

Work In Remote Areas

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			Elimination Remove the hazard.	
LIKELY	2 MODERATE	3 HIGH	3 HIGH	4 ACUTE	4 ACUTE	4A ACUTE	DO NOT PROCEED	Substitution 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.	Engineering 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:	
4A	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.
3H	Review and approve additional controls before task starts. Senior supervisor sign-off needed.
2M	Ensure all nominated controls are in place and effective. Proceed with caution; monitor conditions.
1L	Proceed, following standard operating procedures. Monitor and keep records.

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

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

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

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

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

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
1. Governance, Legal Compliance and WHS Consultation	<ul style="list-style-type: none"> Lack of a documented WHS management system that specifically addresses remote and isolated work and driving in remote areas, leading to ad-hoc decisions and inconsistent risk controls Failure to comply with WHS Act 2011 duties for remote/isolated work (e.g. inadequate communication systems, fatigue management, emergency planning) Insufficient senior management oversight and allocation of resources for remote operations, resulting in under-funded controls (vehicles, communication, training, supervision) Inadequate consultation with workers, Health and Safety Representatives (HSRs) and contractors about remote area risks and control effectiveness Poor coordination of WHS responsibilities between multiple PCBU (e.g. host employers, labour hire providers, aviation providers, accommodation camps) involved in remote area and FIFO work Lack of a formal process to review incidents, near misses and regulatory updates, causing outdated procedures and missed systemic issues No clear policy or procedure for refusing unsafe remote work or travel, leading to workers feeling pressured to proceed in unsafe conditions 	High	<ul style="list-style-type: none"> Establish and maintain a formal WHS management system that explicitly addresses remote and isolated work, driving in remote areas, FIFO arrangements and remote area operations, aligned with the WHS Act 2011 and relevant Regulations and Codes of Practice Develop a board-approved Remote and Isolated Work Policy that sets minimum standards for communication, journey management, accommodation, fatigue management, and emergency preparedness Define and document WHS roles, responsibilities and accountabilities for remote work and FIFO operations across all organisational levels, including officers, line managers, supervisors and workers Implement a structured WHS consultation framework that ensures regular engagement with workers and HSRs on remote area hazards, proposed controls and any changes to systems of work Establish formal WHS interface agreements and information-sharing protocols with other PCBUs involved in remote operations (e.g. aviation companies, camp operators, contractors), clearly defining shared and overlapping duties Schedule regular management reviews of remote work WHS performance (e.g. quarterly) using lead and lag indicators such as journey deviations, communication failures, fatigue breaches, near misses and incidents Implement a system for monitoring and incorporating changes in legislation, guidance material and industry best practice relevant to remote and FIFO work, and updating procedures accordingly Create and communicate a clear 'Stop Work / No-Travel' authority that empowers workers and supervisors to delay or cancel remote travel or tasks when conditions are assessed as unsafe, without adverse consequences Ensure officers exercise due diligence by periodically auditing remote work controls, conducting field visits, reviewing risk assessments and ensuring sufficient financial and human resources are allocated to remote safety Maintain records of consultation, risk assessments, audits and management review actions to demonstrate compliance and support continuous improvement 	Medium
2. Remote Work Risk Management and Planning Systems	<ul style="list-style-type: none"> Absence of a formal risk management process specifically for remote and isolated work, leading to inconsistent or incomplete consideration of hazards such as extreme weather, isolation, terrain and security threats Generic risk assessments that do not consider local context for specific remote regions, seasons or project phases 	High	<ul style="list-style-type: none"> Implement a formal, organisation-wide remote and isolated work risk management procedure that aligns with recognised risk management standards and the WHS Act 2011 Define clear organisational criteria and a decision tool for classifying work as remote or isolated (e.g. distance from medical care, communication coverage, traffic volumes, environmental conditions) and embed this into planning systems Require documented WHS risk assessments for all remote operations and driving in remote areas, prepared during project planning and reviewed by competent WHS personnel prior to work commencing 	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<ul style="list-style-type: none"> Lack of integration between project planning, procurement, HR and WHS functions resulting in remote activities commencing before controls (vehicles, communication, accommodation, training) are in place Poorly defined criteria for what constitutes 'remote' or 'isolated' work, resulting in some high-risk trips not being treated as remote No systematic review and updating of remote work risk assessments following incidents, change of work scope or new information Inadequate consideration of psychosocial risks (e.g. isolation, violence, harassment in camps, cultural stress for FIFO workers) within remote work planning 		<ul style="list-style-type: none"> Ensure remote area risk assessments are location-specific and consider seasonal variations, weather extremes, road conditions, wildlife, remoteness of medical care, security risks and cultural/community factors Integrate remote WHS risk assessment requirements into project governance processes (e.g. gate reviews, tender evaluations, mobilisation checklists) so no remote work commences without approval of controls Include psychosocial risk assessment for FIFO and remote workers (e.g. isolation, roster design, camp behaviours, bullying and harassment, cultural load for Aboriginal and Torres Strait Islander workers) within the planning process Establish a formal change management process for altering routes, rosters, camp locations or scopes of work in remote areas, with mandatory review of the remote work risk assessment Mandate post-incident and post-project reviews of remote work risk assessments to capture lessons learned and update organisational standards and procedures Maintain a central register of remote work risk assessments, accessible to managers, supervisors and workers with version control and review dates 	
3. Vehicle Procurement and Fleet Management for Remote Areas	<ul style="list-style-type: none"> Procurement of vehicles that are unsuitable for remote terrain, climate or load requirements (e.g. non-4WD vehicles used on unsealed remote roads) Lack of safety-critical features at specifications (e.g. no rollover protection, inadequate lighting, absence of in-vehicle monitoring systems for remote journeys) Inadequate systems to ensure vehicles used in remote areas are fit for purpose, roadworthy and compliant with manufacturer and regulatory requirements Poor control over privately owned vehicles (POVs) used for company remote travel without meeting organisational standards Insufficient planning for spare vehicles and redundancy in case of breakdowns in remote locations 	High	<ul style="list-style-type: none"> Develop formal Vehicle Procurement and Fleet Management Standard that specifies minimum requirements for vehicles used in remote and isolated areas (e.g. 4WD capability, ground clearance, fuel capacity, safety features) Specify mandatory safety features for remote area vehicles, such as ABS, ESC, bull bars where appropriate, recovery points, high-mounted brake lights, comprehensive lighting, UHF radio capability, GPS, and emergency beacons where justified Include requirements for telematics or in-vehicle monitoring systems (IVMS) that can track remote journeys, monitor speed and harsh events, and provide automated alerts when vehicles stop unexpectedly or leave approved routes Require all vehicles used for remote travel to be approved in a central fleet register, verifying suitability, service history, and fit-out to the remote operations standard Prohibit or strictly control the use of privately owned vehicles for remote work unless they meet documented organisational standards and have been inspected and approved Ensure all remote area vehicles are fitted with standardised survival and emergency kits (e.g. water storage, first aid kit, fire extinguisher, tyre repair equipment, recovery gear, torch, thermal blankets), supported by inventory check systems Plan fleet capacity to provide redundancy for breakdowns and scheduled maintenance, ensuring remote operations are not pressured to continue with unfit vehicles Integrate fleet management software with maintenance, incident reporting and IVMS data to identify systemic issues and inform procurement decisions Include WHS and remote operations representatives in vehicle specification and procurement decisions to ensure field requirements are fully considered 	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<p>communication protocols, fatigue, and emergency response expectations</p> <ul style="list-style-type: none"> • No system for assessing ongoing competency or high-risk behaviours identified through incident data or IVMS reports • Remote workers unfamiliar with the limitations of 4WD vehicles, load distribution, and towing in remote conditions • Limited cultural awareness and communication skills for interacting safely and respectfully with local communities, including Aboriginal and Torres Strait Islander communities 		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
6. Journey Management and Travel Authorisation	<ul style="list-style-type: none"> • Lack of a formal journey management process for remote and long-distance travel, resulting in ad-hoc trip planning • Inadequate pre-trip risk assessment of routes, weather, road conditions, remoteness and availability of services • No clear authorisation process for high-risk journeys, leading to individuals self-approving travel in unsafe conditions • Failure to control travel outside daylight hours or in adverse weather in remote areas • Insufficient coordination of multiple vehicles or convoys, increasing the risk of separation and communication failures • Inconsistent requirements for contingency planning, such as alternative routes, refuelling points and emergency stops 	High	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
			[REDACTED]	
7. Communication, Tracking and Remote Monitoring Systems	<ul style="list-style-type: none"> • Inadequate communication coverage in remote and isolated locations, leading to inability to call for assistance during an emergency • Over-reliance on a single communication system (e.g. mobile phone only) without redundancy • Lack of systematic check-in protocols and location tracking for remote workers and vehicles • Communication equipment not standardised, poorly maintained or not compatible between different groups and contractors • No clear escalation or response process when a worker's vehicle fails to check in or loses communication • Inadequate training on communication protocols, call signs, emergency channels and equipment limitations 	High	[REDACTED]	Medium
8. Fatigue, Rostering and FIFO Workforce Management	<ul style="list-style-type: none"> • Poorly designed rosters for FIFO and remote workers (e.g. excessive consecutive shifts, long days, short breaks) leading to fatigue-related incidents during work and during remote driving • Travel outside rostered hours or immediately before/after shifts, resulting 	High	[REDACTED]	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<p>in extended periods awake and high fatigue risk on remote roads</p> <ul style="list-style-type: none"> • Inadequate systems to identify and manage individual fatigue risks (e.g. sleep disorders, commuting distance, domestic pressures) • Pressure on workers to 'push through' fatigue due to production or schedule demands, contributing to under-reporting of fatigue concerns • Lack of control over contractor rosters and travel patterns, which may be more demanding than the host organisation's standards • Insufficient facilities, environmental conditions and policies in camps to support restorative sleep (e.g. noise, light, shift-worker arrangements) 		[REDACTED]	
9. Health, Medical and Emergency Response Planning	<ul style="list-style-type: none"> • Insufficient planning for medical emergencies in remote areas where response times are extended and onsite resources are limited • Lack of access to appropriately trained first aiders or remote medical support during remote operations and FIFO shifts • Inadequate systems for managing pre-existing health conditions of workers that may be exacerbated by remote or FIFO work (e.g. cardiac issues, mental health, heat sensitivity) • Absence of clearly defined and practised emergency response plans for vehicle incidents, lost communications, medical events and environmental emergencies in remote areas • Poor integration with local emergency services and aeromedical providers leading to confusion or delays during an incident 	High	[REDACTED]	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<ul style="list-style-type: none"> Insufficient equipment and supplies (e.g. first aid kits, stretchers, defibrillators, emergency water and shelter) maintained and staged for remote operations 		[REDACTED]	
10. Remote Accommodation, Camps and Living Conditions	<ul style="list-style-type: none"> Substandard or overcrowded remote accommodation and camps contributing to fatigue, illness, stress and conflict Poor management of camp security, access control and visitor protocols, increasing risks of violence, theft or harassment Inadequate systems for maintaining hygiene, food safety, potable water and waste management in remote camps Insufficient management of alcohol, drugs and other behavioural risks in camps, leading to incidents during subsequent Limited recreational and social facilities and support services for FIFO workers, contributing to psychosocial strain, isolation and relationship strain Lack of clear behavioural expectations and enforcement mechanisms for camp conduct, including bullying and harassment 	High	[REDACTED]	Medium
11. Security, Violence and Interaction with Public and Communities	<ul style="list-style-type: none"> Exposure of remote workers and drivers to violence, robbery, aggressive behaviour or harassment at remote roadhouses, fuel stops, airstrips or lay-over locations 	Medium	[REDACTED]	Low

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<ul style="list-style-type: none"> • Potential conflict or misunderstanding with local communities, including Aboriginal and Torres Strait Islander communities, due to cultural insensitivity or poor engagement practices • Lack of security risk assessment and planning for operations in areas with elevated crime or civil unrest risk • Inadequate procedures for lone workers entering public or community spaces during remote work or FIFO transit • Insufficient support and reporting mechanisms for workers experiencing threats, harassment or discrimination while travelling or in camps 		<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>	
12. Environmental and Weather Risk Management in Remote Operations	<ul style="list-style-type: none"> • Exposure to extreme heat, cold, storms or cyclones in remote regions without adequate planning and controls • Driving on remote roads affected by flooding, washouts, dust storms, bushfires or other environmental hazards • Inadequate systems for monitoring weather, road closures and fire warnings relevant to remote travel routes and worksites • Lack of guidance on work cessation criteria during adverse environmental conditions for remote workers and drivers • Insufficient organisational planning for seasonal access constraints, leading to rushed work programs and elevated risk near cut-off dates 	High	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
			[REDACTED]	
13. Contractor, Labour-Hire and Aviation Provider Management	<ul style="list-style-type: none"> Contractors, labour-hire workers and aviation providers operating to lower safety standards than the host organisation for remote and FIFO work Lack of clarity about which PCBU is responsible for specific WHS controls (e.g. journey management, communication systems, training) in multi-PCBU remote operations Inadequate pre-qualification and due diligence on contractors providing remote transport, charter flights, or car services Poor integration of contractors into organisational communication, emergency response and fatigue management systems Insufficient monitoring of contractor compliance with agreed work expectations for remote work and driving 		[REDACTED]	Medium
14. Information, Training, Instruction and Supervision Systems	<ul style="list-style-type: none"> Inadequate provision of written procedures, guidance and maps for remote work, leading to reliance on informal knowledge Training materials that do not address the specific risks of remote driving, remote-isolated work and FIFO arrangements 	High	[REDACTED]	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK
	<ul style="list-style-type: none"> Insufficient supervision and oversight of remote workers, especially new or inexperienced staff operating with limited direct contact Failure to verify that workers understand and can apply remote work procedures, journey management rules and emergency protocols Limited mechanisms for ongoing communication of updates, alerts and lessons learned to dispersed remote teams 		[REDACTED]	
15. Incident Reporting, Monitoring and Continuous Improvement	<ul style="list-style-type: none"> Under-reporting of remote work incidents, near misses and unsafe conditions due to perceived normalisation of risk or fear of repercussions Lack of analysis of specific incident trends (e.g. journey deviations, communication failures, fatigue signs) hindering systemic improvement No feedback loop informing workers about changes made following reported issues, leading to disengagement from WHS processes Inadequate integration of data from multiple systems (IVMS, maintenance, HR, health, contractor systems) to build a holistic picture of remote risk Failure to review and update risk assessments and procedures after significant incidents or changes in remote operations 	High	[REDACTED]	Medium

JOB STEP	POTENTIAL HAZARDS	IR	CONTROL MEASURES	RR
SPECIFIC WORK STEPS	HAZARDS THAT MAY ARISE	INITIAL RISK	SPECIFIC MEASURES TO BE PUT IN PLACE TO ELIMINATE OR CONTROL THE RISKS	RESIDUAL RISK

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.