

TASMANIA

**VEHICLE AND TRAFFIC (VEHICLE
OPERATIONS) (CONJOINED TRAILER UNITS)
NOTICE 2025**

STATUTORY RULES 2025, No. 9

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**VEHICLE AND TRAFFIC (VEHICLE
OPERATIONS) (CONJOINED TRAILER UNITS)
NOTICE 2025**

The Transport Commission makes the following notice under regulation 35 of the *Vehicle and Traffic (Vehicle Operations) Regulations 2024*.

1. Short title

This notice may be cited as the *Vehicle and Traffic (Vehicle Operations) (Conjoined Trailer Units) Notice 2025*.

2. Commencement

This notice takes effect on 1 April 2025.

3. Interpretation

(1) In this notice –

conjoined trailer unit – see clause 4;

traffic lights has the same meaning as in the
Road Rules;

traffic light trailer means a single axle trailer
that is –

- (a) affixed with one set of traffic lights; and
- (b) designed and built for the purposes of being connected to, and towed with, another traffic light trailer to form a conjoined trailer unit; and

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(c) registered under the *Vehicle and
Traffic Act 1999*;

Vehicle Operations Regulations means the
*Vehicle and Traffic (Vehicle Operations)
Regulations 2024*.

- (2) Unless the contrary intention appears, a word or phrase that is defined in the *Vehicle and Traffic Act 1999* or the *Vehicle Operations Regulations* and used in this notice has the same meaning in this notice as defined in that Act or in those regulations.
- (3) The *Acts Interpretation Act 1931* applies to the interpretation of this notice as if it were rules within the meaning of that Act.

4. Meaning of *conjoined trailer unit*

- (1) In this notice, a conjoined trailer unit means a trailer that –
 - (a) is comprised of two traffic light trailers;
and
 - (b) meets the requirements specified in subclause (2).
- (2) For the purposes of subclause (1)(b), the following are specified as the requirements for a conjoined trailer unit:
 - (a) the traffic light trailers of the unit must be connected in a lead trailer and rear trailer configuration;

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- (b) the lead trailer and rear trailer must be securely connected to one another by a rigid coupling mechanism so that –
 - (i) there is no possibility of articulation, or rotation, along the axis of that coupling; and
 - (ii) when under tow, both trailers move as if they are one single trailer;
- (c) both traffic light trailers must be manufactured by the same manufacturer.

5. Application of notice

An exemption specified in this notice –

- (a) applies to all areas of the State; and
- (b) applies at all times of the day; and
- (c) remains in force for a period of 3 years commencing on the date on which this notice takes effect.

6. Exemption of conjoined trailer unit

- (1) In this clause –

loaded mass, of a traffic light trailer, means the mass of the trailer, inclusive of its load, that is –

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- (a) transferred to the towbar of the vehicle towing the trailer; and
- (b) transmitted to the ground by the axle of the trailer when coupled to a towing vehicle or another traffic light trailer;

safety chain means a chain that is compliant with Australian Standard AS 4177.4-2004 *Caravan and light trailer towing components, Part 4: Safety Chains up to 3500kg capacity*.

- (2) Subject to the conditions specified in subclause (3), regulation 32 of the Vehicle Operations Regulations does not apply to a person using, or causing or permitting the use of, a light vehicle to tow a conjoined trailer unit.
- (3) The exemption under subclause (2) is subject to the following conditions:
 - (a) the conjoined trailer unit must, when under tow, be towed by a light vehicle;
 - (b) the conjoined trailer unit must have –
 - (i) a safety chain that is –
 - (A) fitted to the traffic light trailer in the lead configuration; and
 - (B) attached to the vehicle towing the unit; and

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- (ii) a safety chain that is, while the trailer is being towed –
 - (A) attached securely to the traffic light trailer in the rear configuration; and
 - (B) attached securely to the traffic light trailer in the lead configuration;
- (c) the safety chain that is fitted to the lead traffic light trailer in a conjoined trailer unit must be built and fitted so that –
 - (i) the trailer is kept in tow should the coupling mechanism, connecting the unit to the motor vehicle, fail, break or detach; and
 - (ii) normal angular movement of the coupling is permitted without unnecessary slack;
- (d) the safety chain that is fitted to the rear traffic light trailer in a conjoined trailer unit must be built and fitted so that the trailer is kept in tow with the lead trailer should the rigid coupling mechanism, connecting the trailer to the lead trailer, fail, break or detach;
- (e) a traffic light trailer in the conjoined trailer unit must not be loaded with, or used in any manner to carry or transport, an item or material other than equipment

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- that is associated with the set of traffic lights affixed to the trailer;
- (f) each set of traffic lights in the conjoined trailer unit must not be under operation while the unit is under tow;
 - (g) each set of traffic lights in the conjoined trailer unit must be powered by –
 - (i) solar and battery power; or
 - (ii) petrol or diesel motor power;
 - (h) the loaded mass of a single traffic light trailer in a conjoined trailer unit must not exceed 750 kilograms;
 - (i) an efficient braking system must be fitted to at least one wheel of each end of at least one axle of the conjoined trailer unit, other than the wheel of a jockey wheel fitted to the unit;
 - (j) the load carrying capacity of the axles and tyres of the conjoined trailer unit, being a non-load sharing configuration, must –
 - (i) have a sufficient manufacturer rating; and
 - (ii) be compliant with ADR 43/04, other than the requirement that the axles be related to each other

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through a load sharing
suspension;

- (k) the connections and components of the conjoined trailer unit, and the tow vehicle used to tow the unit, must be designed to withstand the forces that may be applied;
- (l) the distance between the axle centre of the traffic light trailer in the lead configuration and the axle centre of the traffic light trailer in the rear configuration, in the conjoined trailer unit, must not exceed 2 metres;
- (m) if applicable, the tow vehicle used to tow the conjoined trailer unit must not, when towing the unit, exceed a maximum speed limit, or other limit, specified by the manufacturer for that unit.

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This notice was made by The Transport Commission at a meeting held on 5 March 2025.

The common seal of The Transport Commission was affixed on 5 March 2025, in the presence of –

CYNTHIA HEYDON
Commissioner for Transport

Printed and numbered in accordance with the *Rules Publication Act 1953*.

Notified in the *Gazette* on 19 March 2025.

This notice is administered in the Department of State Growth.

EXPLANATORY NOTE

(This note is not part of the notice)

This notice provides for the exemption, subject to specified conditions, of conjoined trailer units from the operation of a specified provision of the *Vehicle and Traffic (Vehicle Operations) Regulations 2024*.