



15 September 2026

Safety Bulletin 9 /2026

Secure for sea – for all



What the seas will be like, has always been on the mind of seafarers when leaving port.

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 securing cargo for sea, for the safety of the crew and vessel, but also the stevedores in the discharging port.

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

Best regards G2 Ocean Team

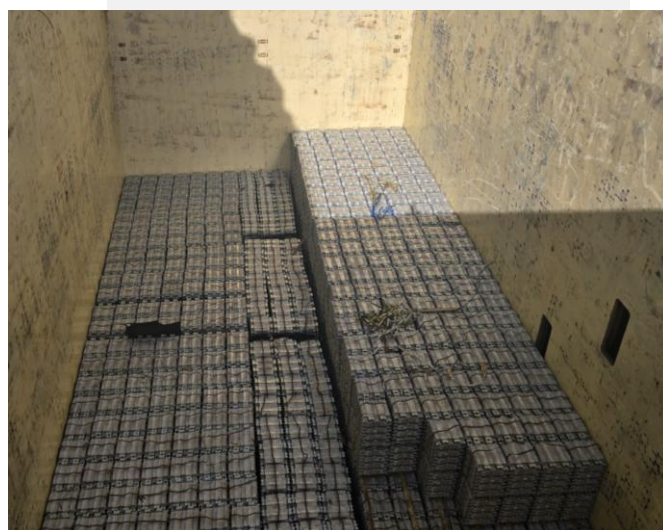
Different methods

Port State Control inspectors worldwide focus on **cargo securing**, in a campaign which started 1st of September. For us in G2 Ocean, this is a subject close to our hearts and we welcome this initiative!



There are different methods to secure cargo. For non-standardized units like the ones above, a customised plan is required. The movement of the vessel and the strength of the lashing points are accounted for, when calculating the required number and type of lashings rods.

Block stowage works for units of similar size. Gaps are minimized in the hold, leaving no room for the cargo to move.



Block-stowage of aluminium ingots.



IDENTIFY DANGER ZONES

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



Incident: During an April voyage, the top tier of aluminium ingots in hold #1 moved away from the bulkhead, in rough seas. In the arrival port, the new risks arising from this situation had to be managed.



Insight is one of G2 Ocean's safety behaviours. We expect this behaviour from our own employees, and everyone we work with. It means seeking and sharing insights between everyone involved. We in G2 Ocean have decades of experience with cargo securing, we engage regularly with shippers, stevedores and crew on this topic.

Consequences:



- Actual: There were no injuries during the sea voyage or the unloading in port.
- Potential: The risk increased due to all the manual work required to collect the ingots, and the possibility of bundles collapsing with persons nearby.

Lesson learned:



- For this specific incident, we will review how the last tier is secured, including the number and type of lashings used.
- If cargo is shifting, there will be danger zones for seafarers, and for the stevedores unloading it. Remember the Life-Saving Rule above!
- For more information about the PSC inspection campaign, click here:

<https://parismou.org/paris-and-tokyo-mous-launch-2026-concentrated-inspection-campaign-on-cargo-securing/>