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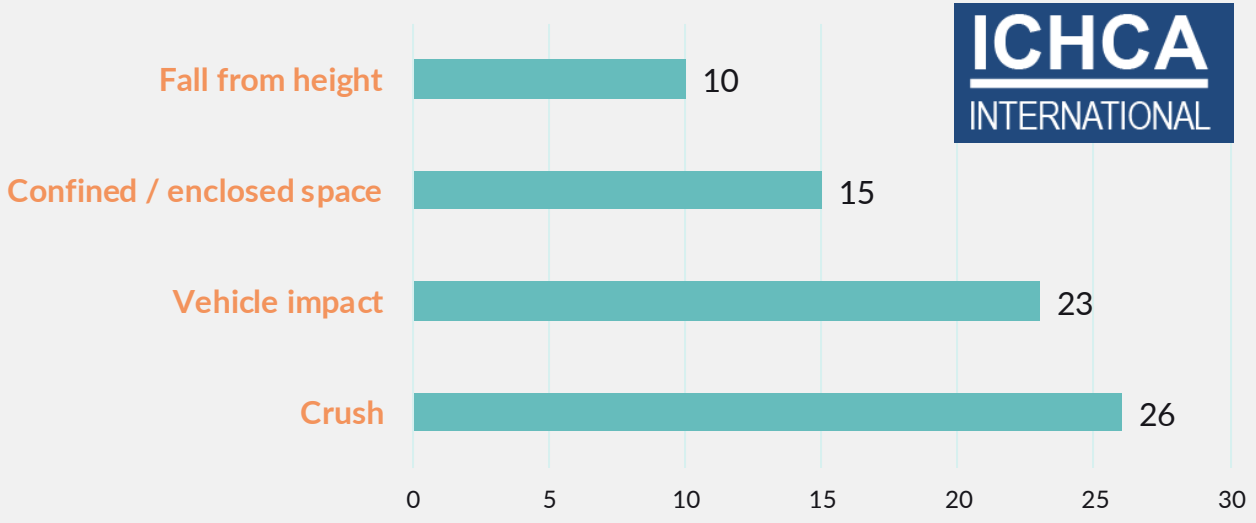
Safety Bulletin 8 /2023

Crush injuries



Insight

Top 4 causes of shore worker fatalities (in %)



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.

G2 Ocean has just joined ICHCA, the International Cargo Handling Coordination Association. We share their goal of making cargo handling safer. This edition of our Safety Bulletin is about crush injuries, and we thank ICHCA for sharing the results of their study into fatalities in our industry. If you have any feedback, please email us at:

safety@g2ocean.com

Best regards G2 Ocean Team

ICHCA study

A recent ICHCA study into fatalities shows that 26 % are the result of crush injuries. These are incidents where a person is caught between two pieces of cargo, or cargo and a fixed object, such as a bulkhead.

As with all statistics, some caution is required when drawing conclusions. The data has been obtained from different sources, and reliability and completeness vary from region to region. But no less than 389 fatalities involving port and terminal personnel since the year 2000 were included in the study.

On the next page you can read about a recent crush injury on a G2 Ocean vessel.



Stevedores were inside the cargo hold, hooking up bags to the spreader beam.

This is one of G2 Ocean's Life-Saving Rules:

IDENTIFY DANGER ZONES



Always be aware of your surroundings. Identify potential hazards, including moving objects.

Big bags of soda ash were discharged. A stevedore was standing between the spreader beam and the bulkhead, when there was a sudden, unexpected movement of the beam. The stevedore's rib cage was momentarily pressed between the beam and the bulkhead.



Insight

Insight is one of G2 Ocean's desired safety behaviours. We expect this behaviour from our own employees, and everyone we work with. If you are an experienced stevedore, share your knowledge about safe positioning inside the hold with your new colleagues.



Consequences:

In this case the stevedore suffered minor injuries. He was conscious when taken to hospital for examination. Considering the weight of the spreader, there was a potential for much more severe injuries.

As the ICHCA study shows, when fatalities occur, 26 % of them are the result of crush injuries.



Lesson learned:

- Always be aware of your surroundings. Identify potential hazards, including moving objects.