



# Victoria Government Gazette

No. S 249 Monday 28 June 2010  
By Authority of Victorian Government Printer

## Road Safety Act 1986

### ROAD SAFETY (VEHICLES) REGULATIONS 2009

#### Exemption in Relation to Silage Trailers

**1. Purpose**

The purpose of this notice is to exempt an agricultural trailer that is a silage trailer from the provisions of clauses 39, 43 and 47 of Schedule 7 to the Road Safety (Vehicles) Regulations 2009, and to provide a limited exemption from clause 46 of Schedule 7 to those Regulations, all subject to compliance with certain operating conditions and safety standards.

**2. Authorising provision**

This notice is made under regulation 178 of the Road Safety (Vehicles) Regulations 2009.

Regulation 178(1) provides that the Roads Corporation may, by notice published in the Government Gazette, exempt a category of class 1 vehicles from any of the following requirements set out in Schedule 7 –

- (a) a mass or dimension limit, other than a limit that relates to a GVM, a GCM or a manufacturer's limit; or
- (b) any other requirement.

Regulation 178(2) provides that a notice under regulation 178(1) may contain any conditions the Roads Corporation thinks fit.

**3. Commencement**

This notice comes into operation on the date of its publication in the Government Gazette.

**4. Revocation**

The notice published in Government Gazette No. S 250 on 10 September 2008 entitled 'Declaration in Relation to Silage Trailers' is revoked.

**5. Expiration**

This notice expires on 10 June 2015.

**6. Definitions**

In this notice –

'arterial road' and 'freeway' have the same meaning as in the **Road Management Act 2004**;

'ADR', 'ATM', 'GCM', 'GTM' and 'GVM' have the meanings given in the Regulations;

'Melbourne and Geelong Urban Area', 'Mountainous Area', 'Otway Area' and 'Restricted Route' mean the areas defined accordingly in Annexure 2 to this notice;

'Regulations' means the Road Safety (Vehicles) Regulations 2009;

'safety standards' means the safety standards for silage trailers set out in Annexure 1 to this notice;

'silage' means green fodder stored for the purposes of fermentation and intended for the feeding of livestock;

'silage trailer' means an agricultural trailer used exclusively for the transport of –

- (a) loose cut green grass and loose cut green crops for the production of silage; and
- (b) loose silage, for the immediate feeding of livestock,

and includes an agricultural trailer travelling unladen in preparation for carrying such a load.

**SPECIAL**

**7. Exemption for silage trailers**

I, David Shelton, delegate of the Roads Corporation, exempt a silage trailer from –

- (a) clauses 39, 43 and 47 of Schedule 7 to the Regulations; and
- (b) clause 46 of Schedule 7 to the Regulations in relation only to the Princes Highway at Orbost,

provided the silage trailer is in full compliance with the operating conditions specified in this notice.

**Notes:**

1. Except for the terms defined in this notice, all other words and phrases in this notice have the same meanings as in the **Road Safety Act 1986** and the regulations under that Act.
2. Under regulation 180 of the Regulations, the Roads Corporation may also issue a permit exempting one or more class 1 vehicles from a mass or dimension limit in Schedule 7. The Roads Corporation may impose conditions on the exemption.
3. For the avoidance of doubt, nothing in this notice is intended to authorise the driving of a vehicle in a manner or in a condition or place that is contrary to any law except as specifically provided in this notice.

**Example**

The exemption of certain vehicles from dimension limits does not permit such a vehicle, when used on a particular road, to be driven over any bridge on that road in contravention of a posted mass or dimension limit in relation to that bridge.

Dated 25 June 2010

DAVID SHELTON  
Executive Director  
Road Safety and Network Access  
Roads Corporation

**Operating Conditions for Silage Trailers**

- A. A silage trailer must comply with the safety standards.
- B. Subject to paragraph C., the mass limit for a silage trailer is the relevant mass limit set out in Part 4.1 of Chapter 4 of the Regulations.
- C. If a silage trailer is being towed by a tractor, then (provided that there is full compliance with any limit set by the respective manufacturers of the tractor or trailer, including tow couplings, towbars, drawbars and safety chains, or any posted or zone speed limit) the aggregate mass of the silage trailer may be up to 2.0 times the mass of the tractor, provided that –
  - (a) if the silage trailer is fitted with brakes with driver control and breakaway protection, the brakes are operational and the speed of the vehicle is not more than 30 km/h; and
  - (b) if the silage trailer is fitted with ABS brakes with driver control and breakaway protection, the brakes are operational and the speed of the vehicle is not more than 40 km/h.

The aggregate mass of a silage trailer must not exceed 2.0 times the mass of the towing tractor.
- D. The maximum width of a silage trailer is 3.0 metres, provided that a silage trailer wider than 2.5 metres may only be used on a road if all of the following conditions are complied with –
  - (a) It may only be towed by a tractor, in a tractor and single trailer combination;
  - (b) It must not be towed –
    - i. on school bus routes during school bus travel times;
    - ii. if atmospheric visibility is less than 250 metres (except where the silage trailer is already travelling when visibility is reduced to less than 250 metres, in which case the driver may travel to the nearest safe parking area and wait until visibility improves before continuing to travel);

- iii. through or within the Melbourne and Geelong Urban Areas, the Mountainous Area or the Otway Area, except if the route has been verified by the Roads Corporation as being suitable for travel, and a permit to do so has been obtained from the Roads Corporation;
  - iv. on a freeway (except the Princes Highway at Orbost during daylight hours) or any Restricted Route, except if there is no other practical access to a property and a permit to do so has been obtained from the Roads Corporation;
  - v. between sunset and sunrise, except if it is essential that the vehicle be towed on the road, the use of the road is minimised, and the tractor and silage trailer are illuminated and marked as described in the safety standards;
- (c) It must display the following –
- i. signs, lights or flags as described in the safety standards;
  - ii. if headlights are fitted to the towing tractor, headlights on low beam; and
  - iii. if the towing tractor has a GVM exceeding 12 tonnes or the silage trailer has a GTM exceeding 10 tonnes, rear marking plates complying with clause 119 of Schedule 2 to the Regulations;
- (d) If it is fitted with operational brakes, it may only be towed on a road for up to a distance of 25 kilometres from the starting point for travel, measured along the road from where the silage trailer was stored overnight. If it is not fitted with operational brakes, paragraph F. applies.
- E. The speed of travel for a tractor towing a silage trailer with an ATM not exceeding the mass of the tractor must not exceed the lesser of the following speeds –
- (a) any speed rating set by the respective manufacturers of the tractor or the trailer, including any components such as tow coupling;
  - (b) if the silage trailer does not have brakes fitted or any brakes fitted are not operational – 30 km/h;
  - (c) if the silage trailer is fitted with driver-controlled or override brakes and those brakes are operational – 40 km/h;
  - (d) if the silage trailer is fitted with driver-controlled brakes and breakaway protection and those brakes are operational – 50 km/h;
  - (e) if the silage trailer is fitted with driver-controlled ABS brakes with breakaway protection and those brakes are operational – 60 km/h.
- F. If a silage trailer is not fitted with brakes, or is fitted with a braking system that is incompatible with the towing tractor, or is fitted with brakes that are not operational or not fitted on all wheels, it may only be towed on a road if –
- (a) it was manufactured before 1 July 2010;
  - (b) it is towed by a tractor;
  - (c) the course of travel does not include any freeway or arterial road; and
  - (d) all travel occurs within a 5 km radius of the boundary of the property that is the usual garage address of the silage trailer.

#### **Index to Annexures**

Annexure 1 – Safety standards for silage trailers

Annexure 2 – Interpretation –

- ‘Melbourne and Geelong Urban Area’;
- ‘Mountainous Area’;
- ‘Otway Area’;
- ‘Restricted Route’.

**ANNEXURE 1 – Safety standards for silage trailers**

1. The safety standards required for silage trailers are –
  - a. lights;
  - b. warning devices: lights, signs and flags;
  - c. tow couplings, including safety chains;
  - d. brakes;
  - e. suspensions, including damping; and
  - f. mudguards.
2. **Silage trailers manufactured on or after 1 July 2010** must comply with all applicable Australian Design Rules and Vehicle Standards Bulletin VSB 1 as those standards apply to a silage trailer, with the exception of the width requirement of ADR 43 or VSB 1 and of the compliance plate marking and VIN marking requirements of ADR 61 or VSB 1. A vehicle plate indicating the make, model, date of manufacture (month/year) and ATM is required. A tyre placard in accordance with Australian Design Rule 42 must also be placed on trailers exceeding 3.5 tonnes GTM. A Silage Trailer Approval Certificate from a person who is a signatory to the Vehicle Assessment Signatory Scheme is required to demonstrate compliance with these requirements.
3. **Silage trailers manufactured before 1 July 2010** must comply with these safety standards. Demonstration that a vehicle complies with the safety standards may be achieved by –
  - a. a duly completed Statement of Compliance for the vehicle, issued by a Licensed Vehicle Tester; and
  - b. completion by the owner of the checklist and declaration contained in the VicRoads information bulletin ‘Silage Trailers – June 2010’.Inspection and assessment for compliance must be undertaken when the trailer is coupled.
4. Any certificate or declaration required under paragraphs 2 or 3 must be carried by the operator of the silage trailer whenever the trailer is travelling on a road.

**Lights**

5. Silage trailers must be fitted with lights in accordance with the Regulations. In summary, the mandatory light requirements for silage trailers are –
  - a. direction indicator lights (Schedule 2 to the Regulations, clause 102);
  - b. pair of white front reflectors (Schedule 2, clause 112);
  - c. front position (side) lights, on silage trailers exceeding 2.1 metres wide (Schedule 2, clause 84). (If side marker lights are not fitted, front position (side) lights must also be used on silage trailers exceeding 1.8 metres wide, and on silage trailers between 1.6 and 1.8 metres wide if they are more than 4.0 metres long);
  - d. yellow side reflectors (Schedule 2, clause 110);
  - e. tail lights (Schedule 2, clause 86);
  - f. red rear reflectors (Schedule 2, clause 109);
  - g. stop lights (Schedule 2, clause 98);
  - h. side marker lights on silage trailers exceeding 2.1 metres wide or 7.5 metres in length (Schedule 2, clause 94); and
  - i. front and rear end outline marker (clearance) lights on silage trailers exceeding 2.1 metres wide (Schedule 2, clauses 91 and 93).
6. Other lights which are optional on silage trailers are –
  - a. reversing lights (Schedule 2, clause 100);
  - b. rear fog lights (Schedule 2, clause 106);

- c. side marker lights on silage trailers less than 2.1 metres wide and less than 7.5 metres long (Schedule 2, clause 94); and
  - d. end outline marker lights on silage trailers between 1.8 and 2.1 metres wide (Schedule 2, clauses 91 and 93).
7. If appropriate, the lights may be grouped: for example, the direction indicators, tail lights, rear reflectors and stop lights. The direction indicator lights must include a hazard warning signal.
8. All lights and lenses must be kept clean and in good working order.

**Warning signs and flags**

9. Rear marking plates complying with the requirements of clause 119 of Schedule 2 to the Regulations must be displayed on silage trailers exceeding 10 tonnes GTM. Reflective plates may be fitted along the sides of the silage trailer.
10. Silage trailers that exceed a width of 2.5 metres must display –
- a. an OVERSIZE sign on the rear of the trailer. The sign must comply with clauses 14 to 19 of Schedule 7 to the Regulations; and
  - b. a yellow flashing rotating warning light. The warning light must comply with clauses 11 and 12 of Schedule 7 to the Regulations.
11. For travel between sunrise and sunset (daylight) the perimeter of a silage trailer with a width exceeding 2.5 metres must be distinguished by either –
- a. warning flags, coloured red or yellow or red and yellow and at least 450 mm long and 450 mm wide. Flags must be positioned at each side of the front and rear of the trailer; or
  - b. additional rear outline marker lamps, mounted on each side of the trailer within 150 mm of the extremity of the width of the trailer.
12. For travel between sunset and sunrise (dark), a silage trailer with a width exceeding 2.5 metres must display –
- a. at least one rear strip type marking plate complying with the requirements of clause 119 of Schedule 2 to the Regulations mounted on the rear of the trailer, such that the outer edge of the plate is within 50 mm of the widest part of the trailer on each side and with the upper edge horizontal to the ground and mounted as high as possible above the ground, and at least 1.5 metres above the ground; and
  - b. yellow flashing warning lights on the left and right hand side of the rear of the trailer, with their outer edge mounted within 50 mm of the widest part of the trailer, and no lower than 150 mm below the maximum height of the trailer.

**Tow couplings, towbars, drawbars and safety chains**

13. The tow couplings on the towing vehicle and the silage trailer must have a rating that is suitable for the silage trailer being towed and be clearly and legibly marked with the correct rating.
14. The towbar must be securely attached to a substantial structural member of the towing vehicle. The drawbar must be securely attached to a substantial structural member of the silage trailer. The towbar and drawbar and attachments and connections must withstand the relevant static or dynamic forces without incurring any residual deformation, breaks, cracks and separation of components.
15. In the case of pin couplings, the pin must –
- a. be suitable for the coupling and have a strength and durability sufficient for the loaded mass of the silage trailer being towed; and
  - b. have a primary and secondary locking mechanism.

16. A silage trailer must incorporate safety chains in accordance with ADR 62 as set out in Table 2 below.

**Table 2: Safety Chain Size Selection**

Aggregate Trailer Mass (tonnes)	Chain Size (millimetres)	Minimum Chain Breaking Load (tonnes)
Over 3.5 and up to 5.0	6	5.1
Over 5.0 and up to 8.0	8	8.2
Over 8.0 and up to 12.5	10	12.8
Over 12.5 and up to 21.5	13	21.7

17. Safety chains must be attached to silage trailers in a way that if the couplings or parts of couplings fail, the safety chains are still effective. For silage trailers over 3.5 tonnes ATM, the safety chain must be made from steel of a minimum 800 MPa breaking stress, conforming to the mechanical properties of Grade T chain.
18. From 1 June 2015, the towbars, drawbars, couplings and safety chains must meet the requirements of ADR 62.
19. Components of the coupling system, such as coupling pins, tow eyes and safety chains, must be properly maintained, and must be replaced if damaged, deformed, fractured or if they are too small to perform their function properly. Coupling pins must not be worn to a point where any of the dimensions are less than 95% of the dimension when the pin was new.

#### **Brakes**

20. The brakes on the silage trailer combination must be able to decelerate the combination at the deceleration rates specified in clause 128 of Schedule 2 to the Regulations. The trailer or the combination must remain stationary when parked on a gradient of up to 12% in accordance with clause 128(8) of Schedule 2 to the Regulations.
21. From 1 June 2015, silage trailer brake systems must comply with ADR 38 and have the following in-service performance standards—
- any silage trailer with a GTM exceeding 750 kg must have brakes that operate on at least one wheel at each end of at least one axle on the trailer;
  - any silage trailer with a GTM exceeding the mass of the towing vehicle, or any trailer without load-sharing suspension, must have brakes on all wheels; and
  - the operation and performance of brakes must comply with the performance requirements of Part 9 of Schedule 2 to the Regulations.

#### **Suspension**

22. Silage trailer suspension must be load-sharing unless the axles are 'close-coupled' (spacing of less than 1 metre for a tandem axle group or 2 metres for a tri-axle group).
23. If a silage trailer does not have suspension or is fitted with a close-coupled suspension, each axle must be rated to 120% of the load on that axle with the trailer at its ATM.
24. Silage trailers manufactured on or after 1 July 2010 must have effective damping on each axle.

#### **Mudguards**

25. A silage trailer must be fitted with mudguards conforming to the requirements of clause 33 of Schedule 2 to the Regulations, unless the body or part of the body acts as a mudguard.

#### **Tyres**

26. A silage trailer must be fitted with tyres conforming to the requirements of clauses 46–51 of Schedule 2 to the Regulations.

**ANNEXURE 2 – Interpretation**

In this notice –

**‘Melbourne and Geelong Urban Area’** means the area contained within the following boundary. It does not include the boundary itself, except between (a) and (b) respectively. It does not include Hamilton Highway (known as Deviation Road) between Hyland Street and Minerva Road at Fyansford.

In a north-westerly direction along the Werribee boundary from Princes Freeway to the Wyndham Vale boundary;

then in a north-westerly direction along the Wyndham Vale boundary to the Tarneit boundary;

then in a northerly direction along the Tarneit boundary to Melton–Werribee Road (Hopkins Road);

then in a northerly direction along Melton–Werribee Road to Neale Road;

then in an easterly direction along Neale Road to Sinclairs Road;

then in a northerly direction along Sinclairs Road to Taylors Road;

then in a westerly direction along Taylors Road to Plumpton Road;

then in a northerly direction along Plumpton Road and Vineyard Road;

then in a northerly direction along Vineyard Road to Calder Freeway;

then in an easterly direction along the Diggers Rest boundary to Bulla–Diggers Rest Road;

then in an easterly direction along Bulla–Diggers Rest Road to Bulla Road;

then in a southerly direction along Bulla Road to Somerton Road;

then in a north-easterly direction along Somerton Road to Mickleham Road;

then in a northerly direction along Mickleham Road to Donnybrook Road;

then in an easterly direction along Donnybrook Road to Main Whittlesea Road (Plenty Road);

(a) then in a southerly direction along Main Whittlesea Road to Arthurs Creek Road;

then in an easterly direction along Arthurs Creek Road to Yan Yean Road;

then in a southerly direction along Yan Yean Road to Heidelberg–King Lake Road (Diamond Creek Road);

then in a southerly direction along Heidelberg–King Lake Road (Diamond Creek Road) to Para Road;

then in a southerly direction along Para Road to Eltham–Yarra Glen Road (Main Road);

then in an easterly direction along Eltham–Yarra Glen Road to Fitzsimons Lane;

then in a southerly direction along Fitzsimons Lane to Heidelberg–Warrandyte Road (Porter Street);

then in an easterly direction along Heidelberg–Warrandyte Road to Kangaroo Ground–Warrandyte Road;

then in an easterly direction along the Yarra River to Yarra Glen;

then in a southerly direction along Melba Highway to Maroondah Highway;

then in a southerly direction along Maroondah Highway to Lilydale–Monbulk Road (Anderson Street);

then in a southerly direction along Lilydale–Monbulk Road to Lilydale–Montrose Road (Swansea Road);

then in a southerly direction along Lilydale–Montrose Road to Canterbury Road;

then in a south-westerly direction along Canterbury Road to Liverpool Road;

then in a southerly direction along Liverpool Road to Mountain Highway;  
then in a south-easterly direction along Mountain Highway to the City of Knox boundary;  
then in a westerly then southerly direction along the City of Knox boundary to Wellington Road;  
then in an easterly direction along Wellington Road to Berwick Road;  
then in a southerly direction along Berwick Road and Harkaway Road to Gardiner Street;  
then in an easterly direction along Gardiner Street and Inglis Road to Beaconsfield–Emerald Road;  
(b) then in a southerly direction along Beaconsfield–Emerald Road to Princes Highway;  
then in an easterly direction along Princes Highway to Ryan Road at Pakenham;  
then in a southerly direction along Ryan Road to Bald Hill Road;  
then in an easterly direction along Bald Hill Road to McDonalds Drain Road;  
then in a southerly direction along McDonalds Drain Road to Ballarto Road;  
then in a westerly direction along Ballarto Road to South Gippsland Highway;  
then in an easterly direction along South Gippsland Highway to the coastline at Sawtells Inlet, Tooradin;  
then from Tooradin along the Victorian coastline to the Western boundary of City of Greater Geelong;  
then in a northerly direction along the Western boundary of City of Greater Geelong to Midland Highway;  
then in an easterly direction along Midland Highway to Geelong–Ballan Road;  
then in a northerly direction along Geelong–Ballan Road to Staceys Road;  
then in an easterly direction along Staceys Road to Geelong–Bacchus Marsh Road;  
then in a northerly direction along the Geelong–Bacchus Marsh Road to Windermere Road;  
then in an easterly direction along Windermere Road to McIntyre Road;  
then in an easterly along McIntyre Road to Old Melbourne Road;  
then in a northerly direction along Old Melbourne Road to Beach Road;  
then in a southerly direction along Beach Road to Princes Freeway;  
then along Princes Freeway to the western boundary of Werribee.



**‘Mountainous Area’** means the area contained within the following boundary. It does not include the boundary itself and the exempt roads in List (e) below –

**List (e)**

Benambra Road between Omeo and Benambra;  
 Gelantipy Road between Buchan and Gelantipy;  
 Great Alpine Road between Bruthen and Omeo;  
 Great Alpine Road between Myrtleford and Harrietville;  
 Kiewa Valley Highway;  
 Maroondah Highway from Coldstream to Healesville and St Fillans to Buxton;  
 Melba Highway between Glenburn and Coldstream;  
 Moe–Rawson Road from Moe–Willowgrove Road to Parkers Corner;  
 Monaro Highway;  
 Omeo Highway between Omeo and Benambra Road;  
 School Road, Erica;  
 Thomson Dam Access Road;  
 Tyers–Thomson Valley Road from Tyers to Thomson Dam Access Road.

From the intersection of Main Whittlesea Road and Arthurs Creek Road in an easterly direction along Arthurs Creek Road to Yan Yean Road;  
 then in a southerly direction along Yan Yean Road to Heidelberg–King Lake Road (Diamond Creek Road);  
 then in a southerly direction along Heidelberg–King Lake Road (Diamond Creek Road) to Para Road;  
 then in a southerly direction along Para Road to Eltham–Yarra Glen Road (Main Road);  
 then in a easterly direction along Eltham–Yarra Glen Road (Main Road) to Fitzsimons Lane;  
 then in a southerly direction along Fitzsimons Lane to Heidelberg–Warrandyte Road (Porter Street);  
 then in an easterly direction along Heidelberg–Warrandyte Road to Kangaroo –Warrandyte Road;  
 then in an easterly direction along the Yarra River to Yarra Glen;  
 then in a southerly direction along Melba Highway to Maroondah Highway;  
 then in a southerly direction along Maroondah Highway to Lilydale–Monbulk Road (Anderson Street);  
 then in a southerly direction along Lilydale–Monbulk Road to Lilydale–Montrose Road (Swansea Road);  
 then in a southerly direction along Lilydale–Montrose Road to Canterbury Road;  
 then in a south-westerly direction along Canterbury Road to Liverpool Road;  
 then in a southerly direction along Liverpool Road to the Mountain Highway;  
 then in a south-easterly direction along Mountain Highway to the City of Knox boundary;  
 then in a westerly then southerly direction along the City of Knox boundary to Wellington Road;  
 then in an easterly direction along Wellington Road to Berwick Road;  
 then in a southerly direction along Berwick Road to Harkaway Road;

then in a southerly direction along Harkaway Road to Gardiner Street;  
then in an easterly direction along Gardiner Street and Inglis Road to Beaconsfield–Emerald Road;  
then in a southerly direction along Beaconsfield–Emerald Road to Princes Highway;  
then in an easterly direction along the Princes Highway and Princes Freeway to Drouin–Warragul Road;  
then in a north-westerly direction along Drouin–Warragul Road to Old Sale Road;  
then in an easterly direction along Old Sale Road to Willowgrove Road;  
then in a southerly direction along Willowgrove Road to Old Sale Road;  
then in a south-easterly direction along Old Sale Road and O’Briens Road to Moe–Rawson Road;  
then in an easterly direction along Moe–Rawson Road to Moe North Road (Old Sale Road);  
then in an easterly direction along Moe North Road (Old Sale Road and Thompsons Road) to Moe–Glengarry Road;  
then in an easterly direction along the Princes Highway and Princes Freeway to Moe–Glengarry Road;  
then in an easterly direction along Moe–Glengarry Road and Glengarry–Tyres Road to Traralgon–Maffra Road;  
then in a north-easterly direction along Traralgon–Maffra Road to the Cowwarr–Seaton Road;  
then in a northerly direction along Cowwarr–Seaton Road to Seymours Lane;  
then in a northerly direction along Seymours Lane to Seaton–Glenmaggie Road;  
then in a northerly direction along Seaton–Glenmaggie Road to Licola Road;  
then in a straight line in a north-easterly direction to Valencia Creek;  
then in a straight line in an easterly direction to Bruthen;  
then in an easterly direction along the Bruthen–Nowa Nowa Road to Princes Highway;  
then in an easterly direction along Princes Highway to the Victoria–New South Wales border;  
then in a north-westerly direction along the Victoria–New South Wales border to the Murray Valley Highway;  
then from the intersection of the New South Wales border and Murray Valley Highway in a straight line in a south-westerly direction to Running Creek;  
then in a westerly direction along Running Creek Road and Happy Valley Road to Ovens;  
then in a straight line in a westerly direction to Moyhu;  
then in a southerly direction along Wangaratta–Whitfield Road and Mansfield–Whitfield Road to Toombullup;  
then from Toombullup in a straight line in a southerly direction to Merrijig;  
then in a westerly direction along Mount Buller Road to Mansfield;  
then in a straight line in a south-westerly direction to Goulburn Valley Highway, Eildon;  
then in a westerly direction along Goulburn Valley Highway to Taggerty–Thornton Road;  
then in a south-westerly direction along Taggerty–Thornton Road and Maroondah Highway to Buxton;  
then in a straight line in a westerly direction to the intersection of the Melba Highway and Break O’Day Road, Glenburn;  
then in a north-westerly direction along Break O’Day Road to Whittlesea–Yea Road;  
then in a southerly direction along Whittlesea–Yea Road to Whittlesea;  
then in a southerly direction along Main Whittlesea Road to Arthurs Creek Road.

**‘Otway Area’** means the area contained within the following boundary. It does not include the boundary itself.

From the intersection of Great Ocean Road and Forest Road at Anglesea, in a northerly direction along Forest Road to Gum Flats Road;  
then in a westerly direction along Gum Flats Road to Hammond Road;  
then in a southerly direction along Hammond Road to Bambra–Aireys Inlet Road;  
then in a westerly direction along Bambra–Aireys Inlet Road to Winchelsea–Deans Marsh Road;  
then in a southerly direction along Winchelsea–Deans Marsh Road and Deans Marsh–Lorne Road to Pennyroyal Station Road;  
then in a north-westerly direction along Pennyroyal Station Road to Kinsellas Road;  
then in a southerly direction along Kinsellas Road and Murroon Road to Division Road;  
then in a westerly direction along Division Road to McPaddens Road;  
then in a southerly direction along McPaddens Road to Creamery Road;  
then in a westerly direction along Creamery Road to Birregurra–Forrest Road;  
then in a southerly direction along Birregurra–Forrest Road to Seven Bridges Road;  
then in a westerly direction along Seven Bridges Road to Colac–Forrest Road;  
then in a southerly direction along Colac–Forrest Road to Boundary Road;  
then in a westerly direction along Boundary Road to Pipeline Road;  
then in a northerly direction along Pipeline Road to Park Lodge Road;  
then in a northerly direction along Park Lodge Road to McDonald s Road;  
then in a westerly direction along McDonald s Road to Colac–Lavers Hill Road;  
then in a southerly direction along Colac–Lavers Hill Road to Gellibrand–Carlisle Road;  
then in a westerly direction along Gellibrand–Carlisle Road to Gellibrand River Road;  
then in a south-westerly direction along Gellibrand River Road to Great Ocean Road;  
then in a north-westerly direction along the Great Ocean Road, extending to the coastline south of Princetown at Point Ronald;  
then in an easterly direction along the Victorian coastline to the Anglesea River;  
then in a northerly direction along Great Ocean Road to Forest Road.

**‘Restricted Route’** means –

Gellibrand River Road between Carlisle River and Lower Gellibrand;  
Gellibrand–Carlisle Road between Carlisle River and Gellibrand;  
Great Ocean Road between O’Donohue Road, Anglesea and Cobden–Port Campbell Road, Port Campbell;  
Hamilton Highway (known as Deviation Road) between Hyland Street and Minerva Road at Fyansford;  
Northern Grampians Road between Glenisla–Rosebrook Road and Grampians Road;  
Silverband Road in the Grampians National Park; and  
Wartook Road in the Grampians National Park.

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