The following are the requirements for the lashing of Road Trailers on SeaRoad vessels.

**Location:**
- Lashing points (lugs) should be welded to the main rail where possible.
- Alternative locations are twistlock beams, crossmembers and other structural members.
- The location of such lashing points should as far as possible ensure a direct unobstructed path to the ship's deck and be marked in a clearly visible colour.
- Keep lashing points (lugs) clear of toolboxes and landing legs.

**Quantity:**
- Trailers with a length of between 9.00 and 13.75 metres – 8 points (lugs)
- Trailers less than 9.00 metres long – 6 points (lugs)

**Specification:**
- Lashing points (lugs) thickness must be minimum 19mm round bar and the “eye” is to be 100mm diameter

**Weld:**
- All welding must be to Australian standards and compatible to the materials used.

**Strength:**
- The minimum strength of each designated lashing point must be 120kN (12 tons).
Prime Mover with Semi Trailer or Semi-trailer

Note:
- **Semi-trailer** requires a minimum of 4 Lashing Points per side - 1 forward of the king pin, 1 aft of the king pin, 1 central & 1 at the rear.
- **Prime movers** require an additional 2 Lashing Points at the front of the vehicle - A towing coupling may replace the 2 Lashing Points.

Typical Semi Trailer lashed to ships deck
**Guideline**

**Rigid Truck**

![Diagram of Rigid Truck Lashing Points]

**Note:**
- A rigid truck requires a minimum of **2 Lashing Points** per side.
- A rigid truck of between **20-30 tons** (total gross laden weight) requires a minimum of **3 Lashing Points** per side.
- A rigid truck in excess of **12.2 meters in length** requires a minimum of **4 Lashing Points** per side.

**Rigid Truck with Trailer**

![Diagram of Rigid Truck with Trailer Lashing Points]

**Note:**
- When connected, **3 Lashing Points** per side on each rigid/trailer section (1 forward, 1 centre & 1 rear).
- When disconnected, each section as per Rigid Truck & Semi-trailer.

**Important:**
- Lashing points are required to be fitted so that freight units can be securely and safely stowed.