

LEGISLATIVE COUNCIL BRIEF

Road Traffic (Construction and Maintenance of Vehicles) (Amendment) (No. 2) Regulation 2002 Road Traffic (Safety Equipment) (Amendment) Regulation 2002

Extension of Seat Belt Legislation to Rear Seats of Public Light Buses

INTRODUCTION

By virtue of sections 9 and 10 of the Road Traffic Ordinance (Cap. 374) and section 28(1)(c) of the Interpretation and General Clauses Ordinance (Cap. 1), the Secretary for the Environment, Transport and Works is empowered to make and amend the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374, sub. leg.) and the Road Traffic (Safety Equipment) Regulations (Cap. 374, sub. leg.).

2. In exercise of these powers, the Secretary for the Environment, Transport and Works has made the Road Traffic (Construction and Maintenance of Vehicles) (Amendment) (No. 2) Regulation 2002 and the Road Traffic (Safety Equipment) (Amendment) Regulation 2002 at **Annexes A and B** respectively to extend the seat belt legislation to cover the rear seats of public light buses (PLB) with a view to enhancing road safety; and to introduce miscellaneous improvements to the existing legislation.

3. In addition, the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) will have to be amended consequentially. Section 12 of the Ordinance stipulates that the Legislative Council may by resolution amend the Schedule. Subject to the result of the negative vetting of the two proposed Regulations by the Legislative Council, the Secretary for the Environment, Transport and Works will move a resolution to introduce a consequential amendment to the Schedule to reflect that it would not be an offence for a person to drive a PLB where a front seat passenger under 15 is not securely fastened with a seat belt.

BACKGROUND AND ARGUMENT

Extension of the seat belt legislation to cover rear seats of PLBs

4. As a safety measure to reduce the number of occupant casualties in vehicles, seat belt legislation was first introduced to drivers and front seat passengers of private cars in October 1983. It was subsequently extended to drivers and front seat passengers of taxis and light buses in July 1989 and then to goods vehicles in January 1990. With effect from 1 June 1996, the legislation was extended to rear seats of new private cars and middle front seats of all new private cars, taxis, light buses and goods vehicles registered on or after that date. The compulsory fitting and wearing of seat belt was further extended to drivers of buses on 1 July 1997. The latest amendment was made on 1 January 2001 which extended the legislation to rear seats of taxis registered on or after that date. It is noted that after the introduction of the seat belt legislation, there is a significant decrease in the casualties of drivers and passengers in traffic accidents.

5. An analysis of the accident statistics revealed that the accident rate and the rear seat casualty rate per 1,000 licensed PLBs were relatively high among all classes of vehicles. The 2001 figures were about 229 and 177 respectively whereas those for all motor vehicles were about 28 and 10 respectively. Given that PLBs are a very popular mode of public transport, the Administration considers it necessary to install passenger protection equipment including seat belts and high back seats on PLBs to further enhance the safety of passengers.

6. The proposed addition of passenger seat belts may require a new design of the internal layout of PLBs. It is estimated that the development cost together with the facilities would increase the vehicle price by 5 – 10% and 15 – 20% for 2-point lap belts and 3-point seat belts respectively. According to the vehicle manufacturers, a one year lead time is required for the development and installation of 2-point lap belts while it could take as long as five years for 3-point seat belts because of the need to substantially alter the vehicle design.

7. As 2-point lap belts have proved to be an effective passenger protection device, it is considered appropriate to require PLBs to fit 2-point lap belts in all rear passenger seats to enhance passenger safety. The proposal of installing 2-point lap belts has the added advantages of quicker implementation, a smaller increase in capital cost, easy wearing by passengers and avoids the need for a major re-design of vehicles.

8. As regards the responsibility of not wearing seat belts on PLBs, it is considered fairer and more practicable to hold passengers themselves responsible. This takes into account the fact that PLB drivers would have difficulties in monitoring the behavior of all passengers and in ensuring that the passengers observe the seat belt requirement during the whole trip. The Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) will be amended consequentially to reflect that it would not be an offence for a person to drive a PLB where a front seat passenger under 15 is not securely fastened with a seat belt. The proposed arrangement is similar to that adopted for taxis at present.

Provision of high back seats

9. Apart from seat belts, high back seats (seats with proper back rests and head restraints) is one of the requirements for interior impact protection in passenger vehicles commonly adopted in major overseas countries. Statutory standards for high back seats are currently available in Japan, Australia, the USA and the Economic Commission for Europe. A high back seat is padded with soft materials to absorb the energy of possible impact between the body (particularly the head) and the back rest in case of an accident. The Administration proposes to introduce the requirement of high back seats jointly with the seat belts as a safety enhancement package for new PLBs.

Implementation date and relaxation of maximum gross vehicle weight

10. In line with the existing seat belt legislation, it is proposed that high back seats and seat belts will only be required on all new PLBs registered on or after a designated date and retro-fitting of existing vehicles will not be required. The technical standards are set out in the new Fifteenth Schedule to be added to the Road Traffic (Construction and Maintenance of Vehicles) Regulations.

11. The Administration has consulted the vehicle suppliers and the PLB trade on the proposals. They indicated general support and requested that sufficient lead time be provided for the design and installation of the proposed safety facilities. Taking into account the views of the trade and the vehicle manufacturers, it is proposed that the seat belt and high back seat requirements shall apply to new PLBs registered on or after 1 August 2004, by which we aim to bring the Amendment Regulations into operation.

12. According to section 2 of the Road Traffic Ordinance (Cap. 374) and the Second Schedule to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg.), the maximum gross vehicle weight (GVW) of light bus is 4 tonnes. The proposed requirements of high back seats and seat belts are expected to increase the weight of PLBs to beyond the current limit of the GVW.

13. The Administration has already advised the light bus trade of its decision to relax the weight limit on light buses from 4 to 5.5 tonnes. This will allow for the installation of the proposed safety equipment and facilitate the introduction of more light bus models into the Hong Kong market. The trade supports the proposed relaxation. The Administration will separately introduce the necessary legislative changes to the maximum GVW to formalise the arrangement.

Other improvements to existing seat belt legislation

14. Schedule 2 of the Road Traffic (Safety Equipment) Regulations contain various overseas technical standards related to protective helmets and seat belts and anchorages which are recognised and accepted in Hong Kong respectively. It is currently specified in the schedule that seat belts and relevant attachments shall all bear a marking by the concerned manufacturers indicating compliance with the standards. Given that not all overseas standards for anchorages include a marking requirement and that absence of such a marking does not have any implication on road safety, we propose to simplify the existing legislation by removing the marking requirement for anchorages. We also propose to take the opportunity to update the overseas standards specified in Parts II to IV in Schedule 2 to bring them in line with the international trend and technological development.

THE AMENDMENT REGULATIONS

15. The purpose of the Road Traffic (Construction and Maintenance of Vehicles) (Amendment) (No. 2) Regulation 2002 and the Road Traffic (Safety Equipment) (Amendment) Regulation 2002 is to extend the seat belt legislation and to provide high back seats for the rear seats of new PLBs, and to introduce miscellaneous improvements to the existing legislation.

PUBLIC CONSULTATION

16. We have consulted the Legislative Council Panel on Transport, the Transport Advisory Committee, the Road Safety Council and the transport trade, including vehicle suppliers and PLB trade associations. All are supportive of the proposals.

BASIC LAW IMPLICATIONS

17. The Department of Justice advises that the Amendment Regulations do not conflict with those provisions of the Basic Law carrying no human rights implications.

HUMAN RIGHTS IMPLICATIONS

18. The Department of Justice advises that the Amendment Regulations are consistent with the human right provisions of the Basic Law.

BINDING EFFECT OF THE LEGISLATION

19. The proposed amendments will not affect the current binding effect of the Road Traffic Ordinance.

FINANCIAL AND STAFFING IMPLICATIONS

20. The proposed amendments will not give rise to additional financial and staffing implications for the Government.

ECONOMIC IMPLICATIONS

21. There will be no economic implications.

ENVIRONMENTAL IMPLICATIONS

22. There will be no environmental implications.

LEGISLATIVE TIMETABLE

23. We will publish the Amendment Regulations in the Gazette on 18 October 2002 and table them in the Legislative Council for negative vetting on 23 October 2002. Subject to negative vetting by the Legislative Council, the Amendment Regulations shall come into operation on a day to be appointed by the Secretary for the Environment, Transport and Works by notice in the Gazette.

PUBLICITY

24. A press release will be issued on 18 October 2002 on gazettal of the Amendment Regulations. Another press release will be issued and a series of publicity activities including television and radio Announcements of Public Interest will be launched to inform the general public, road users and the transport trade of the new requirements before the commencement of the Amendment Regulations.

ENQUIRIES

25. For any enquiries, please contact Mrs Sharon Yip, Principal Assistant Secretary for the Environment, Transport and Works, at 2189 2182.

Environment, Transport and Works Bureau
Government Secretariat
October 2002

**ROAD TRAFFIC (CONSTRUCTION AND MAINTENANCE OF VEHICLES)
(AMENDMENT)(NO. 2) REGULATION 2002**

(Made under section 9 of the Road Traffic
Ordinance (Cap. 374))

1. Commencement

This Regulation shall come into operation on a day to be appointed by the Secretary for the Environment, Transport and Works by notice published in the Gazette.

2. Interpretation

Regulation 2 of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg.) is amended by adding -

"head restraint" (頭部保護裝置) means a device the function of which is to limit the rearward displacement of the head of a seated passenger in relation to his torso in order to reduce the danger of injury to the cervical vertebrae of the passenger in the event of an accident;

"retractable belt" (可回卷安全帶) has the same meaning as in the Road Traffic (Safety Equipment) Regulations (Cap. 374 sub. leg.);

"specified date" (指明日期) means the date of commencement of the Road Traffic (Construction and Maintenance of Vehicles)(Amendment)(No. 2) Regulation 2002 (L.N. of 2002);".

3. Passenger seats

Regulation 73 is amended -

(a) in paragraph (1)(b), by repealing "a length of at least 380 millimetres" and substituting "a width of at least 380 millimetres, and in the case of a public light bus registered on or after the specified date, a width of at least 450 millimetres,";

(b) by adding -

"(1A) In every public light bus registered on or after the specified date -

(a) every seat shall have a back rest of not less than 700 millimetres in height and if a back rest exceeds 800 millimetres in height, the seat concerned shall also be equipped with a head restraint;

(b) where a retractable belt is fitted to the seat concerned, the surface or edge of any guard, or the top or edge of any screen or partition, that would likely to be struck by the head of a passenger wearing the retractable belt in the event of an accident, shall be

provided with padding of impact energy absorption material, but nothing in this subparagraph shall require padding to be provided on any surface more than 1 000 millimetres from the intersection of the centre lines of the seat cushion and the back rest or more than 150 millimetres on either side of the longitudinal vertical plane which passes through the intersection;

- (c) all seats and their anchorages shall conform with one or more of the specifications and standards set out in Part 1 of Schedule 15;
- (d) all head restraints shall conform with one or more of the specifications and standards set out in Part 2 of Schedule 15;
- (e) the seats and head restraints -
 - (i) shall not have sharp edges which may increase the risk or severity of injury to

seated passengers in
traffic accidents;
and

(ii) shall be made of
impact energy
absorption material
and fire resistant
material; and

(f) the accessories attached to the
seats and head restraints shall
not have sharp edges which may
increase the risk or severity
of injury to seated passengers
in traffic accidents and shall
be made of impact energy
absorption material.

(1B) For the purposes of paragraph
(1A)(a), all measurements for determining the
height of back rest shall be taken, with the
seat cushion and back rest undepressed,
through the centre line of the individual
seating place and measured from the horizontal
surface of the seat cushion intersected at the
front lower edge of the back rest to the front
upper edge of the back rest."

4. Schedule amended

The Fourth Schedule is amended, in Part III, in Column 1, by repealing "International Centre" and substituting "Internationalization Center".

5. Schedule 15 added

The following is added -

"SCHEDULE 15

[reg. 73(1A)]

PART 1

SEATS AND THEIR ANCHORAGES FOR PUBLIC LIGHT BUSES
REGISTERED ON OR AFTER SPECIFIED DATE

1. ECE Regulation No. 80 made by the Economic Commission for Europe dated 25 May 1989 (E/ECE/324-E/ECE/TRANS/505/Rev. 1/Add. 79) including all revisions for seats of large passenger vehicles and of these vehicles with regard to the strength of the seats and their anchorages made before the date this section comes into operation.

2. ECE Regulation No. 17 made by the Economic Commission for Europe dated 14 August 1970 (E/ECE/324-E/ECE/TRANS/505/Rev. 1/Add. 16) including all revisions for vehicles with regard to the seats, their anchorages and any head restraints made before the date this section comes into operation; and ECE Regulation No. 21 made by the Economic Commission for Europe dated 2 June 1971 (E/ECE/324-E/ECE/TRANS/505/Rev. 1/Add. 20) including all

revisions for vehicles with regard to their interior fittings made before the date this section comes into operation.

3. Directive 74/408/EEC issued by the European Economic Community dated 22 July 1974 including all revisions for motor vehicles with regard to the seats, their anchorages and head restraints made before the date this section comes into operation.
4. (a) Technical Standard for Seats and Seat Anchorages and Type Approval Test Procedures (TRIAS) 35-1975; and
(b) Technical Standard for Seatback Impact Absorption and Type Approval Test Procedures (TRIAS) 36-1975, made by the Minister of Land, Infrastructure and Transport of Japan for motor vehicle with a passenger capacity of 11 or less in Circular of Jisha No. 899 of 1 October 1983 and Circular of Kinshin No. 453 of 24 August 1971 including all revisions of those standards and test procedures made before the date this section comes into operation.
5. Federal Motor Vehicle Safety Standard No. 201 of Federal Regulations Vol. 36 No. 232 of USA dated 2 December 1971 including all revisions for occupant protection in interior impact made before the date this section comes into operation; and Federal Motor Vehicle Safety

Standard No. 207 of Federal Regulations Vol. 36 No. 232 of USA dated 2 December 1971 including all revisions for seating systems made before the date this section comes into operation.

6. Australian Design Rule 68/00 approved in Motor Vehicles Standards Determination No. 3 of 1992 (Australia) including all revisions for occupant protection in buses made before the date this section comes into operation.

PART 2

HEAD RESTRAINTS FOR PUBLIC LIGHT BUSES REGISTERED ON OR AFTER SPECIFIED DATE

1. ECE Regulation No. 25 made by the Economic Commission for Europe dated 30 December 1971 (E/ECE/324-E/ECE/TRANS/505/Rev. 1/Add. 24) including all revisions for head restraints (headrests), whether or not incorporated in vehicle seats, made before the date this section comes into operation.
2. ECE Regulation No. 17 made by the Economic Commission for Europe dated 14 August 1970 (E/ECE/324-E/ECE/TRANS/505/Rev. 1/Add. 16) including all revisions for vehicles with regard to the seats, their anchorages and any head restraints made before the date this section comes into operation.

3. Directive 78/932/EEC issued by the European Economic Community dated 20 November 1978 including all revisions for head restraints of seats of motor vehicles made before the date this section comes into operation.
4. Directive 74/408/EEC issued by the European Economic Community dated 22 July 1974 including all revisions for motor vehicles with regard to the seats, their anchorages and head restraints made before the date this section comes into operation.
5. Technical Standard for Head Restraints and Type Approval Test Procedures (TRIAS) 32-1983 made by the Minister of Land, Infrastructure and Transport of Japan for driver's seat and front seat beside the driver's seat of a motor vehicle with a passenger capacity of 11 or less in Circular of Jisha No. 899 of 1 October 1983 and Circular of Kinshin No. 453 of 24 August 1971 including all revisions of that standard and test procedures made before the date this section comes into operation.
6. Federal Motor Vehicle Safety Standard No. 202 of Federal Regulations Vol. 36 No. 232 of USA dated 2 December 1971 including all revisions for head restraints made before the date this section comes into operation.
7. Australian Design Rule 22/00 approved in Road Vehicle (National Standards) Determination No. 2 of 1995

(Australia) including all revisions for head restraints made before the date this section comes into operation.".

Secretary for the Environment,
Transport and Works

2002

Explanatory Note

This Regulation amends the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg.) to require public light buses registered on or after the date of commencement of this Regulation to -

- (a) have a width of at least 450 millimetres for every seat;
- (b) have a back rest for every seat and, if a back rest exceeds 800 millimetres in height, to have the seat concerned equipped with a head restraint;
- (c) (in cases where a retractable belt is fitted to the seat concerned) be provided with padding of impact energy absorption material for the surface or edge of any guard that would likely to be struck by the

head of a passenger wearing the retractable belt in the event of an accident;

- (d) have seats and their anchorages that conform with one or more of the specifications and standards set out in Part 1 of Schedule 15; and
- (e) (in cases where head restraints shall be provided) have head restraints that conform with one or more of the specifications and standards set out in Part 2 of Schedule 15.

ROAD TRAFFIC (SAFETY EQUIPMENT)(AMENDMENT) REGULATION 2002

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ROAD TRAFFIC (SAFETY EQUIPMENT) (AMENDMENT) REGULATION 2002

(Made under section 10(1) of the Road Traffic Ordinance (Cap. 374))

1. Commencement

This Regulation shall come into operation on a day to be appointed by the Secretary for the Environment, Transport and Works by notice published in the Gazette.

2. Interpretation

Regulation 2(1) of the Road Traffic (Safety Equipment) Regulations (Cap. 374 sub. leg.) is amended -

(a) in the definition of "approved" -

(i) in paragraph (a) -

(A) by adding "and a public light bus registered on or after the specified date" after "goods vehicle";

(B) by adding "於一" before "項規";

(ii) in paragraph (b), by repealing "and" at the end;

(iii) in paragraph (c), by repealing "the specification and standard" and substituting "one or more of the specifications and standards";

(iv) in paragraph (d), by repealing "and" at the end;

(v) in paragraph (e), by adding "and" at the end;

(vi) by adding -

"(f) in relation to anchorage points for a public light bus registered on or after the specified date means anchorage points of a type conforming with one or more of the specifications and standards set out in Part V of Schedule 2;"

(b) in the definition of "seat with integral seat belt anchorages", by repealing everything after "out" and substituting -

"in -

(a) Part III of Schedule 2 (in the case of a vehicle other than a public light bus registered on or after the specified date); or

(b) Part IIIA of Schedule 2 (in the case of a public light bus registered on or after the specified date);"

(c) by adding -

"automatically locking retractor" (自動鎖緊式回卷器) means a retractor which allows extraction of the strap of a retractable belt to the desired length and which,

when the buckle is fastened,
automatically adjusts the strap to the
wearer and prevents further extraction of
the strap without voluntary intervention
by the wearer;

"emergency locking retractor" (緊急鎖緊式回卷器)

means a retractor of a retractable belt -

- (a) which during normal driving conditions does not restrict freedom of movement by the wearer;
- (b) which has length adjustment components that automatically adjust the strap to the wearer; and
- (c) which has a locking mechanism which can be actuated in an emergency by -
 - (i) deceleration of the vehicle (single sensitivity); or
 - (ii) a combination of deceleration of the vehicle, movement of the webbing or any other automatic means (multiple sensitivity);

"retractable belt" (可回卷安全帶) means a body restraining seat belt or a lap belt, being an approved seat belt, that is -

(a) equipped with either an automatically locking retractor or an emergency locking retractor; and

(b) capable of being extended to confine a person of torso circumference of not less than 1 200 mm;

"retractor" (回卷器) means a device designed to retract and store the strap of a retractable belt;

"specified date" (指明日期) means the date of commencement of the Road Traffic (Safety Equipment)(Amendment) Regulation 2002 (L.N. of 2002);".

3. Section added

The following is added -

"6C. Rear seat belts and anchorage points for public light buses

(1) Every vehicle to which this regulation applies shall be provided with approved anchorage points designed to hold securely in position retractable belts for all its rear seats but this subregulation shall not apply so as to require

anchorage points to be provided for any seat with integral seat belt anchorages.

(2) Every vehicle to which this regulation applies shall be provided with a retractable belt for each of its rear seats.

(3) Every retractable belt provided in pursuance of this regulation shall, if the seat for which it is provided is a seat with integral seat belt anchorages, be properly secured to the integral seat belt anchorage points forming part thereof, or if the seat for which it is provided is not such a seat, be properly secured to the structure of the vehicle by the anchorage points provided for it and to any other anchorage points provided on the seat for it.

(4) This regulation shall apply to every public light bus registered on or after the specified date."

4. Drivers and passengers of taxis, light buses and goods vehicles required to wear seat belts

Regulation 7A(3) is amended by adding "private" before "light" wherever it appears.

5. Passengers in rear seats of private cars, taxis and public light buses required to wear seat belts, etc.

Regulation 7B(1) and (5) is amended by repealing "or taxi" wherever it appears and substituting ", taxi or public light bus".

6. Offences

Regulation 12 is amended -

- (a) in subregulation (2), by adding ", 6C" after "6B";
- (b) in subregulation (3)(b), by adding "private" before "light".

7. Approved protective helmets

Schedule 1 is amended, within the square brackets, by repealing "regs. 2 & 11" and substituting "reg. 2".

8. Approved seat belts and approved anchorage points

Schedule 2 is amended -

- (a) within the square brackets, by repealing "regs. 2 & 11" and substituting "reg. 2";
- (b) in Part II -
 - (i) in the heading, by adding "**and Public Light Buses Registered on or after Specified Date**" after "**Goods Vehicles**";
 - (ii) by repealing everything after the heading and before paragraph (a);
 - (iii) in paragraph (g), by repealing the full stop and substituting a semicolon;
 - (iv) by adding -
 - "(h) Technical Standard for Seat Belt Anchorages and Type Approval Test Procedures (TRIAS) 37-1987 made by the Minister of Land, Infrastructure and Transport of

Japan for motor vehicle in Circular of Jisha No. 899 of 1 October 1983 and Circular of Kinshin No. 453 of 24 August 1971 including all revisions of that standard and test procedures made before the date this paragraph comes into operation.";

(c) in Part III -

- (i) in the heading, by adding "**for Vehicles other than Public Light Buses Registered on or after Specified Date**" after "**Anchorage**";
- (ii) by repealing everything after the heading and before paragraph (a);
- (iii) in paragraph (d), by repealing the full stop and substituting a semicolon;
- (iv) by adding -
 - (e)
 - (i) Technical Standard for Seats and Seat Anchorages and Type Approval Test Procedures (TRIAS) 35-1975; and
 - (ii) Technical Standard for Seat Belt Anchorages and Type

Approval Test
Procedures (TRIAS)
37-1987,

made by the Minister of Land,
Infrastructure and Transport of
Japan for motor vehicle in
Circular of Jisha No. 899 of 1
October 1983 and Circular of
Kinshin No. 453 of 24 August
1971 including all revisions of
those standards and test
procedures made before the date
this paragraph comes into
operation.";

(d) by adding -

"PART IIIA

**Seats with Integral Seat Belt Anchorages
for Public Light Buses Registered on
or after Specified Date**

- (a) ECE Regulation No. 14 made by the
Economic Commission for Europe dated 1
April 1970 (E/ECE/324-E/ECE/TRANS/505
/Rev. 1/Add. 13) including all revisions
for vehicles with regard to safety belt
anchorage made before the date this
paragraph comes into operation;
- (b) Directive 76/115/EEC issued by the
European Economic Community dated 18

December 1975 including all revisions for anchorages for motor-vehicle safety belts made before the date this paragraph comes into operation;

(c) (i) Technical Standard for Seats and Seat Anchorages and Type Approval Test Procedures

(TRIAS) 35-1975; and

(ii) Technical Standard for Seat Belt Anchorages and Type Approval Test Procedures

(TRIAS) 37-1987,

made by the Minister of Land,

Infrastructure and Transport of Japan for motor vehicle in Circular of Jisha No.

899 of 1 October 1983 and Circular of

Kinshin No. 453 of 24 August 1971

including all revisions of those

standards and test procedures made before

the date this paragraph comes into

operation;

(d) Australian Design Rule 5/04 approved in Road Vehicle (National Standards)

Determination No. 2 of 1997 (Australia)

including all revisions for anchorages

for seat belt made before the date this

paragraph comes into operation.";

(e) in Part IV -

- (i) by repealing everything after the heading and before paragraph (a);
- (ii) in paragraph (c), by repealing the full stop and substituting a semicolon;
- (iii) by adding -

"(d) Technical Standard for Seat Belt Anchorages and Type Approval Test Procedures (TRIAS) 37-1987 made by the Minister of Land, Infrastructure and Transport of Japan for motor vehicle in Circular of Jisha No. 899 of 1 October 1983 and Circular of Kinshin No. 453 of 24 August 1971 including all revisions of that standard and test procedures made before the date this paragraph comes into operation.";

- (f) by adding -

"PART V

Approved Anchorage Points for Public Light Buses Registered on or after Specified Date

- (a) ECE Regulation No. 14 made by the Economic Commission for Europe dated 1 April 1970 (E/ECE/324-E/ECE/TRANS/505/

Rev. 1/Add. 13) including all revisions for vehicles with regard to safety belt anchorage made before the date this paragraph comes into operation;

- (b) Directive 76/115/EEC issued by the European Economic Community dated 18 December 1975 including all revisions for anchorages for motor-vehicle safety belts made before the date this paragraph comes into operation;
- (c) Technical Standard for Seat Belt Anchorages and Type Approval Test Procedures (TRIAS) 37-1987 made by the Minister of Land, Infrastructure and Transport of Japan for motor vehicle in Circular of Jisha No. 899 of 1 October 1983 and Circular of Kinshin No. 453 of 24 August 1971 including all revisions of that standard and test procedures made before the date this paragraph comes into operation;
- (d) Federal Motor Vehicle Safety Standard No. 210 of Federal Regulations Vol. 36 No. 232 of USA dated 2 December 1971 including all revisions for seat belt assembly anchorages made before the date this paragraph comes into operation;

- (e) Australian Design Rule 5/04 approved in Road Vehicle (National Standards) Determination No. 2 of 1997 (Australia) including all revisions for anchorages for seat belt made before the date this paragraph comes into operation."

Secretary for the Environment,
Transport and Works

2002

Explanatory Note

This Regulation amends the Road Traffic (Safety Equipment) Regulations (Cap. 374 sub. leg.) to -

- (a) require all rear seats of a public light bus registered on or after the date of commencement of this Regulation to be fitted with retractable belts and approved anchorage points;
- (b) require a passenger in the rear seat of a public light bus to wear a seat belt (if a seat belt is provided for the seat concerned); and

- (c) allow a person to drive a public light bus when passengers in the front seats are not securely fastened with seat belts.