

**Heavy Vehicle, Trailers and Transport**

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

**THIS RISK ASSESSMENT IS APPROVED BY THE PCBU ON THIS 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	HIERARCHY OF CONTROLS	
ALMOST CERTAIN	3 HIGH	3 HIGH	4 ACUTE	4 ACUTE	4 ACUTE			<b>Elimination</b> Remove the hazard.	
LIKELY	2 MODERATE	3 HIGH	3 HIGH	4 ACUTE	4 ACUTE	4A ACUTE	DO NOT PROCEED	<b>Substitution</b> Replace the hazard.	
POSSIBLE	1 LOW	2 MODERATE	3 HIGH	4 ACUTE	4 ACUTE	3H HIGH	Review before work starts.	Isolation Isolate People from the hazard	
UNLIKELY	1 LOW	1 LOW	2 MODERATE	3 HIGH	4 ACUTE	2M MODERATE	Ensure control measures in place.	<b>Engineering</b> Isolate the hazard	
RARE	1 LOW	1 LOW	2 MODERATE	3 HIGH	3 HIGH	1L LOW	Monitor and keep records.	Administrative Change	
								PPE	

  

Risk Rating & Required Action:	
<b>4A</b>	Stop work. The risk is intolerable. Eliminate the hazard or redesign the activity before proceeding. A Safe Work Method Statement (SWMS) or higher-level authorisation is required.
<b>3H</b>	Review and approve additional controls before task starts. Senior supervisor sign-off needed.
<b>2M</b>	Ensure all nominated controls are in place and effective. Proceed with caution; monitor conditions.
<b>1L</b>	Proceed, following standard operating procedures. Monitor and keep records.

  

Consequence Scale:			
Consequence	People (injury/illness)	Project / Assets	Compliance / Reputation
<b>Catastrophic</b>	Fatality or permanent total disability	project shutdown	Significant regulator intervention; criminal prosecution
<b>Major</b>	Serious injury/illness (hospital > 5 days)	critical delay	Improvement notice; major media coverage
<b>Moderate</b>	Medical-treatment injury; lost-time > 1 day	moderate delay	Minor breach; adverse client comment
<b>Minor</b>	First-aid only, no lost time	negligible delay	Isolated non-conformance
<b>Insignificant</b>	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. Fleet Procurement, Design and Engineering Standards	<ul style="list-style-type: none"> <li>Acquisition of vehicles and trailers that are not fit-for-purpose for heavy haulage, cable trailers, boat trailers or specialised plant transport</li> <li>Lack of engineering verification for long vehicle combinations, dollies, trailer extensions and tandem operations</li> <li>Insufficient load rating for flatbeds, trailer stands, boat cradles and elevating trailers used for inspection and repair</li> <li>Incompatible towing capacities between prime movers, light vehicles and trailers used for on-site transport or towing tests</li> <li>Absence of engineered anchor points and restraint systems for securing heavy machinery, large volumes of soil and hefty equipment</li> <li>Inadequate stability design of trailer when elevated, placed on stands, or when positioning trailers under boats</li> <li>Failure to consider access and egress design for safe mounting and dismounting from trucks and trailers</li> <li>Lack of consultation with competent engineers for design of dolly wheels and long vehicle combinations</li> </ul>	4A	<ul style="list-style-type: none"> <li>Implement a fleet procurement policy requiring pre-purchase risk assessment for all heavy vehicles, trailers, dollies and ancillary equipment, with explicit consideration of intended operational tasks (e.g. heavy machinery transport, boat trailers, cable trailing, soil haulage)</li> <li>Specify compliance of all vehicles and trailers with relevant Australian Design Rules (ADR), Heavy Vehicle National Law (HVNL) and AS/NZS load restraint standards</li> <li>Require engineering verification for all custom trailers, trailer extensions, boat cradles, dolly installations, tandem truck configurations and long vehicle combinations</li> <li>Mandate documented compatibility checks between towing vehicles and trailers, including Gross Combination Mass (GCM), Gross Vehicle Mass (GVM), axle group limits, and rated towbar / coupling capacity</li> <li>Set minimum safety specification for vehicles (e.g. ANCAP 5-star where practicable, stability control, ABS, trailer sway control, reversing cameras, side and rear visibility aids)</li> <li>Standardise load restraint systems with engineered lashing points, headboards, tie-down rails, winches and chains, rated and tagged for the intended loads</li> <li>Ensure elevating trailers, trailer stands and support frames are designed and rated by a competent person and supported by manufacturer instructions and safe operating limits</li> <li>Include safe access design (steps, handrails, non-slip surfaces, grab handles) as a mandatory criterion in vehicle and trailer selection to reduce falls during mounting and dismounting</li> <li>Maintain a controlled register of all vehicle and trailer engineering certifications, design limits, and configuration approvals</li> </ul>	3H
2. Governance, WHS Duties and Heavy Vehicle Chain of Responsibility	<ul style="list-style-type: none"> <li>Unclear allocation of Vehicle Chain of Responsibility (CoR) duties between PCBUs, management, schedulers, loaders and drivers</li> <li>Inadequate oversight of compliance with WHS Act 2011 and Heavy Vehicle National Law across transport activities</li> <li>Commercial pressure leading to unsafe delivery routes, excessive loads, unrealistic schedules and fatigue risk</li> <li>Poor incident reporting culture for on-road and on-site vehicle events, near misses and load-shift incidents</li> </ul>	4A	<ul style="list-style-type: none"> <li>Develop and implement a documented Heavy Vehicle Safety and CoR Governance Procedure outlining WHS and CoR roles and responsibilities (officers, managers, schedulers, loaders, drivers, maintenance providers)</li> <li>Ensure officers discharge due diligence obligations through regular review of transport risk assessments, performance reports and audit outcomes</li> <li>Integrate heavy vehicle and trailer operations into the organisation's WHS management system, including consultation, risk management, training, monitoring and review processes</li> <li>Incorporate CoR compliance requirements into contracts with transport providers, including obligations for load restraint, fatigue management, vehicle condition, and route safety</li> <li>Establish performance indicators and reporting frameworks for transport safety (e.g. on-road incidents, near misses, load-shift events, breaches of mass or dimension limits, fatigue issues)</li> </ul>	2M

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	<ul style="list-style-type: none"> <li>Failure to integrate contractor and subcontractor transport activities into the organisation's WHS management system</li> <li>Lack of due diligence by officers to ensure resources and processes are in place to manage transport risks</li> </ul>		<ul style="list-style-type: none"> <li>Conduct periodic internal and external audits of CoR and WHS compliance in relation to scheduling, loading, mass management, vehicle standards and driver practices</li> <li>Implement a no-blame incident reporting policy and easy reporting channels for drivers and loaders to escalate concerns about unsafe routes, schedules or vehicle conditions</li> <li>Ensure regular management review of transport-related risks and controls, with documented actions and follow-up</li> </ul>	
3. Driver Competency, Licensing and Training Systems	<ul style="list-style-type: none"> <li>Drivers operating outside their licence class for heavy haulage, long vehicle combinations or towing heavy trailers</li> <li>Insufficient competency in coupling and uncoupling, attaching trailer connections, installing dolly wheels and tandem truck operation</li> <li>Inadequate skills in loading, securing machinery for transport and transporting plant and machinery on trucks and trailers</li> <li>Lack of training for long-distance driving, fatigue management and journey planning for heavy haulage</li> <li>Insufficient instruction on vehicle operation on-site, including manoeuvring in confined areas and working around pedestrians and plant</li> <li>Poor understanding of mass dynamics for large soil volumes, heavy items on site, and machinery on flatbeds or loaders</li> <li>Inadequate training in emergency response, vehicle breakdowns, trailer sway, jack-knife risks and rollovers</li> </ul>	4A	<ul style="list-style-type: none"> <li>Implement a competency based driver management system covering licence verification, experience checks and practical assessments for each vehicle and trailer configuration used</li> <li>Maintain a current register of driver licences, endorsements (e.g. dangerous goods where applicable) and valid competencies for specific tasks (e.g. long combinations, cable trailers, boat trailers, low loaders)</li> <li>Provide structured training and assessment in coupling/uncoupling, attaching trailer connections, using dolly wheels, tandem operations and long vehicle combination set-up</li> <li>Provide formal training in load restraint principles, securing machinery to flatbeds, transporting plant and machinery and transporting large volumes of soil in line with the Load Restraint Guide</li> <li>Implement fatigue management training and procedures for long-distance heavy haulage, including recognition of fatigue signs, rest requirements and escalation if schedules are unsafe</li> <li>Provide site-specific training on vehicle operation on-site, including speed limits, traffic management plans, reversing controls and interaction with other mobile plant and pedestrians</li> <li>Conduct regular refresher training and verification of competency for high-risk transport tasks (e.g. elevating trailers for inspection, placing trailers on stands, positioning trailers under boats, towing test procedures)</li> <li>Include defensive driving and emergency response modules, addressing trailer sway, sudden load shifts, brake failures, and breakdown management in remote or high-risk locations</li> </ul>	2M
4. Journey Management, Routing and Scheduling	<ul style="list-style-type: none"> <li>Inadequate journey planning for long-distance heavy haulage, leading to fatigue, speeding and poor route choices</li> <li>Use of unsuitable roads or access ways for long vehicle combinations, heavy trailers, cable trailers or oversize loads</li> <li>Unrealistic delivery timeframes for hefty equipment and heavy items, encouraging unsafe driving behaviours</li> </ul>	4A	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	2M

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	<ul style="list-style-type: none"> <li>Insufficient planning for transport of heavy items on-site, including traffic interactions with other plant and pedestrians</li> <li>Lack of consideration for gradients, low clearances, bridges and turning radii for large trucks and trailers</li> <li>Poor planning for weather conditions, roadworks and other disruptions that may impact vehicle control or stability</li> </ul>		[REDACTED]	
5. Vehicle and Trailer Inspection, Maintenance and Repair Systems	<ul style="list-style-type: none"> <li>Inadequate maintenance of braking systems, tyres, couplings and suspension on trucks and trailers</li> <li>Lack of systems for inspecting dolly, trailer extensions, elevating trailers and trailer stands</li> <li>Undetected defects in steering, lighting and stability systems affecting long vehicle combinations and tandem operations</li> <li>Poor record keeping for service history, defect rectification and compliance inspections</li> <li>Informal or inconsistent pre-start inspections for vehicles and trailers used for heavy items and machinery transport</li> <li>Unsafe practices during elevating trailers for inspection or placing trailers onto stands if lifting equipment is not fit-for-purpose</li> </ul>	4A	[REDACTED]	2M
6. Load Planning, Mass Management and Stability	<ul style="list-style-type: none"> <li>Overloading vehicles or trailers when transporting plant, machinery, large volumes of soil or hefty equipment</li> </ul>	4A	[REDACTED]	2M

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	<ul style="list-style-type: none"> <li>• Incorrect distribution of loads on flatbeds, cable trailers, boat trailers or tandem configurations causing instability or axle overloading</li> <li>• Failure to adjust vehicle and trailer configuration for long vehicle combination operation and trailer extension retraction requirements</li> <li>• Unverified mass of heavy items and machinery leading to breaches of GVM, axle group limits or GCM</li> <li>• Lack of procedures to manage high centre-of-gravity loads that increase rollover risk for long-distance haulage and on-site operations</li> </ul>		[REDACTED]	
7. Load Restraint and Securing of Machinery and Heavy Items	<ul style="list-style-type: none"> <li>• Inadequate restraint of machinery on flatbed trucks and trailers leading to load shift or loss</li> <li>• Improper securing of heavy items, plant and large volumes of soil during on-road and on-site transport</li> <li>• Failure to adequately restrain machinery for transport on-site, assuming short travel distances are low risk</li> <li>• Incorrect use or selection of chains, binders, straps and anchor points not rated for the load</li> <li>• Inadequate control of moving parts on machinery (e.g. booms, buckets) during transport</li> <li>• Poor securing of boats to trailers and inadequate positioning of trailer under boat supports</li> </ul>	4A	[REDACTED]	2M

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			[REDACTED]	
8. Coupling, Uncoupling and Trailer Configuration Management	<ul style="list-style-type: none"> <li>• Incorrect attachment of trailer connections leading to uncoupling, loss of trailer or brake failure</li> <li>• Unsafe installation of dolly wheels and trailer extensions causing instability in long vehicle combinations</li> <li>• Poor control of tandem operation (two trucks combined) and towing test activities creating elevated collision and rollover risk</li> <li>• Inconsistent processes for mounting and dismounting trailers, and placing trailers onto stands, leading to crush or fall hazards</li> <li>• Failure to verify correct configuration of air lines, electrical connections and safety chains before operation</li> <li>• Uncontrolled changes to configuration during extension/retraction operation</li> </ul>	4A	[REDACTED]	2M
9. Site Traffic Management and On-Site Vehicle Operation	<ul style="list-style-type: none"> <li>• Uncontrolled interaction between heavy vehicles, trailers and pedestrians during vehicle operation on-site</li> <li>• Inadequate traffic plans for transporting heavy items, plant and large volumes of soil within sites</li> <li>• Poorly managed vehicle movements when loading and unloading equipment from trailers on-site</li> <li>• Limited controls for vehicle reversing, blind spots and manoeuvring long combinations in confined areas</li> </ul>	4A	[REDACTED]	2M

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	<ul style="list-style-type: none"> <li>Unclear right-of-way rules between trucks, trailers, mobile plant and light vehicles</li> <li>Lack of segregation between trailers on stands and active traffic corridors</li> </ul>		[REDACTED]	
10. Safe Access, Egress and Working Around Vehicles and Trailers	<ul style="list-style-type: none"> <li>Falls when mounting and dismounting trucks and trailers due to poor access design or unsafe practices</li> <li>Workers struck or crushed between trailers, stands and other plant while placing trailers onto stands or elevating trailers for inspection</li> <li>Unsafe access when loading heavy machinery onto flatbed trailers or working around loads during securing and inspection</li> <li>Climbing on loads, trailers or machinery without appropriate fall prevention measures</li> <li>Inadequate systems to control unauthorised persons in close proximity to vehicles and trailers during movement</li> </ul>	3H	[REDACTED]	2M
11. Fatigue, Health, Fitness for Work and Remote Area Communications	<ul style="list-style-type: none"> <li>Driver fatigue during long-distance heavy haulage and extended delivery routes for hefty equipment</li> </ul>	4A	[REDACTED]	2M

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	<ul style="list-style-type: none"> <li>Inadequate rest opportunities or rostering practices incompatible with human fatigue limits</li> <li>Health conditions or medications affecting driver alertness, especially in long vehicle combination operations</li> <li>Lack of effective communication and emergency response arrangements in remote or low-coverage areas</li> <li>Insufficient monitoring of driver work hours across multiple jobs or employers</li> </ul>		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
12. Emergency Preparedness, Incident Response and Breakdown Management	<ul style="list-style-type: none"> <li>Unpreparedness for vehicle or trailer breakdowns on-road or at site involving heavy loads or long combinations</li> <li>Inadequate response to incidents involving load shift, trailer detachment or rollover</li> <li>Poorly managed emergencies when conducting towing tests, trials or during transport of machinery and heavy items</li> <li>Lack of clarity about roles, communication and coordination during incidents involving multiple PCBUs or emergency services</li> <li>Failure to secure the scene, protect workers and the public, or manage residual risks from damaged vehicles, trailers or loads</li> </ul>	3H	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	1L

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			[REDACTED]	
13. Contractor and Subcontractor Management for Transport Activities	<ul style="list-style-type: none"> <li>• Use of transport contractors whose safety systems for heavy vehicles and trailers do not meet organisational or legislative requirements</li> <li>• Limited visibility of contractor driver competencies, licensing and training in specialised trailer operations</li> <li>• Inconsistent application of load restraint, mass management and coupling procedures by different contractors</li> <li>• Poor integration of contractors into site traffic management, emergency response and communication systems</li> <li>• Commercial arrangements that inadvertently incentivise unsafe practices by contractors</li> </ul>	3H	[REDACTED]	2M
14. Documentation, Records, Monitoring and Continuous Improvement	<ul style="list-style-type: none"> <li>• Incomplete or outdated procedures for heavy vehicle, trailer and mass management operations</li> <li>• Poor record keeping for maintenance, training, journey management, mass management and incident investigations</li> <li>• Failure to monitor key risk indicators and identify emerging trends in transport-related incidents</li> <li>• Lack of systematic review and update of risk assessments and control measures following changes or incidents</li> </ul>	3H	[REDACTED]	1L

SAMPLE

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
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SAMPLE

**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>

**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>

**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-codes-of-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>

**Northern Territory**

Work Health and Safety (National Uniform Legislation) Act 2011  
 Work Health and Safety (National Uniform Legislation) Regulation 2011  
 Legislation NT: <https://worksafe.nt.gov.au/laws-and-compliance/workplace-safety-laws>  
 Codes of Practice NT: <https://worksafe.nt.gov.au/laws-and-compliance/codes-of-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>

**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>

**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

**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.