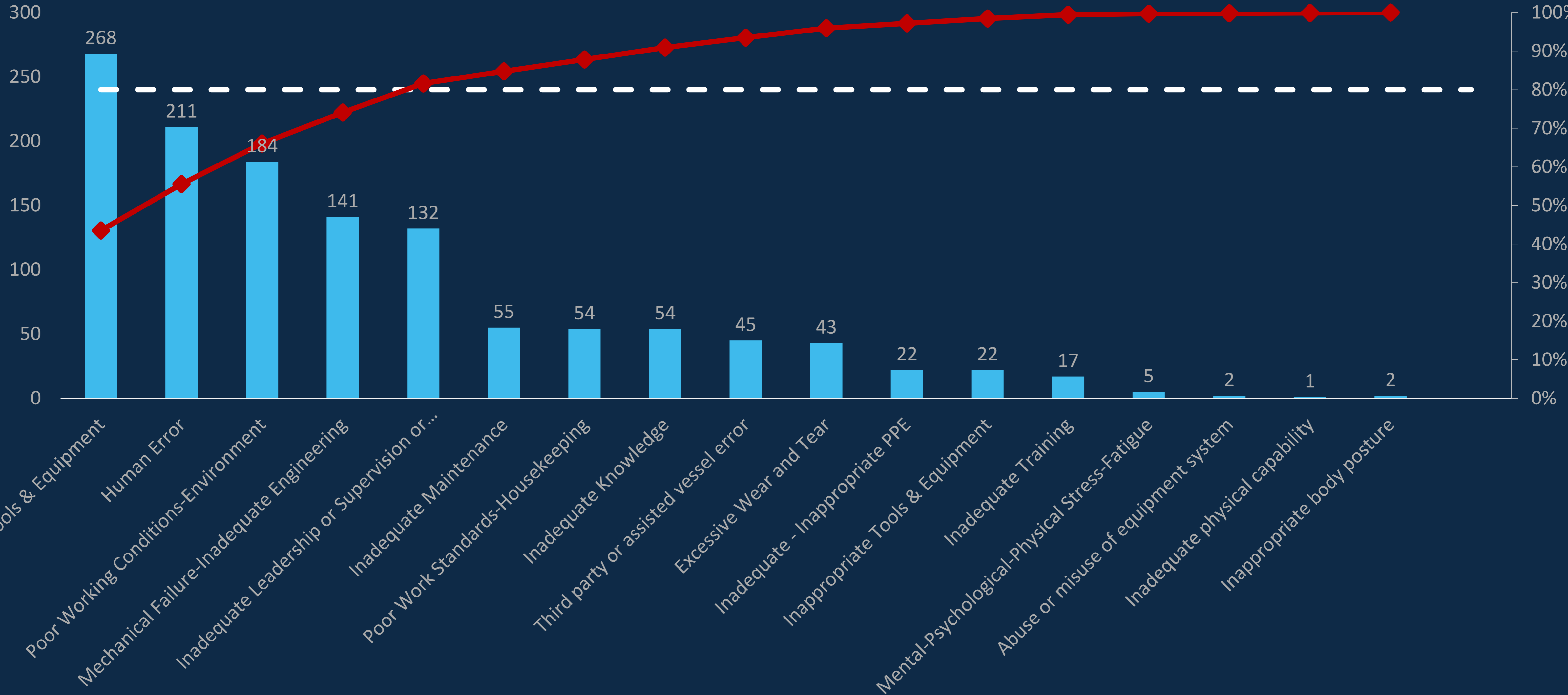
Events by Root Cause



2023

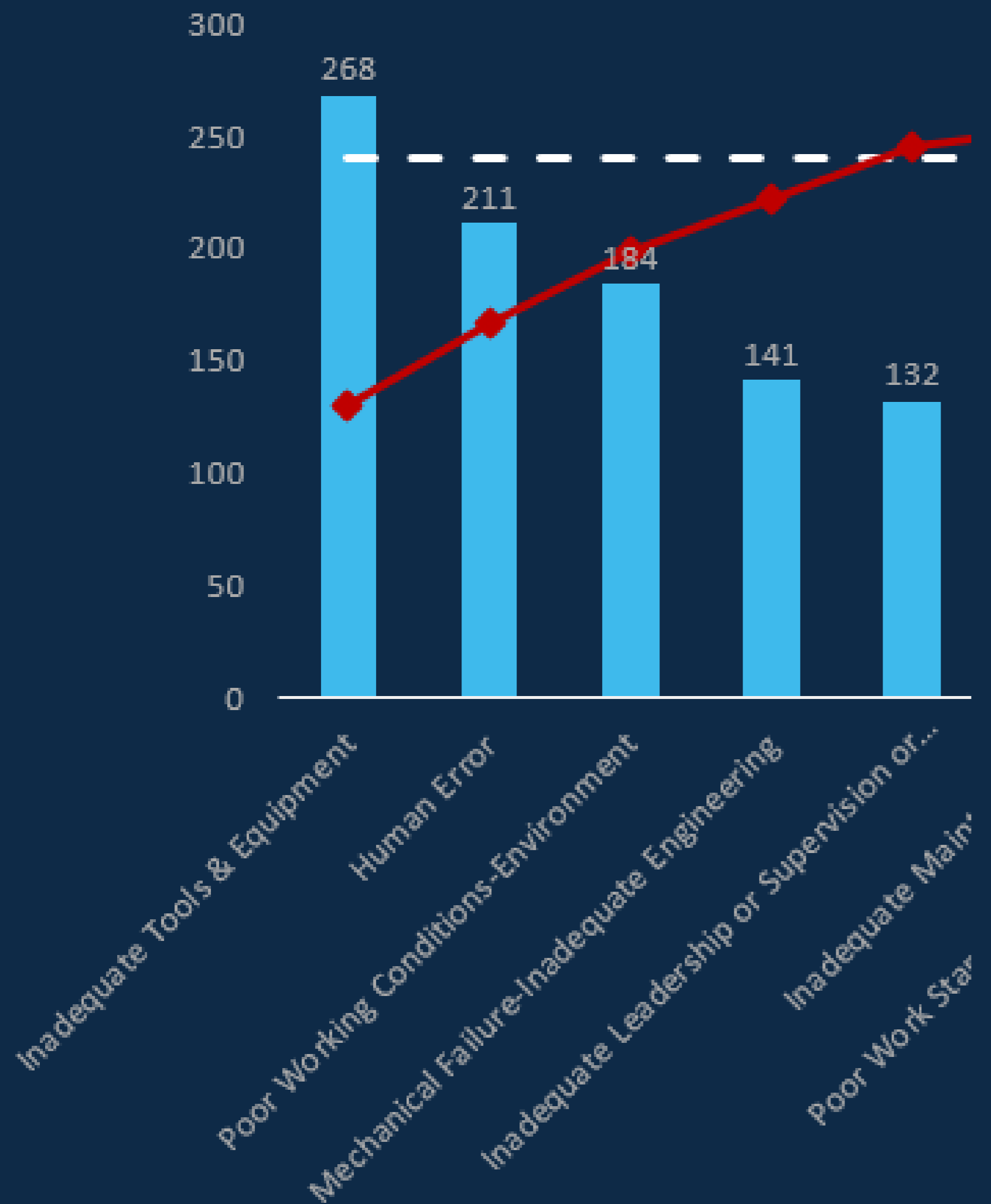


Root Causes 2023

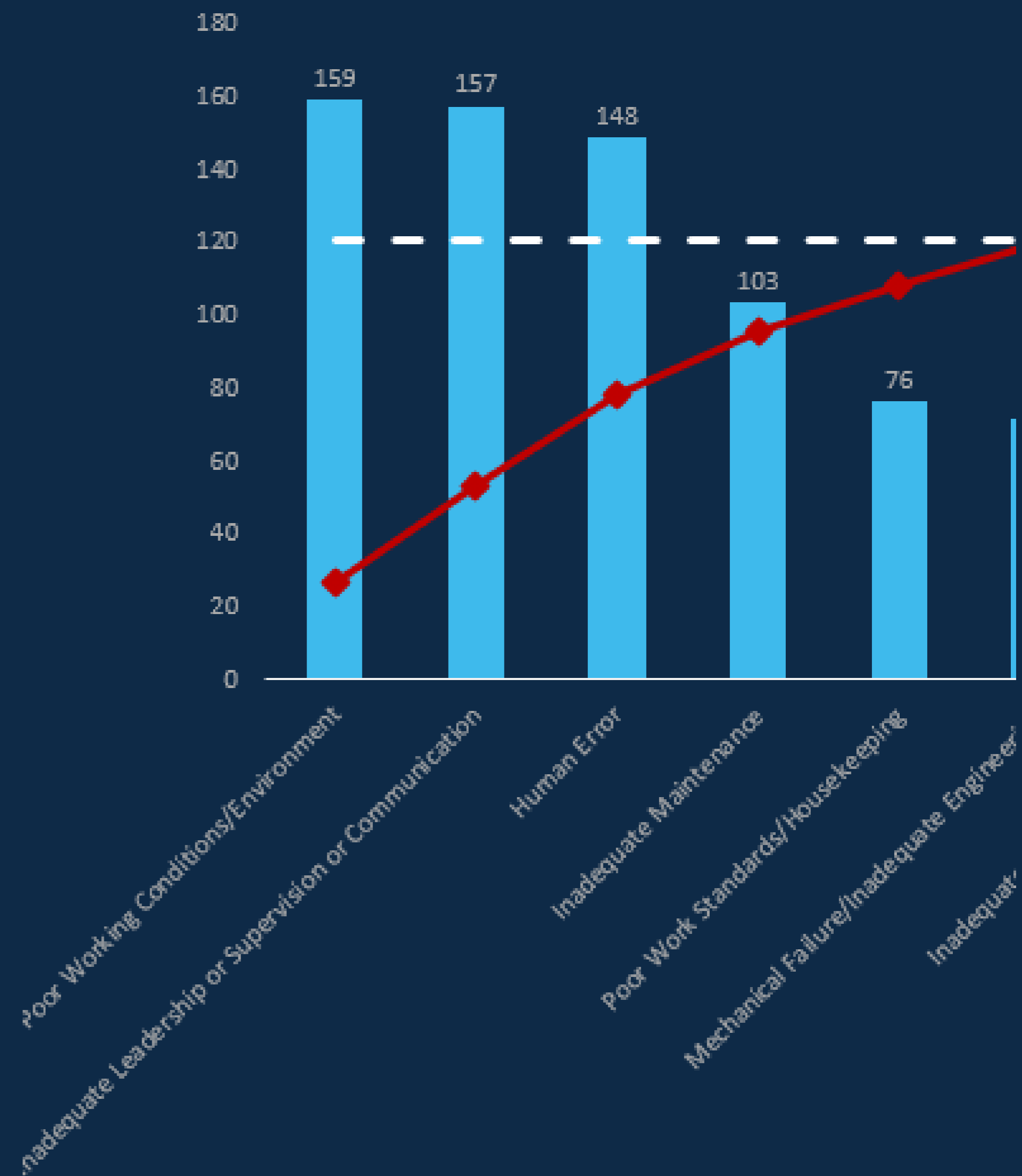




2023



2022





To Re-cap.....



Membership data return is steady at 88%

Exposure hrs trend down / fleet size trends up

FACs per 100,000hrs – fairly steady

But! NMS trend down and LTIs have increased

Other reports asset or environmental damage trending up

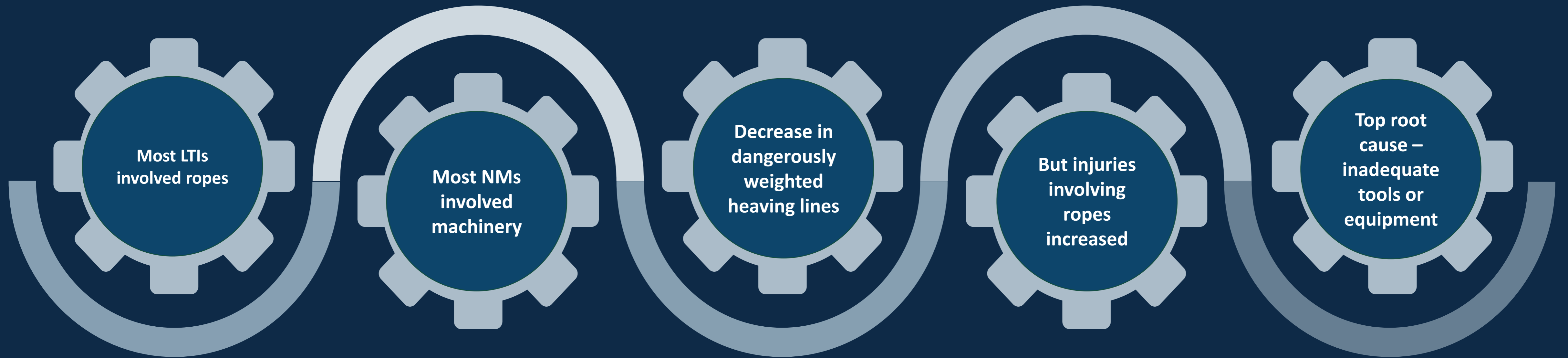
No real seasonal trend

But incidents / NMs seem to follow a similar pattern

Most FACs happened alongside

Most other incidents and LTIs happened on the job

Most FACs involved a slip, trip or fall



Thank you
Any Questions?

