

G2 OCEAN MONTHLY SAFETY BULLETIN

a monthly 2-page safety bulletin, focusing on a specific safety topic with real-world incidents that connect with port workers because they are about their real workplace and experiences – driving behavioural change

the challenge

The challenge is the number of stevedores getting injured in ports all over the world, while handling cargo. Our breakbulk segment requires a lot of manual handling for hooking up, securing and lashing cargo, and this increases risk, and it is reflected in the stats for our segment.

the innovation

Each month we issue a safety bulletin, a 2-pager focusing on a specific safety topic. We always refer to an actual incident, we use a lot of pictures and occasionally we add a QR code with links to short videos. In every bulletin we refer to one of our “5 I’s”, our defined safety behaviours (Insight, Innovation, Intervention etc). By making this connection to behaviours we make the bulletin about more than just the isolated incident, it is about behaviours of the people involved.

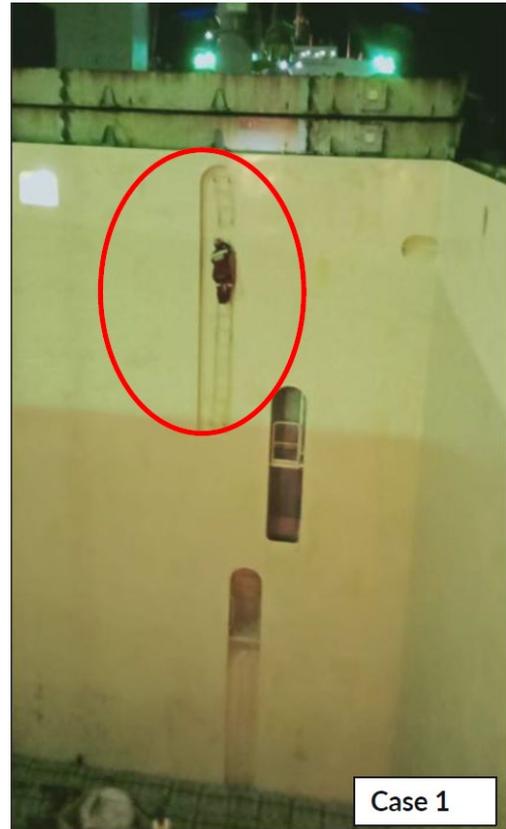
We in G2 Ocean, as the commercial operator of vessels with about 3500 port calls per year, are in a unique position to do this for our breakbulk segment. We share safety insights across country and company borders, between all stakeholders involved in cargo operations: Vessel



crew, stevedores, terminal operators, ship agents and not least our own Port Captains, who are on board vessels every day.

how it was implemented

The idea came up during an informal talk with a stevedore foreman in Verbrugge. We realised that we in G2 Ocean sit on a lot of information which he could use to raise safety awareness among the stevedores. We started in July 2022, and since then we have issued a new bulletin on the 15th of every month. The list of recipients have been growing ever since. We have started to translate it to Portuguese, as we have many readers in Brazil. And ICHCA and others have made sure we reach a wider group, by redistributing it in their channels. It is up to the receivers to use it as they see fit, but we know many use it at meetings, both on the quayside and in office settings. And we find it in break rooms everywhere, where both crew and stevedores can read it.



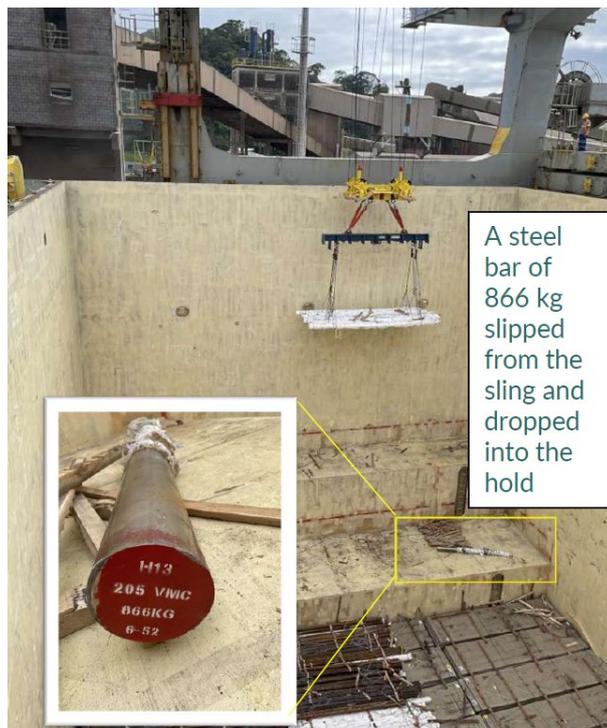
- 41 % of all the cargo we carry on our vessels is pulp and other forestry products. During loading, these eight bales of pulp dropped into the cargo hold.
- The incident was captured on CCTV.
- Cause: Technical malfunction of the spreader used to lift the cargo.
- **The stevedores were in a safe position when the incident occurred.**



This drill bit was partly embedded in a granite block. It came loose during loading and hit a stevedore below.

what was the result

You can present injury statistics to people to document that they are exposed to very real safety risk in their daily work, and you can give them procedures instructing them to work safely. But stories about real incidents tend to have a stronger impact. Safety must be created every day, the bulletin can raise awareness and make people reflect on their own actions and that is the first step towards changing behaviour. It is impossible to document that the bulletins have led to x fewer incidents, but we believe it has a positive impact and certainly



A steel bar of 866 kg slipped from the sling and dropped into the hold

we have had a lot of positive feedback and many find it refreshing that we are so transparent about the challenges we face and the incidents we see.

LINK: <https://www.g2ocean.com/>



About TT Club

TT Club is the established market-leading independent provider of mutual insurance and related risk management services to the international transport and logistics industry. TT Club's primary objective is to help make the industry safer and more secure. Founded in 1968, the Club has more than 1100 Members, spanning container owners and operators, ports and terminals, and logistics companies, working across maritime, road, rail, and air. TT Club is renowned for its high-quality service, in-depth industry knowledge and enduring Member loyalty. It retains more than 93% of its Members with a third of its entire membership having chosen to insure with the Club for 20 years or more.

International Cargo Handling Coordination Association

Established in 1952, ICHCA International is an independent, not-for-profit organisation dedicated to improving the safety, productivity and efficiency of cargo handling and movement worldwide. ICHCA's privileged NGO status enables it to represent its members, and the cargo handling industry at large, in front of national and international agencies and regulatory bodies, while its Technical Panel provides best practice advice and develops publications on a wide range of practical cargo handling issues. Operating through a series of national and regional chapters, including ICHCA Australia, ICHCA Japan and Correspondence and Working Groups, ICHCA provides a focal point for informing, educating, lobbying and networking to improve knowledge and best practice across the cargo handling chain.

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Further Advice and Information

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