

## ACCIDENT INVESTIGATION

This investigation should be carried out in accordance with the Palletline Ltd accident investigation procedure.

### Section 1: Accident details

1. Accident report number:	25/011
2. Has the accident report for been completed?	Yes
3. If so by whom?	Andrew Loughlin-Smith – Day Manager
4. Have witness statements been taken?	Yes
5. Has CCTV been obtained?	Yes
6. Have all necessary documents been obtained?	Yes
7. Accident date:	25.11.24
8. Accident time:	05:40
9. Accident location:	Position 1 on the tipping lane

### Section 2: Personal details

1. Name of associate:	Pawel Pluta
2. Job Title:	Lift truck operative
3. Shift:	Days
4. Company:	Palletline
5. Was the associate carrying out their regular duties?	Yes
6. Is the associate trained and certified on the task being carried out at the time of the incident?	Yes, the I.P is a fully trained and experienced member of the Palletline team with over 10 years' service.

### Section 3: Description of the incident leading to injury

On the 25<sup>th</sup> of November 2024 at 05:40, Pawel Pluta (FLT operative) was travelling in their lift truck (48) towards the tipping lane. As they were doing so, Lewis Watkins (FLT operative) on lift truck (24) was exiting a bay and was also heading towards the tipping lane. (See Image 1)

Image 1



Both drivers realised that they were on a collision course and attempted to turn away from each other, unfortunately, due to the grit that had been used on the roads across the country to counter the snow / ice, the hub floor had become slippery which meant that the trucks collided. (See Image 2)

Image 2



Although the collision was at very low speed, Pawel Pluta stated that he had injured his left arm. It is worth noting that Mr Pluta had suggested that he had injured his left arm when opening a vehicle curtain a few weeks before this collision, however, they didn't report the incident at the time and despite an exhaustive search of the CCTV of the time and date specified no evidence of the incident has been found.

Mr Pluta provided a statement to Andrew Loughlin-Smith (Day Manager) and left site to rest their arm. Lewis Watkins was uninjured and continued to work for the remainder of the shift without further incident. Both lift trucks have been thoroughly inspected by the on-site Linde engineer and no damage has been identified.

As stated above the hub floor was slippery at the time of the collision, this is despite intense cleaning to remove the 'grit' that had been brought in by the visiting vehicles from the surrounding public highways. Due to the 'drive through' nature of the hub operation, water is brought into the building from vehicles and lift truck operatives are expected as taught in basic and refresher training to always drive to the conditions. Had either Mr Pluta or Mr Watkins been driving to the conditions, then this collision would have been avoided. To reiterate this point, the day shift moved in excess of 6000 pallets through the course of the 25<sup>th</sup> of November 2024, and no other incidents or collisions occurred.

This is the first reported lift truck collision since 2022, when a lift truck was driven into a stanchion by an agency driver.

#### Section 4: Causation ✓

Associate actions		Conditions		Incident Type	
	Operating without authority		Inadequately restrained		Burn
✓	Operating at excessive speed		Defective tools / equipment		Caught between
	Misusing safety devices		Hazardous arrangement		Cumulative
	Using unsafe equipment		Inadequate illumination		Cut / Puncture
	Unsafe loading / placing		Inadequate ventilation		Slip/Trip/Fall
	Taking an unsafe position		Improper clothing		Strain / Sprain
	Distractions / horseplay		Poor design / construction	✓	In collision with
	Failure to use PPE		Poor housekeeping		Struck by
	Improper movement	✓	Hazardous ground surfaces		Striking against fixed
	Poor observation		Personal factors – fatigue etc		Falling, flying objects
	Other		Lack of training / procedures		Manual handling
			Other		Exposure too

Section 4b: Causation (continued)	
1. Why was the action committed?	Both operatives involved were operating their lift trucks, moving freight on the day shift.
2. Why did the condition exist?	Grit that had been used on the roads across the country to counter the snow / ice, the hub floor had become slippery
3. What was the root cause of the incident?	The hub floor was slippery at the time of the collision, this is despite intense cleaning to remove the 'grit' that had been brought in by the visiting vehicles from the surrounding public highways, but, had either Mr Pluta or Mr Watkins been driving to the conditions, then this collision would have been avoided.

Section 5: Recommendations and Actions			
Action item description	To be completed by	Review date	Status on review
1. Consider disciplinary action against both parties for failing to drive to the conditions.	Shift management.	12.12.24	
2. Continue to reiterate the need to drive to the conditions to all operatives.	Shift management.	12.12.24	

Section 6: Report completed by:	
Name: Ken Bell	Date: 26.11.24
Position: HSEQ Manager	