



15 February 2025

# Safety Bulletin 2 /2025



Loading pulp is a bit like Tetris, in 3D. This cargo hold has an overhang, increasing the difficulty level.

Dear all,

G2 Ocean is committed to providing a safe and healthy work environment for all personnel involved in our operations. The purpose of our Safety Bulletins is to raise awareness of health & safety risks associated with cargo operations.

G2 Ocean works with several hundred stevedore companies worldwide. We believe that by seeking and sharing insights across company and country boundaries, we can prevent future incidents together. Descriptions of incidents will always be fully anonymised.

In this edition we highlight a good example of intervention. This is behaviour we want to see more of! If you have any feedback, please email us at: [safety@g2ocean.com](mailto:safety@g2ocean.com)

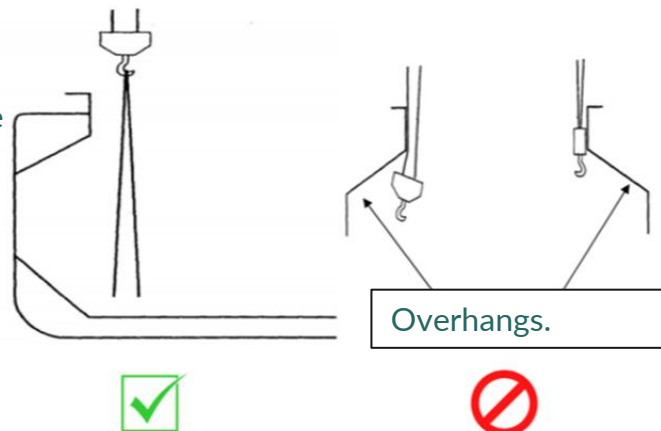
Best regards G2 Ocean Team

## Safety and productivity

Not all cargo holds on our vessels have a perfect box shape, and this increases the risk of the crane wire rope touching the ship structure.

Stevedores, crew and our G2 Ocean employees are all pushing for efficient port operations and getting the job done.

During a recent loading operation, a person observed the crane wire rope rubbing against steel and stopped the operations.



A safe solution was found! After the intervention, it was decided to load the pulp into the center of the cargo hold and then use forklifts to move them to the area below the overhang. The stow pattern has been changed for future shipments, reducing the risk of wire touching steel to almost zero.



When a crane wire rope broke in a separate incident a few months ago, the wire rope was sent to a laboratory for analysis. The report concluded that damage to the outer strands was caused by repetitive rubbing against steel.



**Intervention** is one of G2 Ocean's safety behaviours. We expect this behaviour from our own employees, and everyone we work with, including crew and stevedores. Stop the operations if you observe that the wire is touching the hatch coaming, or if you think that the wire is damaged.

**Consequences:**

- There were no consequences, severe damage to the wire was avoided.
- It took a bit longer than planned to complete the cargo operations. But it was necessary to ensure the safety of everyone involved, and to avoid wire damage which would also have impacted the productivity.

**Lesson learned:**

- Crane operators must ensure that the wire is not rubbing against the coaming, bulkhead or any other parts of the vessel structure
- When you intervene, you demonstrate safety leadership. We welcome intervention from stevedores, crew and our own employees.
- Intervention is a right, but it is also a duty for anyone who observes unsafe acts and conditions.