

**Rigging**

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 for the task parts. 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 Duties and PCBU Oversight for Rigging Activities	<ul style="list-style-type: none"> <li>Lack of clear assignment of WHS duties for rigging under WHS Act 2011 leading to gaps in accountability between PCBUs, principal contractors and subcontract rigging companies</li> <li>Inadequate WHS governance framework for high risk construction work including basic, intermediate, advanced and offshore rigging</li> <li>Failure to identify and manage overlapping duties where multiple PCBUs share a workplace (e.g. builders, crane companies, offshore operators, façade installers)</li> <li>Insufficient consultation, cooperation and coordination arrangements between duty holders for complex lifts, offshore rigging and high-load tension line work</li> <li>Inadequate WHS policy coverage for specialised rigging activities such as wire rope reeving, safe use of synthetic slings, tensioning cable guides and large awning installation</li> <li>Absence of documented risk appetite and criteria for high risk rigging operations (e.g. hoisting heavy components over public areas or occupied buildings)</li> <li>Failure to ensure health and safety duties are met for remote and offshore rigging work including fatigue, isolation and emergency response</li> <li>Inadequate verification that officers are exercising due diligence in relation to rigging risk (e.g. no structured WHS reporting, no rigging performance indicators)</li> </ul>	High	<ul style="list-style-type: none"> <li>Develop and implement a WHS governance framework that explicitly identifies rigging activities as high risk construction work in accordance with WHS Act 2011 and relevant WHS Regulations and Codes of Practice</li> <li>Define and document PCBU roles, responsibilities and authorities for all rigging operations including basic, intermediate, advanced and offshore rigging, ensuring alignment with contractual arrangements</li> <li>Establish formal consultation, cooperation and coordination procedures between all PCBUs involved in rigging (builder, crane provider, façade contractor, offshore operator, transport company) including interface agreements</li> <li>Implement a requirement for project-specific WHS management plans to address rigging risks, including hoisting, large awnings, heavy component installation, high-load tension lines and wire rope handling</li> <li>Integrate rigging risk management into corporate WHS policy, including explicit expectations for planning of non-routine lifts, offshore works and versatile rigging activities</li> <li>Establish WHS due diligence processes for officers, including regular review of rigging incident data, near misses, audit outcomes, and compliance with licence and training requirements</li> <li>Create a governance standard for high-consequence rigging tasks that sets decision-making thresholds, approval requirements and escalation points for complex or critical lifts</li> <li>Ensure regular management review of the rigging risk management system, including input from senior rigging supervisors and doggers on emerging risks and system deficiencies</li> </ul>	Medium
2. Rigging Competency, Licensing, Training and Supervision	<ul style="list-style-type: none"> <li>Use of riggers or doggers without appropriate high risk work licences (basic, intermediate, advanced rigging) for the complexity of the task being undertaken</li> </ul>	High	<ul style="list-style-type: none"> <li>Implement a licence and competency management system that records, verifies and tracks expiry of all high risk work licences for rigging and dogging, including differentiation between basic, intermediate and advanced rigging</li> </ul>	Medium

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	<ul style="list-style-type: none"> <li>Inadequate verification of competency for specialised activities such as offshore rigging, tensioning rigging gear, safe use of high-load tension lines and synthetic sling usage</li> <li>Insufficient training in current Australian Standards and manufacturer instructions for wire rope handling, wire rope reeving, shackles, slings and harness systems</li> <li>Poor understanding of load dynamics when hoisting large-scale awnings or installing heavy granite or façade components resulting in unsafe rigging configurations</li> <li>Supervisors lacking rigging-specific knowledge to effectively monitor and challenge unsafe systems of work</li> <li>No structured refresher training program leading to skill fade in complex rigging calculations, tensioning systems and safe dogging communication</li> <li>Contract and labour-hire riggers entering site without site-specific induction covering rigging and de-rigging operations, offshore conditions or unique lifting configurations</li> <li>Inadequate training for emergency lowering, rescue, and failure scenarios of high-load tension lines and related harness-based rigging work</li> </ul>		<ul style="list-style-type: none"> <li>Develop a formal competency framework for rigging roles, defining prerequisites, licence level, experience requirements (e.g. offshore work, heavy lifts), and verification of competency processes</li> <li>Require documented verification of competency (VOC) for specialised rigging tasks such as tensioning cable guides, tensioning rigging gear, wire rope reeving and use of synthetic slings</li> <li>Provide structured training and refresher programs aligned to Australian Standards and manufacturer instructions for slings, shackles, wire ropes, high-load tension systems and personal fall protection equipment</li> <li>Include rigging risks, communication methods, exclusion zones and critical lift protocols in all site-specific and project-specific inductions for relevant workers and supervisors</li> <li>Ensure supervisors performing work hold appropriate rigging or dogging competencies and receive additional training in supervision, hazard identification, risk assessment and permit-to-work systems</li> <li>Establish a mentoring system where experienced riggers are paired with competent senior riggers under documented supervision arrangements</li> <li>Conduct periodic competency audits, including observation of rigging planning meetings, pre-lift briefings and post-task reviews with corrective training actions logged and tracked</li> </ul>	
3. Rigging Design, Engineering and Lift Planning	<ul style="list-style-type: none"> <li>Absence of formal engineering review for complex lifts such as hoisting large-scale awnings, heavy granite components or modular sections using multiple lifting points</li> <li>Reliance on informal or generic rigging arrangements not suited to site-specific constraints, offshore conditions or unusual geometries</li> <li>Inadequate design of tensioning systems for cable guides, rigging gear</li> </ul>	High	<ul style="list-style-type: none"> <li>Establish a formal rigging engineering and lift planning procedure requiring risk-based engineering input for complex or non-standard lifts</li> <li>Define criteria for critical and complex lifts (e.g. high loads, large-scale awnings, granite panels, multiple cranes, offshore work, high-load tension lines) and mandate engineer sign-off on rigging design and lift plans</li> <li>Require written lift plans for all significant rigging operations, including details of load weights, centre of gravity, rigging diagrams, sling angles, hardware selection and exclusion zones</li> <li>Implement a system for independent review or checking of rigging design and lift plans for high-consequence tasks, including verification of anchor capacities and structural adequacy</li> </ul>	Medium

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	<p>and high-load tension lines causing overloading of components or anchors</p> <ul style="list-style-type: none"> <li>• Failure to consider dynamic effects, wind load, vessel or structure movement during offshore rigging work in the lift planning process</li> <li>• No documented lift plans or critical lift procedures for lifts over live plant, public areas, occupied buildings or critical infrastructure</li> <li>• Incorrect selection of rigging gear due to lack of engineering input on load paths, centre of gravity and sling angles</li> <li>• Inadequate assessment of supporting structures (e.g. awning fixings, building frames, anchor points) before applying rigging loads</li> <li>• Insufficient integration of rigging design with crane or hoist configuration leading to incompatible systems, restricted headroom or side loading</li> </ul>		<ul style="list-style-type: none"> <li>• Incorporate environmental and dynamic conditions into rigging design and planning, especially for offshore works and tensioned cable systems (e.g. vessel movement, swell, wind, thermal effects)</li> <li>• Ensure integration of rigging design with crane plans, hoist capacities and access equipment selection through multi-disciplinary planning meetings</li> <li>• Create and maintain standard engineering rigging configurations for recurring tasks (e.g. façade panels, awnings, cable tensioning) while mandating site-specific verification for each use</li> <li>• Document and control changes to rigging design or lift plans through a formal change management and re-approval process, particularly where conditions vary from assumptions</li> </ul>	
4. Procurement, Selection and Certification of Rigging Equipment	<ul style="list-style-type: none"> <li>• Procurement of rigging gear (slings, shackles, chains, synthetic slings, wire ropes, tensioners) that is non-compliant with Australian Standards or unsuitable for high-load applications</li> <li>• Lack of system for ensuring traceability, certification and working load limit (WLL) marking on rigging components</li> <li>• Use of incompatible equipment combinations (e.g. mixing different grade chains, using unsuitable shackles with synthetic slings or high-load tension systems)</li> <li>• Inadequate control of offshore-rated equipment requirements such as corrosion resistance, protective coatings and specific certification</li> <li>• No centralised specification or approved products list, resulting in ad-hoc purchasing of low-quality or unverified rigging gear</li> </ul>	High	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Low

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	<ul style="list-style-type: none"> <li>• Failure to procure manufacturer documentation and instructions necessary for safe use, inspection and tensioning procedures</li> <li>• Inconsistent quality of harnesses and fall-arrest equipment used in conjunction with rigging tasks at height</li> <li>• Inadequate consideration of storage and transport requirements for synthetic slings, wire ropes and high-tension equipment during procurement</li> </ul>			
5. Inspection, Maintenance and Asset Management of Rigging Gear	<ul style="list-style-type: none"> <li>• Lack of systematic inspection program for slings, shackles, chains, wire ropes, tensioning devices and harnesses leading to use of damaged or degraded equipment</li> <li>• No documented process for tagging, tracking and removing from service defective rigging components</li> <li>• Inadequate inspection competencies for personnel assessing complex items such as wire rope reeving systems, high-load tension lines and cable guides</li> <li>• Poor maintenance of offshore rigging gear exposed to salt water, corrosion and high UV environments</li> <li>• Inconsistent or missing inspection records, making it difficult to demonstrate compliance or identify recurrent issues</li> <li>• Uncontrolled storage conditions causing deterioration of synthetic slings and wire ropes (e.g. UV exposure, chemical contamination, crushing)</li> <li>• Lack of scheduled testing and re-certification for lifting and rigging equipment used in critical operations</li> <li>• Failure to maintain and inspect personal fall protection and harness-based rigging equipment in line with manufacturer and Australian Standards</li> </ul>	High		Medium

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6. Planning and Control of Rigging Operations (Onshore and Offshore)	<ul style="list-style-type: none"> <li>Inadequate pre-planning of rigging and de-rigging operations leading to improvised systems of work</li> <li>Lack of documented procedures for common rigging activities such as assembling rigging, loading rigging gear, attaching cords, chains and ropes, and tensioning cable guides</li> <li>Insufficient consideration of access, egress, drop zones and interface with other trades during planning of heavy component installation or awning hoisting</li> <li>No formal process for assessing environmental conditions (wind, swell, tides) before offshore rigging activities</li> <li>Absence of a permit-to-work or authorisation system for high-risk rigging work (e.g. heavy lifts over public areas, high-load tensioning, offshore work)</li> <li>Inadequate coordination of simultaneous operations, creating potential for rigging activities to interact with crane operations, crane movement or work at height</li> <li>Poor change management where rigging plans are altered on-site in response to constraints or equipment availability</li> <li>Lack of standard operating procedures for tensioning rigging gear and high-load tension lines, leading to over-tensioning and sudden release hazards</li> </ul>	High	<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>	Medium
7. Communication, Coordination and Dogging Systems	<ul style="list-style-type: none"> <li>Lack of clear communication protocols between riggers, doggers, crane operators and supervisors during lifting operations</li> <li>Inconsistent understanding of standard dogging signals and radio procedures across different crews and subcontractors</li> <li>Inadequate planning for communication in noisy, confined,</li> </ul>	High	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Medium

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	<p>offshore or line-of-sight restricted environments</p> <ul style="list-style-type: none"> <li>Multiple persons attempting to direct lifting operations without a single designated dogger or lift controller</li> <li>Language barriers or literacy issues affecting understanding of rigging procedures, exclusion zones and emergency instructions</li> <li>Poor coordination between rigging crews and other trades working adjacent to or below hoisting activities</li> <li>No formal process for communicating changes to rigging plans, tensioning sequences or lifting configurations</li> <li>Failure to communicate risks associated with high-load tension lines, including potential for snap-back zones and sudden release</li> </ul>		[REDACTED]	
8. Exclusion Zones, Load Path Management and Public Interface	<ul style="list-style-type: none"> <li>No systematic approach to establishing and maintaining exclusion zones beneath or adjacent to rigged loads, particularly for large crane awnings and heavy components</li> <li>Uncontrolled access by other workers or public into rigging working areas especially in live facilities or city streets</li> <li>Inadequate planning of load paths resulting in loads travelling over public areas, occupied buildings or critical plant where alternatives exist</li> <li>Poor signage and physical barriers around tensioned rigging systems and high-load tension lines, exposing people to snap-back or failure zones</li> <li>Insufficient control of pedestrian and vehicle movements near offshore and quayside rigging operations</li> <li>Failure to coordinate exclusion zones across multiple PCBUs working on the same site or structure</li> </ul>	High	[REDACTED]	Medium



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	<p>contractor rigging procedures leading to gaps or conflicts</p> <ul style="list-style-type: none"> <li>• Fatigue and extended rosters for rigging crews working offshore or in remote locations impacting decision-making and communication</li> <li>• Constraints on emergency response, rescue and medical support for rigging incidents offshore</li> <li>• Insufficient corrosion control, inspection frequency and replacement planning for offshore rigging gear</li> <li>• Inadequate logistics planning for availability of certified rigging equipment and critical spares in remote or offshore locations</li> <li>• Limited supervision and auditing of rigging practices due to access and scheduling constraints</li> <li>• Challenges in maintaining training currency and competency assessments for riggers deployed offshore</li> </ul>		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
11. Documentation, Record Keeping and Information Management	<ul style="list-style-type: none"> <li>• Incomplete or inconsistent documentation of rigging risk assessments, lift plans and inspections</li> <li>• Difficulty demonstrating compliance with WHS Act 2011 due to poor record keeping and version control of rigging procedures</li> <li>• Critical rigging information (e.g. WLL charts, engineered configurations, tensioning instructions) not readily accessible to workers and supervisors</li> <li>• Loss of traceability for rigging components, certifications and maintenance histories</li> <li>• Reliance on verbal instructions and undocumented changes to rigging plans increasing the risk of miscommunication</li> </ul>	Medium	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Low

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	<ul style="list-style-type: none"> <li>Insufficient retention and analysis of incident, near-miss and inspection data related to rigging operations</li> <li>Unclear document ownership leading to out-of-date rigging procedures remaining in circulation</li> <li>Lack of integration between contractor and principal contractor document systems on joint worksites</li> </ul>		[REDACTED]	
12. Incident Management, Investigation and Continuous Improvement for Rigging	<ul style="list-style-type: none"> <li>Under-reporting of rigging-related near misses, minor incidents and equipment failures, reducing learning opportunities</li> <li>Superficial or delayed investigations into rigging events such as dropped loads, sling failures or tensioning incidents</li> <li>Lack of root cause analysis focusing on system and management factors rather than individual blame</li> <li>No formal process for implementing and tracking corrective actions arising from rigging incidents and audits</li> <li>Limited sharing of lessons learned across projects, crews and subcontractors performing rigging work</li> <li>Failure to review and update rigging procedures, training and engineering standards following significant incidents</li> <li>Inadequate consideration of psychological harm, stress and fatigue impacts after serious rigging incidents</li> <li>Absence of metrics and key performance indicators specific to rigging safety performance</li> </ul>	Me	<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>	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>

**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.