
STATUTORY INSTRUMENTS

2023 No. 524

The Road Vehicles (Authorisation of Special Types) (General) (Amendment) Order 2023

Amendments of Article 3 and Part 5 relating to longer semi-trailers

4. After article 56, insert—

“Longer semi-trailers

57.—(1) Longer semi-trailers are a recognised category of special vehicles.

(2) The authorisation requirements applicable to longer semi-trailers are the requirements specified in articles 58 to 62.

Longer semi-trailers – legislation which applies as authorisation requirements

58.—(1) This article specifies the legislation that applies to longer semi-trailers as authorisation requirements.

(2) The legislation is—

- (a) the Construction and Use Regulations, apart from regulation 7 (length) and regulation 13A(4)(1) and 13B(6)(2);
- (b) the Authorised Weight Regulations(3);
- (c) the Lighting Regulations(4).

Longer semi-trailers – length requirements

59.—(1) The longitudinal distance from the axis of the kingpin to the rear of a longer semi-trailer must not exceed 14.05 metres.

(2) The distance parallel to the longitudinal axis of the longer semi-trailer from the foremost part of the loading area to the rear of the trailer must not exceed 15.65 metres.

(3) The overall length of an articulated vehicle which includes a longer semi-trailer must not exceed 18.55 metres.

Longer semi-trailers – other construction requirements

60.—(1) A longer semi-trailer must have a minimum of three axles, one of which must be capable of steering.

(2) Where the maximum authorised weight of a vehicle combination(5) determined in accordance with Schedule 2 of the Authorised Weight Regulations exceeds 38000kg and

(1) Regulation 13A was inserted by [S.I. 1990/317](#) and substituted by [S.I. 2000/3197](#).
(2) Regulation 13B(6) was inserted by [S.I. 1998/1188](#), regulation 9(3).
(3) [S.I. 1998/3111](#).
(4) [S.I. 1989/1796](#).
(5) Defined in regulation 2 of the Authorised Weight Regulations.

that combination includes a longer semi-trailer, the longer semi-trailer must be equipped with an on-board weighing device.

(3) In paragraph (2), “on-board weighing device” means a device capable of determining either the weight of the longer semi-trailer or its axle weights.

(4) A load carried by a longer semi-trailer must not have a rearward projection.

Longer semi-trailers – requirements relating to route plans and risk assessments

61.—(1) Subject to paragraph (8), a longer semi-trailer must not be used on a road otherwise than on an established route.

(2) In this article, “established route” means a route which is specified on a route plan complying with paragraph (3), and for which a risk assessment complying with paragraphs (4) and (5) has been completed.

(3) A route plan must—

- (a) be in writing, and
- (b) specify the road or roads on which the longer semi-trailer is to be used in order to travel to and from its destination.

(4) A risk assessment must—

- (a) be in writing,
- (b) make a suitable and sufficient assessment of the risks of personal injury and injury to any animal, damage to any vehicle and damage to any other property of using the longer semi-trailer on the route specified on the route plan, and
- (c) conclude in the light of those risks that the route is one on which it would be reasonably safe to use a longer semi-trailer.

(5) A risk assessment is suitable and sufficient within the meaning of paragraph (4)(b) if it considers all relevant risk factors, including the following—

- (a) the width and curvature of the part of the road on which the longer semi-trailer is to be used on the route,
- (b) the amount of space that is available at any road junction at which the longer semi-trailer is likely to turn as part of the route, and
- (c) the likelihood that the presence of other vehicles, pedestrians, horse riders or cyclists on the route will cause difficulties in manoeuvring the longer semi-trailer.

(6) A copy of the route plan and risk assessment for an established route must be kept by the operator of a longer semi-trailer for a period of two years beginning with the date the longer semi-trailer was last used on that route.

(7) A copy of the route plan and risk assessment for an established route must be carried in the motor vehicle towing the longer semi-trailer when the longer semi-trailer is used on that route.

(8) Subject to paragraph (9), a longer semi-trailer may be used on a diversionary route where—

- (a) the use of a longer semi-trailer on the whole or any part of an established route is prohibited under any enactment other than this order, or
- (b) the operator reasonably considers that the use of a longer semi-trailer on the whole or any part of an established route is likely to be subject to unreasonable traffic delays because of an accident or other obstruction on that route.

(9) An operator who becomes aware of a prohibition, accident or other obstruction on an established route as mentioned in paragraph (8) before the longer semi-trailer reaches that route may not use a diversionary route where—

- (a) it is reasonably practicable to use an alternative established route, or
- (b) it is reasonably practicable to specify the diversionary route on a route plan, and to complete a risk assessment for it.

(10) Where paragraph (8)(a) applies, the diversionary route may be used for a period of seven days beginning with the day on which the prohibition on the use of the longer semi-trailer came into force, unless the prohibition is revoked or expires before the end of that period.

(11) In this article—

- (a) “diversionary route” means a route which—
 - (i) involves the use of roads or parts of roads which are not on an established route,
 - (ii) enables the longer semi-trailer to reach or return to an established route as soon as reasonably practicable, and
 - (iii) is reasonably considered by the operator to be safe for that purpose;
- (b) “damage to any other property” means damage to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the route specified on the route plan is situated or land adjacent to such land;
- (c) a risk factor is something which increases or reduces a risk mentioned in paragraph (4)(b).

Longer semi-trailers – notification of operation for monitoring and evaluation purposes

62.—(1) Subject to paragraph (3), before a longer semi-trailer is first used on a road by an operator, the operator must notify the Secretary of State in accordance with paragraph (2) of its intention to use the longer semi-trailer on a road.

(2) A notification under paragraph (1) must—

- (a) be made by electronic communication, and
- (b) specify—
 - (i) the name and address of the operator, and
 - (ii) if the operator holds an operator’s licence in respect of the longer semi-trailer under section 2 of the Goods Vehicles (Licensing of Operators) Act 1995, the number of that licence.

(3) A notification by an operator under paragraph (1) is not required where the longer semi-trailer has been in the operator’s lawful possession for less than one month.

(4) This article ceases to have effect at the end of the period of five years beginning with the date on which this order comes into force.

Longer semi-trailers - application of section 53(1) and (2) of the 1988 Act

63. The provisions of section 53(1) and (2) of the 1988 Act apply to a longer semi-trailer authorised for use on roads by this order, except where the longer semi-trailer is used for a

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purpose specified by regulation 44(1)(a) to (d) or (f) to (h) of the Goods Vehicles (Plating and Testing) Regulations 1988⁽⁶⁾”.

(6) S.I. 1988/1478. Regulation 44 was amended by S.I. 1990/448, regulations 8 and 9, and by S.I. 2017/849, regulation 13.