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Racking Inspection Report

For

COMPANY NAME
ADDRESS
POST CODE

Issued to:
CUSTOMER NAME
Warehouse Manager

Report Ref: QU-1234

Date of inspection:
27th July

Date of next inspection:
July 2027

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1 Racking inspection report – General

1.1 Introduction

True Space Solutions were commissioned to visit the storage and distribution warehouse in a UK facility to undertake a routine expert annual inspection of the pallet racking and shelving on the site. The inspection took place on the 27th July 2026 this is the first expert inspection the client has had on site.

The pallet racking and shelving within the main warehouse were inspected. The client is predominantly handling Euro pallets and a small amount of UK pallets. The pallet racking is serviced by an articulated truck, pallets handled on the short face and stored 1,200mm deep within the racking. The shelving is being used for storing small parts and boxes.

The inspection was carried out in accordance with the SEMA Guide to the conduct of racking and shelving inspections. The damage criteria for pallet racking were assessed to SEMA standards, identified, and classified according to SEMA guidelines.

There is no SEMA damage criteria for shelving. SEMA does not currently have a qualification covering these systems. This inspection has followed the general procedures stated by SEMA for the inspection of racking systems and covered the perimeter components of the system only.

The inspection was carried out from ground level. Only those components that were visible, and not obstructed by loads were inspected.

The configuration of the racking is noted in the report. However, it is recommended that the repairer visits site to provide an accurate quotation for any required remedial works.

A Person Responsible for Rack Safety (PRRS) hasn't been appointed however the warehouse manager has started to create a log of defects within a shared software application of which we were shown an example of on site, they are also using this software to lock off pallet locations. Drivers are encouraged to report reactive damage immediately.

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3 Observations

Overall, the pallet racking was found to be in excellent condition, with minimal damage identified. The condition of the pallet racking is consistent with the relatively recent installation, which is approximately 12 months old.

A number of front footplates and uprights were observed to be twisted, with several uprights also displaying cosmetic scratching, as detailed within Section 3.6. These conditions may represent early warning signs of poor product-handling practices.

Housekeeping and load presentation may also be contributing factors. In several locations, products overhanging the pallets were observed coming into contact with the racking components. Examples are provided within Section 3.3.

An exposed rear access point was identified at the racking within Location D1–2. No anti-collapse mesh or other suitable fall-through protection was fitted to prevent stored goods from falling into the access area. Further information is provided within Section 3.4.

The rear floor fixings within Run B were observed to be installed either directly into, or in very close proximity to, a floor joint. Further details are provided within Section 3.5.1.

Load notices are missing from the shelving.

Further details of the individual observations are provided within the following section of this report. The corresponding recommended actions are set out in Section 4.

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3.3 Pallet Placement

In some locations where products overhung the pallets, the loads were positioned too close to the racking components, as illustrated in Figure 4. A small number of pallets were also positioned too close to the front footplates, as shown in Figure 3.



Figure 3. Pallet touching footplate



Figure 4. Product too close to upright

SEMA recommends a minimum clearance of 75mm between pallets and rack uprights and between the pallets in a bay. Further guidance is given in Appendix E.

3.4 Protection to Walkways

At Location D1–2, the rear of the pallet racking was observed to be exposed, presenting a risk of stored products falling into the access area, as shown in Figure 5.

HSG76 paragraphs 556–558 identify goods being pushed through the rear of a racking location as a common cause of falling objects and require steps to be taken to prevent people being injured. The current arrangement should therefore be assessed to ensure that pedestrians are suitably protected from the risk of falling or displaced goods, either through appropriate containment, physical protection, segregation or an alternative suitable control measure.

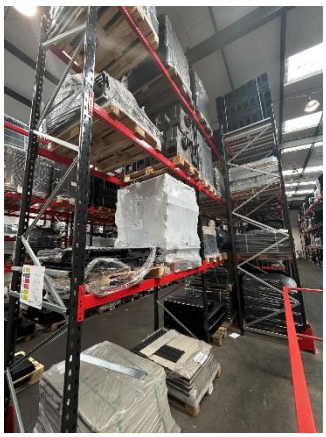


Figure 5.

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Red Risk

Three red-risk components were identified during the inspection. The client had already isolated Location C6/7, as shown in Figure 8, and was made aware of the red-risk components at Locations D4/5 and M12/13, as illustrated in Figures 8a and 8b respectively.



Location D 4/5
Damaged diagonal brace



Location M 12/13
Damaged diagonal brace



Location C 6/7
Damaged front upright

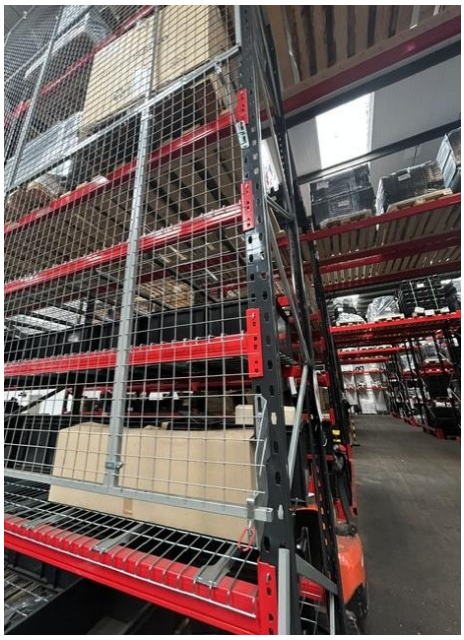
Below are some examples of **Amber Risk** damage:



Location C 2/3
Localised upright corner damage



Location B 15/16
Damaged column guard



Location M 15/16
Damaged ACM panel – exposed edges

4 Recommendations

For the continued safe and serviceable condition of the racking installation, the recommendations indicated in this report should be followed.

1. All red risk items should be off loaded (in accordance with Appendix C) immediately and are not returned to use until repairs have been completed.

2. All Amber items should be repaired in accordance with the time scales indicated. Amber risk items not repaired with 4 weeks are reclassified as red risk and require immediate offloading.

3. Fit anti-collapse mesh screen to the rear of bays D1-2.

4. Check with OEM on plausibility of the rear floor fixings on Run B positioned within close proximity of the floor joint.

5. Fit load notices on the longspan shelving.

6. Consider fitting upright protection on all uprights – careful consideration must be given to pallet overhang and clearance.

7. Don't make any alterations to the racking without consulting the OEM / supplier.

8. Guidance with respect to clearances should be provided to the forklift truck drivers to ensure that they are aware of the correct positioning of pallets in the rack and the required clearances within the rack compartment.

9. A hierarchical racking inspection procedure should be implemented, and a typical inspection procedure has been provided in Appendix C. In-house employees undertaking the regular inspections should be appropriately trained in rack safety awareness.

Suitable training can be carried out for individuals by ourselves.

Should you have any queries or require further clarification, please do not hesitate to contact us.

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