

Broads Authority

09 May 2025

Agenda item number 12

2024/25 Health and Safety Review and internal audit recommendations

Report by Head of Safety Management

Purpose

To update members on the annual review of marine incidents in 2024/25 and the recommended annual safety audit programme for 2025/26.

Broads Plan context

Broads Plan Theme C4 – Maintain and improve safety and security and user behaviours on the waterways.

Recommended decision

Note the annual review of marine incidents and the audit programme for 2025/26.

1. Annual Marine Incidents

- 1.1. Appendix 1 gives details of the marine incidents reported from 1 April 2024 to 31 December 2024, including an analysis of deaths and personal injury since 1998.
- 1.2. The Authority highlights the importance of personal responsibility in safety publications. Rangers continue to educate boat users on key safety messaging at Super Safety Events and when observing issues whilst patrolling the waterways.
- 1.3. Notable points from 1 April 2024 to 31 December 2024 reported incidents:
 - 6 reported fatalities from April to December plus 1 additional reported fatality in the same year but prior to April. Four of these were not related to boating
 - 14 reported incidents of persons inadvertently entering the water,
 - 3 incidents (5 vessels) of boat fires.
- 1.4. From April to December 2024, there were 14 incidents of people inadvertently entering the water, compared to 9 incidents in 2023 over the same period, representing an increase of 5. Capsizing, falling in either from a vessel whilst mooring or departing, and falling in from the bank/quay heading are the main areas represented for incidents in these figures.

- 1.5. The reported incidents remain low when considered against the high numbers of visitors who enjoy the waterways either boating or by other means. Considering the water environment, the increase last year of more frequent, wetter and windier conditions during the main season and the risks that tidal waters pose, it is understandable that there will be tragedies. Of the fatalities in 2024, two were heart attacks, and 4 were drownings by inadvertently entering the water. The common factor in all the drowning cases was the lack of a personal flotation device being worn, yet the highest reported incident in the Broads for 2024 was inadvertent entering of the water (falling in).
- 1.6. The Broads Authority and partner organisations are continuing to reinforce the safety messaging of personal awareness, a slow and steady speed on approach to moorings, using provided grab rails, and wearing a life jacket when mooring and moving around a vessel, which has been maintained from the previous year.
- 1.7. Additional safety communication opportunities are being deployed, such as new floating keyrings distributed to all boatyards and the recommendation to wear lifejackets. The Norfolk Water Safety Forum, with which the Authority works closely, will also be promoting lifejacket usage with boatyard staff in key areas during 2025.
- 1.8. At Great Yarmouth Yacht Station, where some of the most demanding boating conditions can be experienced, significant new safety signage is in the process of being installed. Important safety information will also be distributed in a new leaflet to everyone mooring there.
- 1.9. The licensing of non-powered hire craft was introduced in 2023/24, which required the operators to provide a formal handover and an 'in-water' trial to all hirers. Paddle sports are a growing trend in our waters and an area where more safety education is needed. The Hire Boat Licensing Officer will continue to promote safety awareness in line with this and will maintain seasonal frequent on-the-spot health checks on hire companies as well as licensing audits on hire boat and hire paddle craft operators in 2025.
- 1.10. Rangers will be continuing to be vigilant in the field, advising and liaising on any safety matters observed with both users and hire yards. Plans are in place to organise a repeat run of the successful 'Fast Water Training' from in 2026 at Great Yarmouth Yacht Station for all hire operators as a refresher from recent previous years and to maintain skills.

2. Annual internal safety audit programme 2025/26

- 2.1. The Head of Safety Management has identified three internal safety audits in Table 1 below to be carried out in the coming year. This programme is to ensure that the Broads Authority's Safety Management System is working effectively and to introduce changes as deemed necessary to maintain and improve the current safety standards.

2.2. Table 1

Internal safety audit programme 2025/26

Internal audit	Aims and objectives
COSHH (Control of Substances Hazardous to Health) code of practice and compliance.	To review and ensure that there is a consistent approach to compliance with COSHH across the Authority. To develop and implement a new system of recording and documenting safety data sheets and internal assessments.
Condition monitoring processes.	To audit and ensure consistency in our internal inspection and reporting approach regarding condition monitoring on our 24-hour moorings and Yacht Stations.
Broad Authority driving at work.	To audit internal driving at work processes and systems. To determine that suitable control measures are in place and to reduce the risk of accidents and incidents to as low as reasonably possible whilst improving driving skills.

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[Broads Plan](#) strategic objectives: Broads Plan Theme C4 – Maintain and improve safety and security and user behaviours on the waterways.

Appendix 1 – Annual safety audit 1 April 2024 to 31 December 2024

Appendix 1 - Annual safety audit 1 April 2024 to 31 December 2024

The reporting period is from 1 April 2024 to 31 December 2024. The report is limited to the Broads Authority's area of marine responsibility. Notable incidents are listed below.

2024	Incident Details	Hazard Log Category
9/4/24	Sailing vessel capsized on River Ant. 5 persons in water, no injuries.	Falling in/capsize
11/4/24	Person fell from private vessel near Horning. Taken to hospital.	Falling in
12/4/24	The person suffered the injury when they fell while working on the boat.	Injury
28/4/24	Person fell in at Hardley Cross while mooring	Falling in
7/5/24	Person suffered head injury when they fell from boat while mooring at GYYS	Injury
10/5/24	Body found in river near Brundall	Fatality
30/5/24	2 persons in water following capsizing of sailing vessel in high winds on River Ant	Falling in/capsize
5/6/24	Body found in water at Great Yarmouth	Fatality
7/6/24	The person holding the baby fell into a moored boat. No injuries	Falling in
4/7/24	Person fell from vessel while mooring at GYYS. Admitted to hospital	Falling in
5/8/24	Fire at Walkin Cruisers, Loddon. 3 vessels alight, two sank	Fire
11/8/24	Hire cruiser struck quay heading near Langley Dyke and sank	Sinking
18/8/24	Body recovered from Wroxham Broad	Fatality
20/8/24	Person fell from hire cruiser moored at GYYS. Recovered from water but declared deceased at scene.	Fatality

21/8/24	Person suffered cardiac arrest on vessel moored at Ranworth. Deceased.	Fatality
08/09/24	Boat fire to private vessel at Sutton Staithe. Vessel sunk at mooring	Fire
22/09/24	2 persons in water following capsize of canoe from wash of speeding boat. Assisted out, not injured.	Falling in/Capsize
23/09/24	63-Year-old male left shoulder dislocation after falling from hire boat 842G at St Benet's whist attempting to moor. Taken to A/E by Ambulance	Injury
24/09/24	Herbert Woods staff member collapsed on Quay side and fell into water. Life jacket deployed. Retrieved from water CPR given, declared deceased by Ambulance staff	Fatality
27/09/2024	A person fell in at Acle Bridge after slipping on wet quay heading while leaving mooring. Coast Guard attended; medical assistance was not required.	Falling in
20/10/2024	Fell in dyke from boat at Ranworth. No injuries.	Falling in
29/10/2024	Slipped and hit head in the boat while disembarking. Head Injury taken to James Paget	Injury
06/12/2024	Vessel 1228B sunk river Yare, near Reedham	Sunk
12/12/2024	Boat Fire at Horning Ferry Marina. Minor damage, no pollution or injury	Fire
19/12/2024	Vessel taking on water with 2POB. Wroxham broad. Attended to by Hemsby lifeboat. No injuries. Vessel recovered	Near sinking

TABLE 1 – Analysis of Death/Injuries since 1998

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Death																											
No of deaths on or from boats	3	2	1	3	2	6	0	0	2	0	0	0	2	4	2	0	2	1	5	1	2	1	5	3	2	3	3
Reported deaths not related to boating	1	4	4	2	3	1	0	7	2	1	1	3	3	3	8	2	5	4	2	1	2	2	1	2	1	1	4
Cause of death																											
Severe injury	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
Heart Attack	0	1	1	0	1	0	0	0	1	0	1	2	2	1	5	0	1	1	3	1	1	1	0	1	1	1	2
Drowning	4	5	1	3	3	5	0	4	3	0	0	0	1	3	2	0	5	3	0	0	3	2	3	0		1	4
Asphyxiation/CO poisoning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Terminal Illness														1	0	0	0	0	0	0	0	0	0	1	0	1	0
Not Known	0	0	1	0	0	2	0	3	0	1	0	1	2	2	0	0	1	0	2	1	0	0	1	3	0	0	0
Reports of people inadvertently entering in the water See footnote.	8	2	5	1	4	15	16	12	23	29	17	34	20	17	18	12	22	19	21	12	23	17	27	24	11	9	14
No of persons reported as requiring hospital treatment	7	9	8	7	7	18	2	4	13	12	11	22	30	17	15	19	14	13	30	36	49	33	35	35	19	15	19
Head	1	3	2	1	1	1	1	3	1	1	5	3	3	1	3	3		2	7	3	4	5	3	1	4	3	4
Arm/hand	0	0	1	3	1	1	1	0	1	6	4	1	4	4	2	4	1	0	3	4	6	7	5	2	5	3	
Leg/foot	2	4	1	2	2	2	2	1	3	7	5	7	8	3	6	4	3	4	9	8	8	11	9	12	6	3	3
Torso, ribs, chest, back	0	1	4	1	1	2	0	1	4	3	0	2	4	2	0	2	2	2	1	5	8	2	2	6	1	1	1
Not described	0	0	0	0	0	10	2	1	4	0	0	8	10	2	2	5	1	4	6	12	13	8	10	10	3	3	11
Asphyxiated/CO poisoning	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0	0	0	0	0	0
Burns/Scalds	4	1	1	0	2	1	0	0	1	1	0	1	2	1	0	1	2	0	0	0	0	0	2	1	0	0	0
Heart attack														3	5	1	2	1	5	3	10	0	4	2		3	

Footnote: Reports where someone inadvertently found themselves in the water. It does not include capsizes of sailing dinghies etc, or from any other contact water sports where entry into the water is predictable.

TABLE 2 - Analysis of Fire and Explosions Since 1999

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of incidents	6	3	4	2	2	0	2	22	8	4	4	3	3	1	1	1	0	2	2	5	1	2	4	0	3	2
Vessels involved (Private)	3	2	2	2	1	0	1	18	10	4	2	2	2	1	1	3	0	1	2	5	1	2	3	0	3	4
Vessels involved (Hire)	3	1	2	0	1	0	1	4	1	0	2	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0
Prime cause LPG	0	1	1	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Prime cause Petrol	1	0	0	1	0	0	0	1	2	0	0	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0
Prime cause Electrical	0	1	1	1	0	0	1	0	1	2	2	1	1	0	0	0	0	1	0	1	0	0	1	0	1	1
Prime cause Other	5	1	2	0	0	0	1	21	4	2	2	1	0	0	0	2	0	1	2	3	1	2	3	0	2	0
No of vessels total loss	1	2	2	2	0	0	0	20	6	2	1	0	2	1	0	0	0	0	1	2	0	0	0	0	3	4
No of injuries from fires requiring hospital treatment	1	0	0	2	2	0	0	1	1	0	0	2	1	0	1	0	0	0	0	1	0	2	0	0	0	0
No of fatalities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0