

15 October 2022

# Safety Bulletin 5 /2022

## Falls from height



Most people would never dare to walk on the hatch coaming.

Dear all,

G2 Ocean is committed to provide 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 Oceans work 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 of our Safety Bulletin we want to raise awareness about falls from height, which is a risk on all vessel. We encourage you to read, share and discuss this Safety Bulletin at your workplace. If you have any feedback, please contact: [safety@g2ocean.com](mailto:safety@g2ocean.com)

Best regards, G2 Ocean Team



Insight

### Description :

The last few weeks we have had two reported fall accidents.

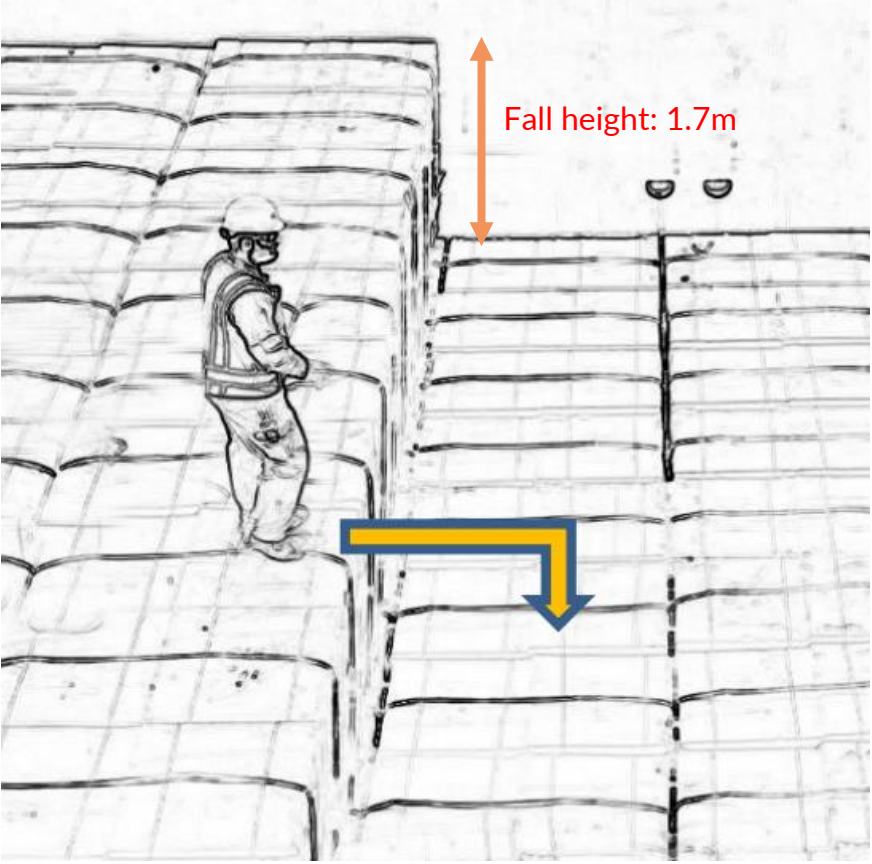
- A stevedore fell off a roll which tipped over (picture below). The height of the cargo unit was 2.55m. The case is under investigation.
- A stevedore fell off a tier of woodpulp, ref next page.

Over the years we have had several reports of *stevedores walking on the hatch coaming*. Stevedores work in an environment where the risk of falling is always present. Uneven surfaces and changing heights emerge within the cargo holds while the cargo units are loaded or unloaded, increasing the risk.

While a person not used to the vessel environment will have a natural fear of height, some stevedores have become too relaxed.

**It is called “complacency” – a feeling of safety that leads to a lack of awareness of your surroundings.**

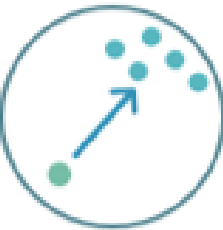




Fall height: 1.7m

A stevedore stumbled when his foot was caught by a woodpulp lifting wire. He fell down to the tier below, 1.7 m.

Industry statistics shows that falls is one of the most common injury types for stevedores and vessel crew.



**Intervention**

In G2 Ocean we have **Intervention** as one of our desired safety behaviors. We expect this behavior from our own employees, and everyone we work with. It means that we should not look the other way if you observe unsafe behavior, for example walking on the hatch coaming.



**Consequences:**

In both accidents the stevedores had to disembark the vessel to recover. One was taken to hospital but could return to work some days later.

Analysis has shown that risk of severe and fatal injuries increase significantly when the fall height is 2 meters or more.



**Lesson learned:**

Put fall hazards on the agenda in toolbox talks and other meetings. Remind each other, and fight against complacency.

Never walk on the hatch coaming! Intervene if you observe this or other unsafe behavior.