# Air Conditioner Maintenance

| | | |
|---|---|---|
| Business Name: | ABN: | |
| Business Address: | | |
| Contact Person: | Phone: | Email: |

## THIS RISK ASSESSMENT IS APPROVED BY THE PCBU OF THE PROJECT

Under the Work Health and Safety Regulation (WHS Regulation), a person conducting a business or undertaking (PCBU) is required to ensure that a RISK ASSESSMENT is prepared before the proposed work starts.

| | | |
|---|---|---|
| Full Name: | | |
| Signature: | Title: | Date: |

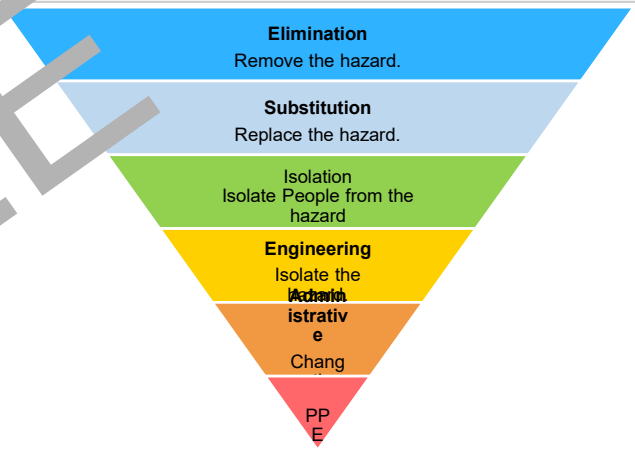
## CLIENT OR PRINCIPAL CONTRACTOR DETAILS

| | |
|---|---|
| Client: | SCOPE OF WORKS |
| Project Name: | |
| Project Address: | |
| Project Manager: | |
| Contact Phone: | |
| Date Risk Assessment supplied to Project Manager: | |

## RISK MATRIX

| LIKELIHOOD | INSIGNIFICANT | MINOR | MODERATE | MAJOR | CATASTROPHIC | SCORE | ACTION |
|---|---|---|---|---|---|---|---|
| ALMOST CERTAIN | 3 HIGH | 3 HIGH | 4 ACUTE | 4 ACUTE | 4 ACUTE | | |
| LIKELY | 2 MODERATE | 3 HIGH | 3 HIGH | 4 ACUTE | 4 ACUTE | 4A ACUTE | DO NOT PROCEED |
| POSSIBLE | 1 LOW | 2 MODERATE | 3 HIGH | 4 ACUTE | 4 ACUTE | 3H HIGH | Rev before work |
| UNLIKELY | 1 LOW | 1 LOW | 2 MODERATE | 3 HIGH | 4 ACU | 2M MO RATE | Ensure control measures in place. |
| RARE | 1 LOW | 1 LOW | 2 MODERATE | 3 HIGH | 3 H | 1L LOW | Monitor and keep records. |

HIERARCHY OF CONTROLS






### Risk Rating & Required Action:

| | |
|---|---|
| **4A** | Stop work. The risk is intolerable. E inate the hazar redesign the activity before proceeding. A Safe Work Method Statement (SWMS) or hi er-level authorisati is required. |
| **3H** | Review and approve additional c rols b ask arts. Senior supervisor sign-off needed. |
| **2M** | Ensure all nominated controls are in ace and effe ive. Proceed with caution; monitor conditions. |
| **1L** | Proceed, following standard operating procedures Monitor and keep records. |

### Consequence Scale:

| Consequence | People (injury/illness) | Project / Assets | Compliance / Reputation |
|---|---|---|---|
| **Catastrophic** | Fatality or permanent total disability | project shutdown | Significant regulator intervention; criminal prosecution |
| **Major** | Serious injury/illness (hospital > 5 days) | critical delay | Improvement notice; major media coverage |
| **Moderate** | Medical-treatment injury; lost-time > 1 day | moderate delay | Minor breach; adverse client comment |
| **Minor** | First-aid only, no lost time | negligible delay | Isolated non-conformance |
| **Insignificant** | No injury | no schedule impact | Deviation caught and corrected on site |

**Notes on Hierarchy of Controls:**
Remember to apply controls in the preferred order shown by the coloured pyramid:

1. **Eliminate**
2. Substitute
3. Isolate
4. Engineering
5. Administrative
6. PPE

Always document **why** a lower-order control is accepted if elimination or substitution is not reasonably practicable.

*aligned with Safe Work Australia's* Managing the risk of fatigue at work *(2023) and ISO 45001:2018 clauses 6–8.*

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| 1. Governance, Legal Compliance and Duty of Care | • Lack of clear WHS governance structure for air conditioner maintenance in buses, trains and aircraft, leading to unclear allocation of WHS duties under WHS Act 2011 and associated regulations<br>• Failure to identify and comply with relevant WHS, rail safety, and civil aviation regulations, codes of practice and Australian Standards relating to HVAC systems and confined spaces in transport vehicles<br>• Inadequate integration of HVAC maintenance risks into the organisation's WHS management system and risk register<br>• Inadequate consultation with workers, HSRs, contractors and unions on HVAC-related risks and changes to procedures or equipment<br>• Poor change management for design modifications, new HVAC technologies, refrigerants or maintenance methods within bus, train or aircraft fleets<br>• Lack of formal processes for due diligence and verification of [illegible] in multi-PCBU environments (e.g. operator, depot maintenance contractor, OEM, rolling stock or aircraft lessor) | High | • Establish and document a WHS governance framework that explicitly covers HVAC maintenance in bus, train and aircraft operations, including defined roles, responsibilities and reporting lines for PCBUs, officers, workers and contractors<br>• Maintain an up-to-date legal and standards register covering WHS Act 2011, WHS Regulations, relevant Rail Safety National Law, Civil Aviation Safety Regulations and applicable Australian Standards (e.g. AS/NZS 5149, AS 1668, AS/NZS 3000, electrical safety, confined space and hazardous chemicals standards) and ensure these are referenced in HVAC maintenance procedures<br>• Integrate HVAC system risks (including work in bus, train and aircraft HVAC compartments and ducts) into the organisation's formal WHS risk management procedure, corporate risk register and assurance program<br>• Implement a structured consultation process with workers, health and safety representatives and contractors on HVAC system design, maintenance methods, scheduling, and any proposed changes, in line with WHS Act consultation duties<br>• Adopt a formal management of change (MoC) procedure for any introduction of new HVAC systems, refrigerants, access platforms or maintenance strategies across bus depots, rail yards and hangars, including pre-implementation risk assessments<br>• Document and agree PCBU-to-PCBU interface arrangements (e.g. operator, depot maintenance provider, rolling stock maintainer, aircraft maintenance organisation) specifying WHS responsibilities for HVAC maintenance, supervision, incident notification and emergency management<br>• Require officers to demonstrate due diligence by regularly reviewing HVAC risk controls, audit findings, competence data and incident trends in board or executive WHS reports | Medium |
| 2. Design, Engineering and Asset Management of HVAC Systems | • HVAC plant in buses, trains and aircraft designed or installed without adequate access for safe inspection, testing and maintenance (e.g. units on high vehicle roofs, within narrow ceiling voids or on rolling stock rooftops)<br>• Poor segregation of electrical, moving and high-temperature components within HVAC plant, increasing risk of electric shock, entanglement or burns during maintenance<br>• Inadequate design of isolation points, lockable switches and tagging facilities | High | • Specify, during procurement and retrofit projects, that HVAC systems for buses, trains and aircraft must be designed with safe access and egress for maintenance (e.g. service panels at ground level where practicable, adequate spacing, fixed ladders, safe roof walkways, handrails and anchor points)<br>• Require engineered isolation and lock-out facilities for HVAC systems on mobile plant and rolling stock, including clearly labelled lockable isolators, local disconnects and test points that comply with electrical safety standards<br>• Standardise engineering specifications for HVAC units across the fleet, including preferred OEMs, refrigerant types, filtration systems and maintenance intervals, to simplify safe work procedures and training<br>• Ensure HVAC plant compartments in buses, train cars and aircraft include adequate permanent lighting, ventilation and drainage, and are designed to minimise manual handling, awkward postures and contact with sharp edges | Medium |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | for HVAC systems mounted on mobile or elevated plant<br>• Use of refrigerants, filters and materials incompatible with the operating environment, leading to leaks, corrosion, fire load, or exposure to hazardous substances within passenger vehicles<br>• Insufficient ventilation and lighting engineered into HVAC plant spaces within buses, train carriages, locomotives or aircraft, increasing risks when workers access roof cavities and service compartments<br>• Inconsistent asset information for HVAC units across mixed fleets (ageing buses, multiple train sets, different aircraft types), causing uncertainty about safe maintenance requirements<br>• Lack of engineered fall prevention or secure work platforms for accessing rooftop or elevated HVAC modules on buses and rolling stock | | • Implement an asset management system that maintains accurate records of all HVAC units (model, age, location, refrigerant type, critical hazards, past incidents and engineering modifications) and makes this information accessible to planners and maintenance personnel<br>• Include fall-prevention engineering controls (guardrails, walkways, fixed access systems, tie-off points and engineered roof access platforms) in the design of depots, rail yards and hangars where rooftop or elevated HVAC modules are maintained<br>• Apply formal engineering review and sign-off for any major modifications to HVAC installations on buses, trains or aircraft, ensuring compliance with OEM instructions, relevant Australian Standards and, where applicable, rolling stock and aviation design approval requirements | |
| 3. Procurement, Contractor Management and Supply Chain | • Selection of HVAC equipment, spare parts or consumables that do not meet Australian safety standards or are incompatible with bus, rail or aviation operating conditions<br>• Engagement of HVAC contractors without appropriate licences, rail or aviation accreditations, trade qualifications or demonstrated competence in working on passenger transport vehicles and aircraft<br>• Lack of pre-qualification and WHS evaluation of contractors performing maintenance in depots, rail corridors, workshops and aircraft hangars<br>• Poorly defined scopes of work and risk allocation in contracts for HVAC servicing of buses, trains and aircraft, leading to gaps in safety responsibilities and supervision<br>• Inadequate management of supply chain issues for critical safety | High | • Implement procurement standards requiring all HVAC equipment and parts for buses, trains and aircraft to comply with relevant Australian Standards, OEM instructions, refrigerant regulations and transport sector technical requirements<br>• Develop contractor pre-qualification criteria that include WHS performance, trade and refrigerant handling licences, rail safety or aviation approvals where applicable, and evidence of competence in HVAC work on passenger vehicles and aircraft<br>• Include in all HVAC maintenance contracts clear WHS clauses covering risk management expectations, incident reporting, induction, supervision, training, PPE, and responsibilities for isolations and permits in depots, rail yards and hangars<br>• Use a formal contractor management system to verify licences, insurances, training records, fatigue management arrangements and compliance with rail corridor and aviation security requirements before work is allocated<br>• Establish a controlled approved-parts list for HVAC systems and prohibit use of non-approved alternatives without engineering review and risk assessment, particularly for filters, refrigerants, control components and safety interlocks<br>• Develop procedures and communication protocols for after-hours and on-route HVAC call-outs (e.g. to buses in layover, trains in stabling, aircraft on stands), including site access, supervision arrangements and interaction with the public and other PCBUs | Medium |

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|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | components (e.g. filters, sensors, control boards, isolation devices) causing use of temporary or unsafe work-arounds<br>• Insufficient controls on after-hours or on-route contractor attendance to buses, trains or aircraft, including work in public areas, stabling yards or on airport aprons | | • Monitor contractor WHS performance via audits, KPI reviews, toolbox meetings and post-job debriefs, and take corrective action where systemic risks are identified | |
| 4. Competency, Licensing, Training and Supervision | • Inadequate trade qualifications, licensing or experience of workers and contractors maintaining HVAC systems in buses, trains and aircraft, leading to unsafe practices with electricity, refrigerants and pressurised systems<br>• Insufficient training in rail-specific or aviation-specific hazards (e.g. rail corridor access rules, rolling stock movements, aircraft ground operations, airport security and apron safety)<br>• Gaps in training on confined or restricted HVAC spaces within cabins, roof voids and service bays, including recognition of oxygen deficiency, heat stress and poor ventilati<br>• Lack of competen in reading OEM manuals, wiring di rams and technical bulletins for differe bus, t and aircraft HVAC model ading to incorrect isolation or reassembly<br>• Inadequate supervision of ap tices, new workers or short-term contractors performing complex HVAC tasks on passenger vehicles and aircraft<br>• Limited training on organisational WHS procedures, permits, emergency response and incident reporting specific to transport HVAC environments | High | [redacted] | Medium |
| 5. Systems for Planning, Scheduling and Work Authorisation | • Reactive and ad-hoc HVAC maintenance on buses, trains and aircraft without structured planning, increasing pressure, fatigue and likelihood of short-cuts<br>• HVAC work scheduled during peak depot, yard or apron activity, increasing | High | [redacted] | Medium |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | interaction with vehicle movements, other trades and passengers<br>• Lack of formal work authorisation processes (e.g. permits, safe work instructions) for high-risk HVAC maintenance such as work at heights, electrical isolation, confined spaces or work near energised rail infrastructure<br>• Poor coordination between operations and maintenance leading to buses, trains or aircraft being moved or energised while HVAC maintenance is underway<br>• Insufficient consideration of environmental conditions (heat, wind, rain, noise, lighting) when planning external rooftop or trackside HVAC work on vehicles<br>• Gaps in alignment between maintenance schedules and regulatory or OEM requirements for HVAC servicing intervals on specific bus, rolli stock and aircraft models | | [redacted] | |
| 6. Isolation, Energy Control and Vehicle Movement Management | • Inadequate lock-out g-out and test procedures for isol g HVAC electrical supplies on buses ain carria locomotives and ai ft<br>• Risk of unexpected movement of buses, trains or aircraft while HVA maintenance is in progre shunting in rail yards, towing of aircraft, bus relocation in depot)<br>• Poor control of stored energy in HVAC systems, including rotating components, pressurised refrigerant, compressed air and batteries<br>• Lack of standardised vehicle immobilisation procedures across depots, stabling yards and hangars during HVAC work<br>• Confusion about control of work when multiple parties (e.g. depot operations, | High | [redacted] | Medium |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | rail control, ground handling) interact around the same bus, train or aircraft<br>• Inadequate signage and barricading to warn others that HVAC work is underway on or in a vehicle or aircraft | | [redacted] | |
| 7. Confined, Restricted and Difficult Access HVAC Spaces | • Work in or around HVAC spaces within bus, train or aircraft structures that are confined or restricted (e.g. roof cavities, underfloor compartments, ceiling voids, avionics bays) with limited access and egress<br>• Risk of exposure to oxygen-deficient, hot, humid or poorly ventilated conditions when accessing internal ducts and compartments<br>• Difficulty in emergency retrieval or rescue of workers from tight spaces within bus and train bodies or aircraft fuselage sections housing HVAC components<br>• Manual handling and awkward postures required to enter and work within restricted HVAC [illegible], increasing musculo[illegible]eletal risks<br>• Unclear classifica[illegible]on of cert[illegible]AC compartments (con[illegible]ce vers[illegible] restricted space), leading to inconsis[illegible]nt application of controls<br>• Potential accumulation [illegible], mould, biological contaminants or chemical residues within ducts and enclosures, increasing health risks during intrusive inspections or cleaning | High | [redacted] | Medium |
| 8. Hazardous Substances, Refrigerants and Biological Contaminants | • Exposure to refrigerants (including high-pressure or low-GWP alternatives) used in bus, train and aircraft HVAC systems, with risks of asphyxiation, frostbite or toxicity<br>• Handling and storage of cleaning chemicals, biocides, coil cleaners and other hazardous substances used for | High | [redacted] | Medium |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | HVAC maintenance without adequate controls<br>• Potential for growth of mould, bacteria or other biological contaminants in filters, condensate systems and ducts, particularly in high-use passenger environments<br>• Inadequate labelling, segregation and disposal systems for waste refrigerants, used filters and contaminated materials from buses, trains and aircraft<br>• Insufficient monitoring of indoor air quality incidents linked to HVAC performance in passenger cabins, leading to under-recognised health issues<br>• Lack of awareness of chemical compatibility issues between cleaning products and materials used in bus, rail and aircraft interiors | | [redacted] | |
| 9. Working at Heights, Access Equipment and Fall Prevention | • Need to access rooftop HVAC units on buses and rolling stock, or elevated HVAC components on aircraft, creating fall risks for workers and potential dropped objects onto people or critical equipment below<br>• Use of temporary portable access equipment (ladders, makeshift platforms) for reaching HVAC units on high vehicles, train roofs or aircraft fuselage sections<br>• Inadequate systems to control simultaneous activities beneath elevated HVAC work zones in depots, rail yards and hangars<br>• Insufficient inspection and maintenance of fixed access systems, roof walkways and platforms associated with HVAC maintenance areas<br>• Inconsistent application of fall-prevention and dropped-object controls between different depots, stabling yards and hangars | High | [redacted] | Medium |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | • Limited planning for height-related risks during emergency repairs to HVAC systems on buses, trains or aircraft that are away from main maintenance facilities | | [redacted] | |
| 10. Fatigue, Workload, Environmental and Psychosocial Factors | • Long shifts, irregular hours and call-outs for HVAC faults on buses, trains and aircraft leading to worker fatigue and impaired decision-making<br>• Pressure to return vehicles and aircraft to service quickly, encouraging short-cuts in safety systems such as isolations, permits and testing<br>• Exposure to extreme temperatures, noise, diesel or jet fumes and vibration in depots, rail yards, workshops and hangars while performing HVAC maintenance<br>• Psychosocial stress associated with working in time-pressured, safety-critical environments (rail operations, airside areas, public transport depots)<br>• Limited break facilities, hydration options and rest areas [redacted] HVAC work locations on large [redacted] or aviation sites<br>• Under-reporting [redacted] near mis[redacted] hazards due to perc[redacted]roductio[redacted] pressure or fear of blame | Medium | [redacted] | Low |
| 11. Monitoring, Inspection, Incident Management and Continuous Improvement | • Lack of systematic inspections [redacted] preventive maintenance [redacted] AC systems on buses, trains and aircraft, leading to undetected deterioration in safety-critical components<br>• Inadequate WHS inspections of depots, stabling yards, workshops and hangars focusing on HVAC maintenance environments and practices<br>• Poor incident and near-miss reporting, investigation and analysis relating to HVAC work (e.g. refrigerant leaks, minor shocks, slips and trips, falls from height, confined space issues) | Medium | [redacted] | Low |

| JOB STEP | POTENTIAL HAZARDS | IR | CONTROL MEASURES | RR |
|---|---|---|---|---|
| SPECIFIC WORK STEPS | HAZARDS THAT MAY ARISE | INITIAL RISK | SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS | RESIDUAL RISK |
| | • Limited use of data from telematics, building management systems or aircraft health monitoring to identify systemic HVAC safety issues<br>• Failure to close out audit and inspection actions relating to HVAC maintenance risks in a timely manner<br>• Inconsistent management review of HVAC-related WHS performance and control effectiveness | | [redacted] | |
| 12. Emergency Preparedness, Passenger Safety and Public Interface | • Inadequate emergency procedures for HVAC-related events on buses, trains and aircraft such as smoke, fire, refrigerant leaks or loss of cabin ventilation<br>• Poor coordination between HVAC maintenance personnel and operations staff during in-service incidents involving passengers or the travelling public<br>• Confusion over responsibilities for evacuation, emergency isolation and communication when HVAC issues aris in depots, rail stations, train carriages, bus interchanges or ai[illegible]<br>• Insufficient trainin[illegible] of maintenance personnel in site-s[illegible]cific emc[illegible] arrangements for ra[illegible]nation precincts, including mustering, communication and interface with emergency services<br>• Lack of clear communication to passengers and public when HVAC failures affect comfort or perceived safety (e.g. very high temperature in cabins, odours)<br>• Inadequate drills or simulations that test integrated response to HVAC-related emergencies across PCBUs | Medium | [redacted] | Low |
| | | | | |
| | | | | |

## EMERGENCY RESPONSE – CALL 000 FOR EMERGENCIES

Ensure to have an Emergency Management Plan in place as well as adequate numbers of trained first aid staff with easy access to fully stocked first aid kits, rescue equipment, material safety data sheets, adequate access to emergency communication equipment and fire-fighting equipment suitable for all classes of fire and ignition sources.

## LEGISLATIVE REFERENCES

RELEVANT LEGISLATION AND CODES OF PRACTICE. DELETE THE LEGISLATIVE REFERENCES FOR ANY STATE THAT ARE NOT APPLICABLE

**Queensland & Australian Capital Territory**
Work Health and Safety Act 2011
Work Health and Safety Regulations 2011
Legislation QLD: https://www.worksafe.qld.gov.au/laws-and-compliance/work-health-and-safety-laws
Codes of Practice QLD: https://www.worksafe.qld.gov.au/laws-and-compliance/codes-of-practice
Legislation ACT: https://www.worksafe.act.gov.au/laws-and-compliance/acts-and-regulations
Codes of Practice ACT: https://www.worksafe.act.gov.au/laws-and-compliance/codes-of-practice

**New South Wales**
Work Health and Safety Act 2011
Work Health and Safety Regulations 2025
Legislation NSW: https://www.safework.nsw.gov.au/legal-obligations/legislation
Codes of Practice NSW: https://www.safework.nsw.gov.au/resource-library/list-of-codes-of-practice

**Northern Territory**
Work Health and Safety (National Uniform Legislation) Act 2011
Work Health and Safety (National Uniform Legislation) Regulations 2011
Legislation NT: https://worksafe.nt.gov.au/laws-and-compliance/workplace-safety-laws
Codes of Practice NT: https://worksafe.nt.gov.au/forms-and-resources/codes-of-practice

**South Australia**
Work Health and Safety Act 2012 (SA)
Work Health and Safety Regulations 2012 (SA)
Legislation for SA: https://www.safework.sa.gov.au/resources/legislation
Codes of Practice for SA: https://www.safework.sa.gov.au/workplaces/codes-of-practice#COPs

**Tasmania**
Work Health and Safety Act 2012
Work Health and Safety (Transitional and Consequential Provisions) Act 2012
Work Health and Safety Regulations 2012
Work Health and Safety (Transitional) Regulations 2012
Legislation for TAS: https://worksafe.tas.gov.au/topics/laws-and-compliance/acts-and-regulations
Codes of Practice for TAS: https://worksafe.tas.gov.au/topics/laws-and-compliance/codes-of-practice

Details of permits, licenses or access required by regulatory bodies (add or delete as required):

- Permits from local council
- Authorisation to commence work
- Any required documents.

**Victoria**
Occupational Health and Safety Act 2004
Occupational Health and Safety Regulations 2017
Legislation VIC: https://www.worksafe.vic.gov.au/occupational-health-and-safety-act-and-regulations
Codes of Practice VIC: https://www.worksafe.vic.gov.au/compliance-codes-and-codes-practice

**Western Australia**
Work Health and Safety Act 2020
Work Health and Safety Regulations 2022
Legislation Western Australia: https://www.commerce.wa.gov.au/worksafe/legislation
Codes of Practice WA: https://www.commerce.wa.gov.au/worksafe/codes-practice

**Safe Work Australia Links**
Law and Regulation (All States): https://www.safeworkaustralia.gov.au/law-and-regulation
Model Codes of Practice: https://www.safeworkaustralia.gov.au/resources-publications/model-codes-of-practice

**Model Codes of Practice**

- Managing noise and preventing hearing loss at work
- Confined spaces
- Labelling of workplace hazardous chemicals
- Managing risks of hazardous chemicals in the workplace
- Welding processes
- First aid in the workplace
- Managing the risk of falls at workplaces
- Hazardous manual tasks
- Managing the risk of falls in housing construction
- Managing electrical risks in the workplace
- Demolition work
- Excavation work
- Work health and safety consultation, cooperation and coordination
- Managing the work environment and facilities
- How to manage work health and safety risks
- Managing risks of plant in the workplace
- Construction work