

**Passenger Transport Taxi and Limousine Services**

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. Governance, WHS Leadership and Legal Compliance	<ul style="list-style-type: none"> <li>Lack of documented WHS policy and objectives specific to taxi and limousine operations</li> <li>Directors and officers not aware of or discharging due diligence obligations under WHS Act 2011</li> <li>Inadequate assignment of WHS roles, responsibilities and accountabilities (PCBU, officers, workers, contractors)</li> <li>Failure to consult, cooperate and coordinate WHS activities with other duty holders (e.g. booking platforms, depots, venue operators)</li> <li>Insufficient resourcing of WHS (budget, personnel, time) leading to unmanaged risks</li> <li>Outdated or incomplete WHS legal register for state/territory specific legislation and codes of practice</li> <li>Failure to review and update WHS systems following incidents, legal changes or business changes</li> <li>Inadequate oversight of contractors and subcontractors engaged for limousine services</li> </ul>	4A	<ul style="list-style-type: none"> <li>Develop and implement a WHS management system aligned to WHS Act 2011, WHS Regulations and relevant Codes of Practice, endorsed by senior management</li> <li>Define and document WHS roles, responsibilities and authorities for officers, managers, dispatchers, drivers and contractors, and communicate through position descriptions and inductions</li> <li>Establish a WHS governance structure (e.g. safety committee, regular management review meetings) with clear reporting lines and performance measures</li> <li>Maintain a legal and other requirements register covering applicable WHS legislation, transport statutes, fatigue laws and vehicle standards; review at least annually</li> <li>Implement a documented due diligence program for officers (e.g. WHS training, scheduled safety walk-throughs, review of WHS reports and KPIs)</li> <li>Establish documented procedures for consultation, cooperation and coordination with other PCBUs (e.g. airport corporations, hotel partners, app/booking providers)</li> <li>Set measurable WHS objectives and targets (e.g. incident reduction, audit completion, training compliance) and track via periodic WHS performance reports</li> <li>Include WHS expectations, performance clauses and right-to-audit provisions in contracts with drivers, fleet owners and limousine subcontractors</li> <li>Schedule formal management reviews of the WHS management system at least annually, including review of incidents, trends, audits and improvement actions</li> </ul>	3H
2. Vehicle Procurement, Selection and Safety Standards	<ul style="list-style-type: none"> <li>Procurement of vehicles that do not meet current Australian Design Rules or state passenger transport accreditation requirements</li> <li>Selection of vehicles without adequate crash protection or ANCAP safety ratings for commercial passenger use</li> <li>Lack of standardised minimum safety specifications across the fleet (e.g. older vehicles lacking ESC, side airbags, ABS)</li> <li>Inadequate consideration of limousine-specific risks (e.g. partition barriers, long-wheelbase stability, higher occupancy)</li> </ul>	4A	<ul style="list-style-type: none"> <li>Develop a fleet procurement policy specifying minimum safety standards (e.g. ANCAP 5-star rating, ESC, ABS, multiple airbags, reversing camera, side impact protection)</li> <li>Ensure all vehicles comply with applicable Australian Design Rules, state passenger transport regulations and taxi/limousine accreditation requirements before entering service</li> <li>Implement a technical review and approval process for any aftermarket or limousine modifications, including engineering certification where required</li> <li>Standardise preferred makes and models across the fleet to simplify safety management, maintenance and training</li> <li>Include ergonomic and comfort factors (seat design, cabin layout, climate control) in selection criteria to reduce musculoskeletal and fatigue risks for drivers</li> <li>Develop a checklist for onboarding contractor-owned vehicles covering registration, roadworthy, safety features and modification certificates</li> </ul>	2M

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	<ul style="list-style-type: none"> <li>Failure to assess suitability of vehicles for specific tasks (airport transfers, long-distance, accessible transport)</li> <li>Insufficient review of aftermarket modifications (e.g. stretched chassis, suspension changes, luxury fit-outs) introducing structural or electrical hazards</li> <li>No formal process to verify safety and compliance when onboarding vehicles owned by contractors</li> <li>Inadequate assessment of environmental performance (fuel type, emissions) that may impact worker health in enclosed depots or ranks</li> </ul>		<ul style="list-style-type: none"> <li>Specify mandatory safety technology in procurement contracts (e.g. GPS, duress alarms, in-vehicle monitoring systems, telematics, speed limiting features where feasible)</li> <li>Establish a periodic review of vehicle specifications against emerging safety technology and legislative changes</li> <li>Require evidence of compliance with any applicable environmental and emissions standards for vehicles operating in enclosed or underground ranks</li> </ul>	
3. Fleet Maintenance, Inspection and Defect Management Systems	<ul style="list-style-type: none"> <li>Inadequate scheduled servicing regime leading to critical component failure (brakes, steering, tyres, suspension)</li> <li>Reliance on informal driver checks without a structured pre-start inspection process</li> <li>Poor record keeping of maintenance, repairs and inspections making it difficult to demonstrate compliance</li> <li>Use of non-qualified or non-licensed mechanics for safety-critical repairs and modifications</li> <li>Failure to promptly address reported defects due to cost or schedule pressures</li> <li>Lack of governance over maintenance standards for contractor-owned or leased vehicles</li> <li>Inadequate system to track odometer readings and service intervals, especially for high-utilisation limousines</li> <li>Uncontrolled use of aftermarket parts of unknown quality or compatibility</li> <li>Inadequate verification that safety-critical systems (seatbelts,</li> </ul>	4A	<ul style="list-style-type: none"> <li>Implement a formal preventative maintenance program for all vehicles based on manufacturer recommendations and commercial use conditions, with scheduled service intervals</li> <li>Require mandatory daily pre-start inspection checklists for drivers (paper or app-based) covering tyres, lights, brakes, seatbelts, mirrors and warning lights, with records retained</li> <li>Engage only licensed and competent mechanics or authorised service providers for safety-critical maintenance and repairs</li> <li>Develop and enforce a defect reporting and escalation procedure, including criteria for immediately removing vehicles from service until rectified</li> <li>Maintain centralised maintenance records for each vehicle (including contractor vehicles), showing services, inspections, repairs and defect closures</li> <li>Include minimum maintenance standards and evidence requirements in contracts with vehicle owners, including right to inspect vehicles and records</li> <li>Prohibit use of non-approved aftermarket parts for safety-critical systems and require compliance with OEM specifications</li> <li>Conduct periodic internal or third-party audits of maintenance providers and sample vehicles to verify standards are met</li> <li>Verify after each major repair that safety systems (seatbelts, airbags, duress alarms, telematics) are tested and working as intended</li> </ul>	2M

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	airbags, duress alarms) remain functional after repairs or modifications			
4. Driver Recruitment, Competency and Licensing	<ul style="list-style-type: none"> <li>• Employment or engagement of drivers without appropriate class of licence or passenger transport authorisation/accreditation</li> <li>• Inadequate verification of driver history (traffic offences, serious infringements, drink or drug driving, criminal history where relevant)</li> <li>• Insufficient assessment of language, communication skills and local area knowledge impacting safe interaction with passengers and emergency services</li> <li>• Lack of medical fitness assessment for drivers, especially for long shifts and night work</li> <li>• Reliance on informal or ad-hoc verification of interstate or overseas licences for limousine drivers</li> <li>• No system to monitor licence expiries or disqualifications for drivers and contractors</li> <li>• Failure to verify and maintain appropriate insurance (comprehensive, public liability) when using contractor vehicles</li> </ul>	4A	<p>[REDACTED]</p>	2M
5. Driver Training, Induction and Competency Management	<ul style="list-style-type: none"> <li>• Inadequate induction for new drivers on company WHS policies, procedures and expectations</li> <li>• Lack of formal training on defensive driving, hazard perception and limousine-specific manoeuvring challenges (larger vehicles, tight access at venues)</li> <li>• Insufficient training on managing intoxicated, aggressive or vulnerable passengers</li> <li>• No systematic training on fatigue risk management, including for split shifts</li> </ul>	4A	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	2M

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	<ul style="list-style-type: none"> <li>and extended waiting times at events or airports</li> <li>• Training materials not updated to reflect changes in legislation, technology or company procedures</li> <li>• Over-reliance on informal shadowing or buddy driving without assessment of learning outcomes</li> <li>• Inadequate record keeping of training attendance, assessment results and ongoing competency</li> <li>• Failure to provide refresher training following incidents, near misses or introduction of new vehicles or systems</li> </ul>		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
6. Fatigue and Working Time Management	<ul style="list-style-type: none"> <li>• Excessive working hours and insufficient breaks leading to fatigue-related driving incidents</li> <li>• Split shifts and irregular work patterns affecting sleep quality and circadian rhythm</li> <li>• Inadequate monitoring of combined work across multiple platforms or employers for the same driver</li> <li>• Payment systems that incentivise long hours (piece rates per-trip or per-kilometre only) without fatigue safeguards</li> <li>• Insufficient driver education on recognising and reporting fatigue symptoms</li> <li>• Lack of clear policies on maximum shift duration, night work, and minimum rest periods between shifts</li> <li>• Poor scheduling for limousine events (weddings, late-night functions) resulting in extended on-call and waiting periods without proper rest</li> <li>• No process for alternative arrangements when a driver reports fatigue or is unfit to drive</li> </ul>	4A	<p>[REDACTED]</p>	2M

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7. Journey Management, Route Planning and Traffic Risk	<ul style="list-style-type: none"> <li>• Poor planning of routes leading to exposure to high-risk roads, congestion and known crash hot-spots</li> <li>• Inadequate consideration of traffic conditions, weather events and major public events in scheduling</li> <li>• Insufficient controls for long-distance or remote journeys (e.g. inter-city limousine transfers, regional hotel pickups)</li> <li>• Pressure to meet customer schedules or flight times causing speeding and risk-taking behaviour</li> <li>• Lack of systems to manage pick-up and drop-off at high-risk locations (airports, stadiums, loading zones, hotel forecourts)</li> <li>• No formal criteria for postponing or cancelling services during extreme weather or emergency conditions</li> <li>• Failure to plan safe routes for night-time operations where there is increased crime or wildlife strike risk</li> <li>• Inadequate support for drivers unfamiliar with new regions, airports or hotel precincts</li> </ul>	4A	<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>	2M
8. In-Vehicle Technology, Communications and Distraction Management	<ul style="list-style-type: none"> <li>• Inappropriate use of mobile phones, dispatch devices or apps while driving causing distraction</li> <li>• Poorly designed or installed in-vehicle systems obstructing driver vision or controls</li> <li>• Unreliable communication systems preventing effective contact with drivers in emergencies</li> <li>• Lack of standardisation of hardware and software across the fleet leading to confusion and errors</li> <li>• Inadequate cybersecurity controls on dispatch and payment systems creating privacy and fraud risks</li> </ul>	4A	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	2M

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	<ul style="list-style-type: none"> <li>Insufficient training on safe operation of GPS, EFTPOS, booking and entertainment systems in limousines</li> <li>Failure of duress alarms or tracking systems when required due to inadequate maintenance or testing</li> <li>Over-reliance on voice or text dispatch during complex driving situations (CBD congestion, airport access roads)</li> </ul>		[REDACTED]	
9. Passenger Management, Behavioural and Public Interaction Risks	<ul style="list-style-type: none"> <li>Aggressive, intoxicated or abusive passengers creating risk of assault or distraction to the driver</li> <li>Sexual harassment or inappropriate behaviour between drivers and passengers, including in limousines where privacy is higher</li> <li>Disputes over fares, routes or service levels escalating into conflict</li> <li>Failure to manage vulnerable passengers (children, elderly, people with disability) safely and respectfully</li> <li>Lack of procedure for dealing with passengers carrying prohibited or hazardous items</li> <li>No clear boundaries regarding passenger access to the front seat or interaction with vehicle controls</li> <li>Drivers working alone at night exposing them to higher risk of robbery or assault at ranks and kerbside</li> <li>Reputational damage from poor conduct or unmanaged complaints impacting willingness to report WHS issues</li> </ul>		[REDACTED]	2M
10. Limousine-Specific Service Delivery and Event Management	<ul style="list-style-type: none"> <li>Complex event schedules (weddings, corporate roadshows, concerts) creating time pressure and route uncertainty</li> </ul>	4A	[REDACTED]	2M

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	<ul style="list-style-type: none"> <li>• Passenger expectations for alcohol consumption in limousines leading to behaviour and spill hazards</li> <li>• Use of in-vehicle entertainment, lighting and sound systems that may distract the driver or impact concentration</li> <li>• Frequent entry/exit of passengers in formal wear or high heels increasing slip, trip and fall risk around the vehicle</li> <li>• Manual handling of luggage and equipment (suitcases, musical instruments, event materials) leading to musculoskeletal injury</li> <li>• Unplanned vehicle movements in crowded venues or narrow access ways, including reversing and tight turning</li> <li>• Inadequate coordination with event organisers regarding safe pick-up/drop-off points and traffic management plans</li> <li>• Ad-hoc parking in non-designated or unsafe areas to satisfy demands for convenience</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> <p>[REDACTED]</p>	
11. Remote, Night-Time and High-Risk Location Operations	<ul style="list-style-type: none"> <li>• Drivers operating alone at night in isolated or high-crime areas increasing risk of assault or robbery</li> <li>• Travel through remote or regional areas with limited mobile coverage and emergency support</li> <li>• Wildlife strikes and poor road conditions on regional routes, especially at dawn or dusk</li> <li>• Vehicle breakdowns in unsafe locations (freeways, remote roads, poorly lit streets)</li> <li>• Lack of timely response arrangements for duress alarms or missed check-ins</li> <li>• Insufficient pre-planning for fuel, rest, and alternate routes in remote limousine transfers</li> </ul>	4A	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	2M

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	<ul style="list-style-type: none"> <li>Inadequate procedures for picking up or dropping off passengers at private residences or unfamiliar addresses</li> <li>Risks associated with waiting for passengers outside bars, nightclubs or event venues</li> </ul>		[REDACTED]	
12. Drugs, Alcohol, Health and Fitness for Duty	<ul style="list-style-type: none"> <li>Drivers attending work under the influence of alcohol or illicit drugs</li> <li>Misuse of prescription or over-the-counter medication impacting alertness and driving ability</li> <li>Undeclared health conditions (e.g. sleep apnoea, epilepsy, cardiac issues) affecting safe driving</li> <li>Cultural normalisation of alcohol use at or after limousine events leading to impaired next-shift performance</li> <li>Lack of clear policy and testing regime for drugs and alcohol for employees and contractors</li> <li>Inadequate education on the interaction between fatigue, substances and crash risk</li> <li>Reluctance by supervisors or colleagues to challenge substance impairment due to relationship or commercial pressures</li> </ul>	4A	[REDACTED]	2M
13. Incident Reporting, Emergency Preparedness and Response	<ul style="list-style-type: none"> <li>Lack of timely reporting of vehicle crashes, passenger incidents, assaults or near misses</li> <li>Inadequate emergency procedures for medical emergencies, vehicle fires, collisions or violent incidents</li> <li>Insufficient driver knowledge of what to do in notifiable incidents under the WHS Act 2011</li> <li>No structured post-incident support for drivers exposed to traumatic events</li> <li>Poor coordination with emergency services and other duty holders at incident scenes</li> </ul>	4A	[REDACTED]	2M

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	<ul style="list-style-type: none"> <li>Failure to preserve evidence or scenes when required by law or insurer, leading to legal and claims complications</li> <li>Under-reporting due to fear of blame, loss of income or reputational concerns, particularly for contractor drivers</li> </ul>		[REDACTED]	
14. Contractor, Platform and Third-Party Management	<ul style="list-style-type: none"> <li>Assumption that WHS responsibilities rest solely with contractor drivers or booking platforms</li> <li>Inconsistent WHS standards and practices across multiple subcontractors and affiliate limousine providers</li> <li>Lack of visibility of contractors' training, maintenance and incident records</li> <li>Commercial pressure on contractors leading to shortcuts in safety to meet service levels or price points</li> <li>Poor integration of WHS requirements into contracts, KPIs and performance reviews</li> <li>Inadequate consultation and coordination between PCBUs sharing duties (e.g. depot, airports, fleet, app providers)</li> <li>Difficulty enforcing WHS policies on drivers working for multiple operators or platforms</li> </ul>	4A	[REDACTED]	2M
15. Data, Privacy, Psychosocial and Organisational Culture Risks	<ul style="list-style-type: none"> <li>Use of telematics, CCTV and monitoring systems in ways that create unreasonable surveillance pressure on drivers</li> <li>Poor handling of personal and sensitive information (driver data, passenger details, GPS records) leading to privacy breaches</li> <li>Bullying, harassment or discrimination within the workforce or by clients towards drivers, especially in customer-facing limousine work</li> </ul>	3H	[REDACTED]	1L

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	<ul style="list-style-type: none"> <li>Lack of psychological safety to raise WHS concerns or refuse unsafe work</li> <li>Commercial and time pressures from management or clients undermining safety behaviours</li> <li>Stress and mental health impacts associated with exposure to traumatic events, difficult customers and long or irregular hours</li> <li>Inadequate systems to manage complaints and conflicts between drivers, dispatchers and administrative staff</li> </ul>		<div style="background-color: black; height: 15px; width: 100%;"></div>	

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.