

INSPECTION REPORT

Workplace Safety Audit — Distribution Centre Loading Dock

Safety Audit Inspection

PROPERTY

Warehouse C, 12 Kembla Way, Port Botany NSW 2036

REPORT NUMBER

INS-2026-FETY01

CLIENT

Trellis Logistics Pty Ltd

INSPECTION DATE

2 June 2026

INSPECTOR

Priya Raman, CertIV WHS

ISSUED

2 June 2026

APPROVED FOR RELEASE

3 findings recorded

01

EXECUTIVE OVERVIEW

CONDITION SCORE

41/100

Critical

OVERALL RISK

CRITICAL

Inspector assessed

TOTAL FINDINGS

3

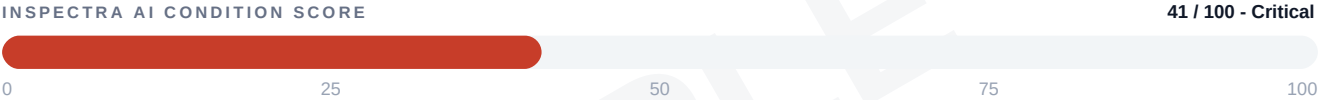
Across 2 categories

PHOTOS ANALYSED

22

AI-assisted, inspector reviewed

FINDING DISTRIBUTION



Summary of assessment

The loading dock presents multiple critical safety exposures requiring immediate control. Pedestrian and forklift movements are not segregated, and fall protection at the dock edge is absent across bays 1 to 3.

Two findings represent an immediate risk of serious injury and require controls before the next operating shift. The remaining findings are rectifiable within 30 days.

Immediate attention required

- 01
- Clear the obstructed emergency egress path at dock bay 2 before the next operating shift.
- 02
- Establish a marked exclusion zone at the unprotected dock edge until compliant edge protection is installed.

02

PROPERTY & INSPECTION DETAIL

PROPERTY ADDRESS	CLIENT
Warehouse C, 12 Kembla Way, Port Botany NSW 2036	Trellis Logistics Pty Ltd
INSPECTION TYPE	INSPECTION DATE
Safety Audit Inspection	2 June 2026
INSPECTOR	REPORT NUMBER
Priya Raman, CertIV WHS	INS-2026-FETY01
REPORT STATUS	ISSUED
Approved	2 June 2026

Scope of inspection

Loading dock bays 1 to 4, adjacent pedestrian routes, racking to aisle C, and the dock-side switchboard enclosure. Visual inspection during an operating shift.

Methodology

Evidence captured on site by the named assessor using the Inspectra AI mobile application. Photographs were analysed by an AI vision model to assist hazard identification and severity categorisation. All AI-generated content was reviewed and edited by the assessor prior to approval.

Evidence coverage

Twenty-two photographs captured across four zones during normal operations. Coverage of the dock edge and egress routes was good; racking above 4 metres was not accessible at the time of attendance.

LIMITATIONS & EXCLUSIONS

Assessment was limited to areas accessible during an operating shift. Racking above 4 metres, roof plant, and the sprinkler system were not inspected. No load testing was carried out.

SAMPLE
Illustrative content — not a real inspection

03

DETAILED FINDINGS

FIRE SAFETY

1 finding

F-01 | FIRE SAFETY

CRITICAL

Obstructed emergency egress — dock bay 2

OBSERVATION

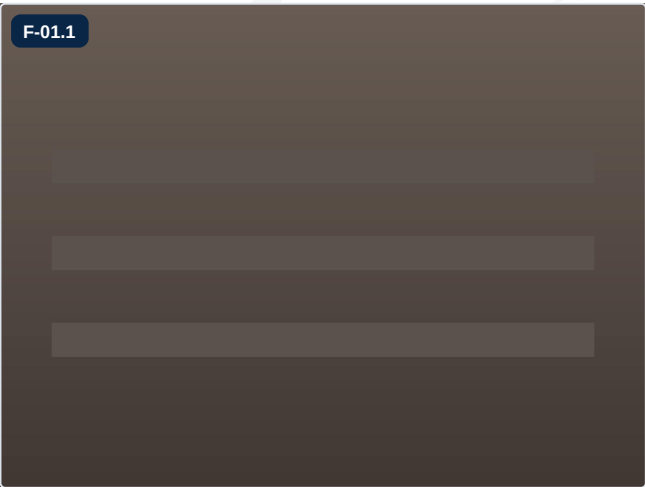
Palletised stock is stored directly across the designated emergency egress path from bay 2, reducing the effective clear width to approximately 600mm against a required 1000mm. The obstruction was present throughout the attendance and staff confirmed it is routine during inbound receiving.

LOCATION	RECOMMENDED ACTION
Loading dock bay 2, eastern egress route	Immediate - within 7 days
ESTIMATED COST	EVIDENCE REF
\$300 - \$700	EV-001 (Photo)

RECOMMENDATION

Clear the egress path immediately and mark the floor with a hatched exclusion zone. Re-brief warehouse staff on keep-clear requirements before the next shift. Budget: \$300–\$700 for line marking.

PHOTOGRAPHIC EVIDENCE



Obstructed emergency egress — dock bay 2
Loading dock bay 2, eastern egress route

STRUCTURAL

2 findings

F-02 | STRUCTURAL

CRITICAL

No fall protection at dock edge

OBSERVATION

The 1.2 metre dock edge has no guardrail, chain barrier, or other edge protection across bays 1 to 3. Staff were observed working within 500mm of the unprotected edge while loading.

F-02 (CONTINUED)

LOCATION	RECOMMENDED ACTION
Main dock edge, bays 1 to 3	Immediate - within 7 days
ESTIMATED COST	EVIDENCE REF
\$4,200 - \$7,500	EV-002 (Photo)

RECOMMENDATION

Install compliant edge protection or a chain barrier system across all three bays. Until installed, implement a marked exclusion zone and a spotter procedure. Budget: \$4,200–\$7,500.

PHOTOGRAPHIC EVIDENCE



No fall protection at dock edge
Main dock edge, bays 1 to 3

F-03 | STRUCTURAL

▲ HIGH

Impact-damaged protective bollard

OBSERVATION

The protective bollard adjacent to bay 3 is deformed approximately 20 degrees from vertical and no longer provides effective protection to the switchboard enclosure behind it.

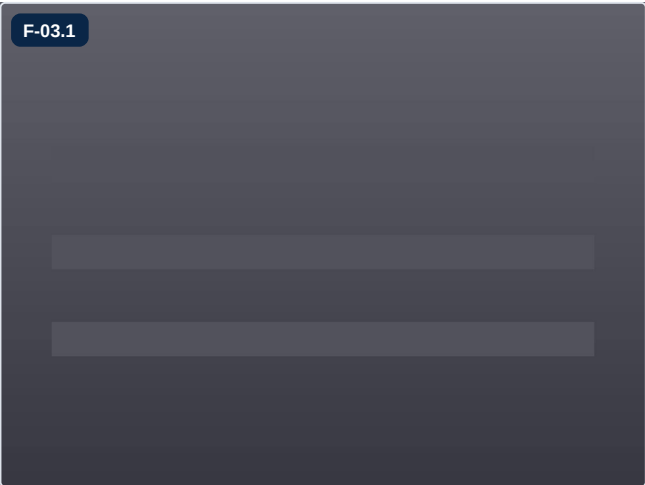
LOCATION	RECOMMENDED ACTION
Bay 3, adjacent to switchboard enclosure	Within 30 days
ESTIMATED COST	EVIDENCE REF
\$600 - \$1,100	EV-003 (Photo)

RECOMMENDATION

Replace the damaged bollard and inspect the switchboard enclosure for consequential damage. Budget: \$600–\$1,100.

PHOTOGRAPHIC EVIDENCE

F-03 (CONTINUED)



Impact-damaged protective bollard
Bay 3, adjacent to switchboard enclosure

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PRIORITY ACTION PLAN

Actions are ordered by assessed risk. Timeframes are Inspectra AI recommendations based on severity and should be confirmed against the relevant trade assessment.

#	FINDING	REQUIRED ACTION	RISK	RECOMMENDED BY	EST. COST
01	F-01	Clear the egress path immediately and mark the floor with a hatched exclusion zone. Re-brief warehouse staff on keep-clear requirements before the next shift. Budget: \$300–\$700 for line marking.	CRITICAL	Immediate - within 7 days	\$300 - \$700
02	F-02	Install compliant edge protection or a chain barrier system across all three bays. Until installed, implement a marked exclusion zone and a spotter procedure. Budget: \$4,200–\$7,500.	CRITICAL	Immediate - within 7 days	\$4,200 - \$7,500
03	F-03	Replace the damaged bollard and inspect the switchboard enclosure for consequential damage. Budget: \$600–\$1,100.	HIGH	Within 30 days	\$600 - \$1,100

ESTIMATED RECTIFICATION COST

Indicative total rectification cost: \$5,100 - \$9,300. Figures are indicative only, derived from the recommendations recorded against each finding, and are not a substitute for trade quotations.

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RISK ASSESSMENT

OVERALL RISK RATING

CRITICAL

Inspector assessed

CONDITION SCORE

41/100

Critical

ACTIONABLE FINDINGS

3

Excludes informational items

Overall site risk is assessed as CRITICAL pending control of the two immediate findings. The unprotected dock edge and the obstructed egress path each present a foreseeable path to serious injury during normal operations. With interim controls in place, residual risk is projected at MEDIUM pending permanent rectification.

COMPLIANCE NOTES

Findings are expressed against general duty-of-care obligations for a workplace of this type. This report is not a certification of compliance and does not substitute for a licensed safety engineer where one is required.

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RECOMMENDATIONS & NEXT STEPS

Recommendations

- 01 | Segregate pedestrian and forklift traffic with painted walkways and physical barriers.
- 02 | Introduce a start-of-shift egress check to the existing opening procedure.
- 03 | Schedule a follow-up assessment 30 days after rectification works complete.

Next steps

- 01 | Obtain quotations for permanent dock edge protection.
- 02 | Confirm interim controls are briefed and in place before the next inbound shift.

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AI ASSISTANCE & TRANSPARENCY

Inspectra AI is an assistive tool. It drafts and structures this report from evidence captured by a human inspector; it does not carry out the inspection and does not replace the judgement of a qualified inspector. Every section is reviewed by the inspector before release, and the inspector remains responsible for the content of this report.

CONTENT ORIGIN	DESCRIPTION
Inspector observations	Site notes, checklist responses, and photographs captured on site by the named inspector.
User-entered information	Property address, client details, inspection type, and scheduling data supplied by the account holder.
AI-assisted analysis	Photograph review, defect categorisation, and severity suggestions produced by an AI model from the captured evidence.
AI-generated narrative	Executive summary, scope, methodology, risk commentary, and recommendation drafting, generated from the above and edited by the inspector.
Human review	Reviewed and approved for release by Priya Raman on 2 June 2026.

IMPORTANT

AI-generated content can contain errors or omissions. This report describes conditions that were visible and accessible at the time of inspection. It is not a warranty, a guarantee, or a structural, electrical, or specialist engineering certification. Where a finding recommends specialist assessment, that assessment should be obtained before relying on this report for a purchase, insurance, or remediation decision.

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CONCLUSION

Overall condition is assessed as critical, with an Inspectra AI condition score of 41 out of 100. 3 findings were recorded across 2 categories.

Highest priority risks

- 01 | F-01 - Obstructed emergency egress — dock bay 2 (CRITICAL). Immediate - within 7 days.
- 02 | F-02 - No fall protection at dock edge (CRITICAL). Immediate - within 7 days.
- 03 | F-03 - Impact-damaged protective bollard (HIGH). Within 30 days.

INDICATIVE REMEDIATION RANGE

\$5,100 - \$9,300

Derived from recorded recommendations

ACTIONABLE FINDINGS

3

Excludes informational items

Inspector notes

Site manager advised a traffic management review was commissioned in 2024. No documentation was sighted at the time of attendance.

PREPARED BY
Priya Raman, CertIV WHS
Principal Safety Assessor
Inspectra AI

APPROVED FOR RELEASE
Priya Raman
2 June 2026

INS-2026-FETY01 - end of report

SAMPLE

Illustrative content — not a real inspection