



15 March 2026

Safety Bulletin 3 /2026

Rare but life-threatening



Pulp: The most common cargo type on our vessels.

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.

This edition is about dropped pulp cargo; rare but life-threatening incidents.

If you have any feedback, please email us at: safety@g2ocean.com

Best regards G2 Ocean Team

Routine operations

Pulp is made from wood fibre and used to make a variety of paper products. The cargo units are standardized in size and weight. Crew, stevedores and our Port Captains may witness hundreds or even thousands of almost identical pulp crane lifts during a year.

On some level they all **know** that incidents can happen, but human behaviour are also guided by how you **feel**. As years pass without incidents, a false sense of security can trigger unsafe habits to develop.

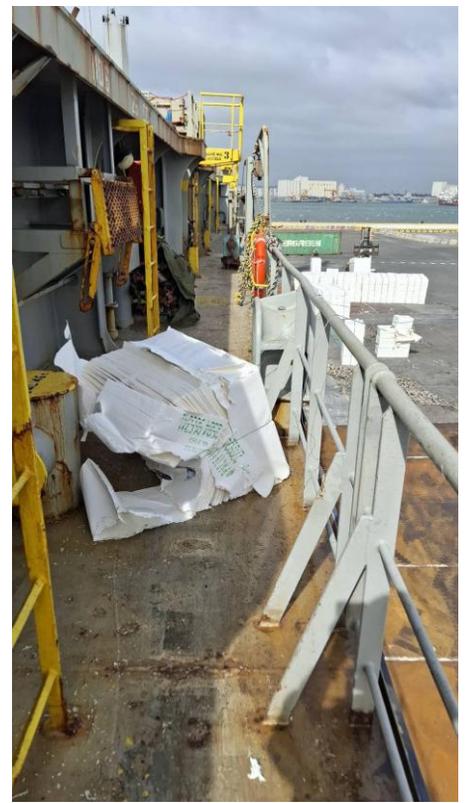
On the next page, you will find details about two recent pulp incidents.

In both cases, the below Life-Saving Rule was the decisive factor for the outcome: Minor cargo damage or tragedy?



NEVER WALK UNDER A SUSPENDED LOAD

Stay clear of cargo operations.



Incident 1: The crane operator made a mistake during discharging. The lift hit the base of the gantry crane and the lifting wires for some of the bales snapped. Six bales landed on the pier, one in the sea and one on deck.

Incident 2: Stevedores were lifting a few, single pulp bales with a net. The lift hit the hatch coaming due to a sudden gust of strong wind, and one bale dropped down on deck.



Integration is one of G2 Ocean’s safety behaviours. It means to apply knowledge about safety in daily practice. We expect this from our own employees, and everyone we work with. Everyone knows that you should stay well clear of cargo operations, but we all need to turn this into a habit.

Consequences:

- Actual: Both incidents caused short delays and minor damage to a small number of units. In the second incident there was minor damage to the vessel railing.
- Potential: The units dropped in areas where it could have been people. If hit by the dropped objects, they could have suffered life-threatening injuries.

Lesson learned:

- It is very rare that pulp cargo drops during lifting. But crane operators can make mistakes, equipment can fail and there can be sudden gusts of wind.
- Never walk under a suspended load, it’s a life-saving habit.
- Do not walk on the side of the vessel which is closest to the quay, when crane operation is ongoing. Use the opposite side of the vessel.