

15 January 2026

Insight

Safety Bulletin 1 /2026

New year, new beginning



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.

The topic of this bulletin is the risk of fall accidents. We start the new year by recommitting to a very basic and simple safety rule: Do not walk on the hatch coaming. If you have any feedback, please email us at: safety@g2ocean.com

Best regards G2 Ocean Team

Safety made simple



As we enter a new year, many think about how they can make their workplace safer.

Last year we had several reports of people standing or walking on the hatch coaming.

Most people who are on deck during the vessel's port stay, know that this is not allowed. Those who are less experienced and do not know, will usually be too scared of the height to even consider putting themselves in such a hazardous position.

It does not matter if it is a G2 Ocean employee, stevedore, crew member, the shipper's representative, the agent or any other visitor to the vessel.

One very simple action for everyone this year, is to stop standing and walking on the coaming, and stop others who do it. This requires no investment or other resources. It is just up to all of us, who work in the maritime industry.



2026 commitment: No more walking on hatch coamings.

Together, we can make this type of behavior a thing of the past.



PREVENT SLIPS, TRIPS AND FALLS

Keep an eye out for slip, trip and fall hazards.



Intervention is one of G2 Ocean's safety behaviours. We expect this behaviour from our own employees, and everyone we work with. If you see someone on the hatch coaming, you have a duty to stop them, regardless of who it is.



Consequences:



- Three years ago, we had a fatality on a G2 Ocean vessel. A stevedore with about twenty years of experience was going ashore for lunch. He used the hatch coaming to cross the vessel from starboard to port side. He fell about 13 meters into the cargo hold, and tragically he did not survive.

Lesson learned:



- Do not stand or walk on the hatch coaming.
- Doing this is a clear breach of one of the Life-Saving Rules, about prevention of falls. You have the full support of G2 Ocean if you intervene.
- Avoiding the hatch coaming is easily achievable. If we all succeed in this, it is likely that we will have saved a human life by the end of 2026.