

Vehicle Accessories Installation

|                   |        |        |
|-------------------|--------|--------|
| 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><br>Remove the hazard.    |  |
| LIKELY         | 2 MODERATE    | 3 HIGH     | 3 HIGH     | 4 ACUTE | 4 ACUTE      | 4A ACUTE    | DO NOT PROCEED                    | <b>Substitution</b><br>Replace the hazard.  |  |
| POSSIBLE       | 1 LOW         | 2 MODERATE | 3 HIGH     | 4 ACUTE | 4 ACUTE      | 3H HIGH     | Review before work starts.        | Isolation<br>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><br>Isolate the hazard    |  |
| RARE           | 1 LOW         | 1 LOW      | 2 MODERATE | 3 HIGH  | 3 HIGH       | 1L LOW      | Monitor and keep records.         | <b>Administrative</b><br>Change             |  |
|                |               |            |            |         |              |             |                                   | <b>PPE</b>                                  |  |

  

| 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. WHS Governance, Consultation and Legal Compliance  | <ul style="list-style-type: none"> <li>Lack of documented WHS management system for vehicle accessories installation activities</li> <li>Failure to identify and comply with WHS Act 2011, WHS Regulations and relevant Australian Standards (e.g. AS/NZS 3000, AS/NZS 3012, AS/NZS 1891, AS/NZS 1210, AS/NZS 2208, AS/NZS 4760, AS/NZS 4024 series where applicable)</li> <li>Insufficient consultation with workers and Health and Safety Representatives (HSRs) about changes to vehicle fit-out processes, tools or equipment</li> <li>No formal process to review incidents, near misses and audit findings related to vehicle accessories installation</li> <li>Roles, responsibilities and WHS due diligence obligations of officers not clearly defined or understood</li> <li>Inadequate integration of contractor and subcontractor WHS systems when external installers are engaged</li> </ul> | 4A           | <ul style="list-style-type: none"> <li>Implement and maintain a certified or documented WHS management system aligned with ISO 45001, explicitly covering vehicle accessories installation activities</li> <li>Develop a WHS legal register that references WHS Act 2011, WHS Regulations and applicable Codes of Practice and Standards for vehicle modifications and electrical work, and review this at least annually</li> <li>Establish a WHS compliance framework that defines officer due diligence duties, PCBU obligations and line management responsibilities for design, procurement, installation and sign-off of vehicle accessories</li> <li>Create and implement a formal worker consultation procedure, including regular toolbox talks, Safety Committee meetings and HSR involvement in changes to vehicle fit-out processes</li> <li>Introduce a structured incident and near-miss reporting, investigation and corrective action system (e.g. electronic HSE reporting platform) with trend analysis for vehicle-related work</li> <li>Set up regular internal WHS audits and management reviews focused on vehicle accessories installation and fleet modifications, with documented action plans and accountabilities</li> <li>Mandate that all contractors performing vehicle accessory installations provide evidence of WHS system, insurances, licences and safe work procedures, and undergo pre-qualification and periodic review</li> </ul> | 3H            |
| 2. Design, Engineering and Suitability of Accessories | <ul style="list-style-type: none"> <li>Use of ladder racks, clamp-on lamps, radios and trackers not engineered for the specific vehicle type, model or GVM/GCM ratings</li> <li>Lack of load rating and crashworthiness assessment for ladder racks and roof systems</li> <li>Accessories interfering with manufacturer safety systems (e.g. airbags, crumple zones, reversing cameras, sensors)</li> <li>Uncontrolled design changes and custom fabrication without engineering verification</li> <li>Inadequate consideration of off-road, remote or harsh environment conditions in accessory design</li> <li>No formal review of electromagnetic compatibility (EMC) for radio and tracker</li> </ul>   | 4A           | <ul style="list-style-type: none"> <li>Establish an engineering approval process for all vehicle accessories, requiring documentation from competent designers or engineers confirming compliance with vehicle manufacturer specifications and Australian Design Rules (ADRs)</li> <li>Standardise approved ladder rack, lighting, radio and tracking systems by vehicle type, with documented load ratings, mounting methods and compatibility matrices</li> <li>Require crash test or engineering evidence (e.g. FEA, load testing) for ladder racks and major roof systems, and maintain a technical file for each approved configuration</li> <li>Implement a management-of-change (MoC) procedure for any deviation from approved designs or for one-off custom solutions, requiring engineering sign-off prior to installation</li> <li>Document design standards for remote or off-road vehicles (e.g. corrosion resistance, dust and water ingress protection, vibration resistance, roll-over protection interface) and ensure accessories are selected accordingly</li> <li>Include EMC and vehicle electronics impact assessments for all radio communication and GPS tracker systems, including confirmation from suppliers or auto-electricians that installations will not interfere with critical vehicle controls or safety systems</li> </ul>  | 2M            |

| 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 |
|   | installations with existing vehicle electronics   |              | <ul style="list-style-type: none"> <li>• Maintain records of all design and engineering approvals, including drawings, specifications, test reports and version control</li> </ul>   |               |
| 3. Procurement and Supplier Management for Accessories        | <ul style="list-style-type: none"> <li>• Procurement of low-quality or non-compliant ladder racks, lamps, radios and trackers based solely on price</li> <li>• Use of suppliers without evidence of compliance to Australian Standards or relevant approvals</li> <li>• Inadequate verification of supplier-provided technical data, installation instructions and warranties</li> <li>• No system to ensure continuity and consistency of accessory models, resulting in mixed, incompatible components across the fleet</li> <li>• Lack of incoming goods inspection leading to defective or incorrect parts being installed</li> </ul> | 3H           | <ul style="list-style-type: none"> <li>• Develop a procurement policy that mandates selection of accessories from pre-qualified suppliers who demonstrate compliance with WHS legislation, ADRs and relevant Australian Standards</li> <li>• Implement supplier pre-qualification and performance review criteria, including WHS performance, product certification, recall history and technical support capability</li> <li>• Create and maintain an approved products list for ladder racks, clamp-on lamps, radios, trackers, mounting hardware and electrical components, with specifications and part numbers</li> <li>• Establish an incoming goods inspection procedure to verify products against specifications, load ratings, electrical ratings and any vehicle damage or defects</li> <li>• Require suppliers to provide installation manuals, safety information, certificates of conformity and warranty details as part of the purchasing contract</li> <li>• Include WHS requirements and minimum safety performance criteria in tender documents and supply contracts</li> <li>• Ensure long-term supply agreements include arrangements for product changes, discontinuations, recalls and technical updates, with communication pathways to the WHS and fleet teams</li> </ul> | 2M            |
| 4. Workshop Layout, Traffic Management and Access to Vehicles | <ul style="list-style-type: none"> <li>• Poor workshop layout leading to congestion, vehicle-person interaction and restricted emergency access</li> <li>• Inadequate traffic management around fit-out bays, increasing risk of collision with moving vehicles or forklifts</li> <li>• Insufficient space, lighting and ventilation around vehicles during accessory installation</li> <li>• Uncontrolled parking, movement and storage of vehicles awaiting installation or sign-off</li> <li>• No standardised system to isolate vehicles from unauthorised movement during work</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>  | 2M            |
| 5. Working at Height and Roof Access for                      | <ul style="list-style-type: none"> <li>• No systematic control for accessing vehicle roofs during ladder rack and clamp-on lamp installation</li> </ul>   | 4A           | <p>[REDACTED]</p>  | 2M            |

| 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 |
| Ladder Racks and Lamps                         | <ul style="list-style-type: none"> <li>• Use of unsuitable ladders or makeshift platforms leading to falls, slips or overreaching</li> <li>• Lack of engineering assessment of fixed access platforms or overhead gantries</li> <li>• Inadequate planning for manual handling of racks and accessories at height</li> <li>• Inconsistent application of fall-prevention requirements across different worksites or contractors</li> </ul>   |              | [REDACTED]   |               |
| 6. Electrical and Auto-Electrical Work Systems | <ul style="list-style-type: none"> <li>• Improper wiring of camp-on lamps, radios and trackers causing fire, short circuits or vehicle system failure</li> <li>• Use of non-compliant electrical components, fuses and wiring not rated for automotive or off-road conditions</li> <li>• Lack of clear isolation procedures when working on vehicle electrical systems</li> <li>• Inadequate competence of personnel undertaking electrical and auto-electrical tasks</li> <li>• No standardised wiring diagrams or documentation for accessory installations across the fleet</li> </ul> | 4A           | [REDACTED]   | 2M            |

| 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 |
| 7. Manual Handling, Ergonomics and Material Handling Systems | <ul style="list-style-type: none"> <li>Repeated manual lifting, pushing and carrying of heavy ladder racks, lamps and radios leading to musculoskeletal disorders</li> <li>No engineered material handling aids for installing accessories at height or awkward positions</li> <li>Poor workshop ergonomics, including bench height, storage locations and access to tools and parts</li> <li>Inadequate training on safe manual handling techniques and task rotation</li> <li>Lack of planning for team lifts and use of lifting equipment for bulky components</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> | 2M            |
| 8. Training, Competency and Authorisation of Installers      | <ul style="list-style-type: none"> <li>Installers performing track assembly or electrical integration without adequate skills or supervision</li> <li>No formal competency assessment for vehicle accessory installation roles</li> <li>Lack of training on specific systems such as radio equipment, trackers and CAN-bus interfacing</li> <li>Inconsistent induction processes across worksites and contractors</li> <li>No verification of licences or trade qualifications for auto-electricians and fabricators</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> | 2M            |

| 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 |
| 9. Fleet Configuration, Load Management and Vehicle Stability      | <ul style="list-style-type: none"> <li>Installation of ladder racks, lamps, radios and trackers increasing vehicle mass and centre of gravity without formal assessment</li> <li>Failure to consider aggregate impact of multiple accessories on GVM, axle loads and roof load ratings</li> <li>No system to document and communicate revised payload limits and loading constraints to drivers</li> <li>Reduced rollover stability and braking performance due to poorly planned accessory combinations</li> <li>Non-compliance with ADRs and road authority requirements for modified vehicles</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> | 2M            |
| 10. Radio Communications, GPS Tracking and Data Management Systems | <ul style="list-style-type: none"> <li>Radio systems and trackers installed without consideration of communication dead zones, leading to ineffective emergency response capability</li> <li>Poor configuration or maintenance of communication equipment resulting in unreliable operation in remote or high-risk areas</li> <li>Lack of documented procedures for use, testing and fault reporting of radios and trackers</li> <li>Inadequate management of privacy, data security and surveillance obligations associated with tracking systems</li> <li>No integration of tracking and communication data into journey management and emergency response plans</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> | 2M            |

| 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 |
| 11. Quality Assurance, Inspection, Testing and Certification of Installations | <ul style="list-style-type: none"> <li>Lack of formal inspection and testing regime following ladder rack, lamp, radio and tracker installation</li> <li>No standardised sign-off process or accountability for installation quality and compliance</li> <li>Failure to detect loose fixings, incorrect wiring or incompatible components prior to vehicle release</li> <li>Inconsistent documentation, making it difficult to trace installation history and defects</li> <li>No periodic re-inspection program for ageing accessories and mounting systems</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> | 2M            |
| 12. Maintenance, Repair and Lifecycle Management of Accessories               | <ul style="list-style-type: none"> <li>Absence of a structured maintenance program for ladder racks, lamps, radios and trackers</li> <li>Uncontrolled repairs or modifications undertaken without engineering or WHS review</li> <li>Corrosion, fatigue and wear of mounting hardware not identified until failure</li> <li>Use of non-approved spare parts or hardware during repairs</li> <li>Accessories remaining in service beyond their safe design life</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> | 2M            |

| 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 |
| 13. Contractor, Subcontractor and Third-Party Workshop Control | <ul style="list-style-type: none"> <li>• Use of third-party workshops for ladder rack, lamp, radio and tracker installations without adequate WHS oversight</li> <li>• Inconsistent application of company procedures by contractors, leading to variable installation quality and safety performance</li> <li>• Poor communication of hazards, incidents and changes between principal PCBU and contractors</li> <li>• No verification that contractor staff are competent and licensed for electrical, fabrication or working at height tasks</li> <li>• Lack of clarity regarding responsibilities for design, certification, warranty and post-installation issues</li> </ul> | 3H           | [REDACTED]   | 2M            |
| 14. Emergency Preparedness, Incident Response and First Aid    | <ul style="list-style-type: none"> <li>• Inadequate planning for foreseeable emergencies arising from vehicle-related incidents (e.g. electrical shock, falls, fire, crush injuries)</li> <li>• Insufficient first aid resources and trained personnel in workshops and fit-out areas</li> <li>• No specific procedures for dealing with vehicle-related fires or electrical incidents during installation or testing</li> <li>• Poor communication and escalation pathways following an incident, leading to delayed emergency response</li> <li>• Failure to capture and act upon lessons learned from incidents and near misses</li> </ul>                                     | 3H           | [REDACTED]   | 2M            |

| 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 |
| 15. Documentation, Change Management and Continuous Improvement | <ul style="list-style-type: none"> <li>• Outdated or inconsistent procedures, drawings and specifications guiding vehicle accessory installation</li> <li>• Uncontrolled changes to accessory types, mounting methods or electrical interfaces</li> <li>• Lack of version control for technical documents, leading to installations based on superseded information</li> <li>• Poor feedback loops from installers, drivers and maintenance personnel into system design and procedures</li> <li>• Inadequate monitoring of safety performance indicators related to vehicle modifications</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> | 1L            |
|   |   |              |   |               |

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.