

## LEGISLATIVE COUNCIL BRIEF

Road Traffic Ordinance  
(Chapter 374)

### **ROAD TRAFFIC (CONSTRUCTION AND MAINTENANCE OF VEHICLES) (AMENDMENT) REGULATION 2020**

### **ROAD TRAFFIC (PUBLIC SERVICE VEHICLES) (AMENDMENT) (NO. 2) REGULATION 2020**

## INTRODUCTION

The Secretary for Transport and Housing has made the Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2020 (the “Cap. 374A Amendment Regulation”) (at Annex A) under section 9 of the Road Traffic Ordinance (Cap. 374) to relax the length and weight restrictions on light buses<sup>1</sup>, and the Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2020 (the “Cap. 374D Amendment Regulation”) (at Annex B) under section 7 of Cap. 374 to amend the requirements imposed on the destination indicator and fare card of public light bus (altogether the “Amendment Regulations”).

## JUSTIFICATIONS

### **Relaxation of Vehicle Length Restriction of Light Buses**

2. At present, the overall length of a light bus, which is stipulated under the First Schedule to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) shall not exceed

---

<sup>1</sup> According to section 2 of Cap. 374, “light bus” means “a motor vehicle constructed or adapted for use solely for the carriage of a driver and not more than 19 passengers and their personal effects, but does not include an invalid carriage, motor cycle, motor tricycle, private car or taxi”.

7 metres. By virtue of the power empowered by regulation 4 of Cap. 374A, the Commissioner for Transport may, depending on individual circumstances, exercise her discretion to grant exemption on the vehicle overall length restriction on a light bus with public interest in mind. The vehicle length of light bus models with more environmental benefits and/or barrier-free facilities available in the market often exceeds the current legal requirements.

3. To promote the concept of “Transport for All”, the Government launched the “low-floor wheelchair-accessible light bus trial scheme” (the “Scheme”) in January 2018, where two low-floor wheelchair accessible light buses were introduced by phases to two hospital routes (including routes operating via Queen Mary Hospital and Prince of Wales Hospital respectively) starting from the first and second quarter of the same year. The third low-floor public light bus is now undergoing modification works so as to comply with the relevant legal requirements before it can be put into service. The Transport Department is reviewing the effectiveness and efficiency of the low-floor wheelchair-accessible light buses and the review is expected to be completed in the first half of this year. If the Scheme is proven feasible and desirable, the Government would discuss with the trade on further promoting low-floor light buses.

4. To take forward the aforementioned Scheme to introduce more low-floor wheelchair-accessible light buses, the Commissioner for Transport has been granting exemptions to vehicles from complying with the vehicle construction requirements, including the statutory vehicle overall length restriction, on a case-by-case basis under Cap. 374A. Other than public light buses, exemptions have also been granted to private light buses with vehicle length of more than 7 metres. Examples include vehicles providing services to meet special transport needs of persons with disabilities.

5. To further promote the Government’s policy objective on green and barrier-free transport, having critically reviewed the current legal requirements and the light bus models available in the market, the Government proposes to relax the vehicle overall length restriction of light bus from 7 metres to 7.5 metres to allow light buses with more environmental benefits and/or barrier-free facilities to be introduced into

Hong Kong, while continuing to encourage healthy competition by increasing the supply of vehicle models which comply with the local legal requirements in the market with public interest in mind. Details of electric light bus models and models with barrier-free facilities available in the market and known to the Transport Department are included at C Annex C.

6. Before the passage of the legislative amendments, the Commissioner for Transport will continue to consider individual applications for vehicle type approval of specific light bus models, and exercise her discretion in light of public interest to grant requisite exemption to those models with better environmental benefits (e.g. electric light buses) and/or barrier-free facilities (e.g. low-floor and/or wheelchair-accessible).

7. In general, the majority of public roads in Hong Kong are able to accommodate light buses of 7.5 metres. In collaboration with relevant parties, the Transport Department has examined the public transport interchanges, public light bus termini and road sections where green minibuses operate, and commenced feasible modification works at the relevant sites to ensure public light buses of longer length will be able to park and manoeuvre. However, as modification works may not be conductible at some of the individual sites due to circumstantial restrictions, road safety or traffic management issues, the Transport Department would carry out remedial arrangements, including but not limited to erecting roads signs to restrict the entrance of longer length vehicles. If necessary, the Transport Department will liaise with the green minibus operators concerned on the alighting / drop-off points and/or routeing to facilitate their operating needs. A summary of the number of public transport interchange and public light bus terminus that cannot accommodate public light buses of more than 7.5 metres and the feasibility of modification works is appended at D Annex D.

## **Relaxation of Maximum Gross Vehicle Weight Restriction of Light Buses**

8. The current maximum gross vehicle weight of a light bus is 5.5 tonnes as stipulated in the Second Schedule to Cap. 374A. Due to the increase in length of light buses available in the market, their relative weight would also have increased. In addition, to further improve roadside air quality, the Government has been encouraging the use of electric light buses, which are usually heavier than conventional light buses due to the weight of the batteries, exceeding the maximum gross vehicle weight restriction. At present, the Commissioner for Transport would exercise her discretion in light of public interest to exempt vehicles from complying with the maximum gross vehicle weight restriction.

9. In view of the above, the Government proposes to relax the maximum gross vehicle weight restriction of light buses from 5.5 tonnes to 8.5 tonnes, so that the local legal requirements would be able to accommodate light buses of longer length as well as electric light buses. Generally, vehicles of up to 8.5 tonnes are able to manoeuvre on the majority of public roads in Hong Kong.

10. Apart from the above proposed amendments to the overall length and maximum gross vehicle weight restriction of light buses, the Government also takes the opportunity to review and update the relevant regulations in respect of the destination indicator and fare card of public light buses.

### **Destination Indicator**

11. According to regulations 50(1) and (2) of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D), a destination indicator has to be displayed at the front of public light buses, where the destination shown has to be clearly indicated in English letters and Chinese characters while the background colour of such indicator is classified according to the area

where the public light bus is operating<sup>2</sup>.

12. Along with time and the development of new towns, the provision of public light bus services has become flexible where cross-district service is also popular. Further, other than destination indicators by means of a roller blind, the use of electronic destination indicators has become increasingly common in view of technological development. In September 2012, the Transport Department issued the guidelines on the use of electronic destination indicators to green minibus operators and red minibus associations.

13. To align with the flexible operational mode of the public light bus trade, the Government proposes to relax the background colour requirement of destination indicators by means of a roller blind by allowing the public light bus operators to choose from one of the background colours allowed under the current law (i.e. white words on dark blue, green, yellow or red background), and stipulate the colour requirement of destination indicators by any other means (including electronic destination indicators) (i.e. yellow or amber words on a dark and non-reflective background). The Government would update the above new requirements in respect of destination indicators through legislative amendment. A relevant gazette notice that lays down the requirements in relation to the design and construction of electronic destination indicators and destination indicators by means of a roller blind, including their construction material, operational design, area and font size, would be issued by the Commissioner for Transport pursuant to regulation 50(2)(a) of Cap. 374D.

### **Fare Card**

14. According to regulation 50(4) of Cap. 374D, fares on a card displayed on a public light bus shall be in red English letters and Chinese characters on a white background.

---

<sup>2</sup> Referring to Schedule 6 to Cap. 374D, the background colour of the destination indicator of public light buses shall be dark blue (for any route on Hong Kong Island), green (for any route which terminates in Kowloon), yellow (for any route which terminates in the New Territories) or red (for any route which operates through the Cross-Harbour Tunnel).

15. Given public light bus operators commonly indicate the fare by Arabic numerals, the Government considers the language and colour requirement of a fare card set out in the current law outdated. In this regard, the Government proposes to amend the current language requirement of a fare card, where fares must be clearly shown in Arabic numerals with a dollar sign “\$”<sup>3</sup>, while the colour requirement shall be removed. As for other requirements on the design and construction of the fare cards, for example the font size of the fare displayed on the fare card, the Commissioner for Transport will issue a gazette notice to specify the requirements in this regard pursuant to regulation 50(4)(a) of Cap. 374D.

## **THE AMENDMENT REGULATIONS**

### **Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2020**

16. **Section 3** of the Cap. 374A Amendment Regulation amends the First Schedule to Cap. 374A to increase the maximum overall length of a light bus to 7.5 metres.

17. **Section 4** of the Cap. 374A Amendment Regulation amends the Second Schedule to Cap. 374A to increase the maximum gross vehicle weight of a light bus to 8.5 tonnes.

### **Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2020**

18. **Sections 3(3) and 4** of the Cap. 374D Amendment Regulation revise the requirements in respect of a destination indicator displayed on a public light bus.

19. **Section 3(4)** of the Cap. 374D Amendment Regulation revises the requirements in respect of a fare card displayed on a public light bus.

---

<sup>3</sup> With the legal amendment taking effect, the fare must be shown in Arabic numerals with the dollar sign “\$” on the fare card, for example “\$8”. Public light bus operators or drivers may further provide the fare information in Chinese or English if needed.

E The existing provisions being amended are at Annex E.

## **LEGISLATIVE TIMETABLE**

20. The legislative timetable will be as follows –

Publication in the Gazette	17 April 2020
Tabling at the Legislative Council (“LegCo”) for negative vetting	22 April 2020
Commencement of the Amendment Regulations	5 July 2020

## **IMPLICATIONS OF THE PROPOSAL**

F 21. The proposal has financial, civil service, economic, family, environmental and sustainability implications as set out at Annex F. The proposals are in conformity with the Basic Law, including the provisions concerning human rights. The proposal will not affect the current binding effect of Cap. 374 and its subsidiary legislations, and has no productivity and gender implications.

## **PUBLIC CONSULTATION**

22. With regard to the above legislative amendments on relaxing the overall length and maximum gross vehicle weight restriction of light buses, and the amendments to the requirement on the destination indicator and fare card of public light buses, the public light bus trades were consulted and they generally welcomed the above proposals.

23. The Government consulted the LegCo Panel on Transport (the “Panel”) on the proposed legislative amendments on 20 March 2020, and the Panel agreed that the proposed legislative amendments will be conducive to introducing electric light buses and light buses with barrier-

free facilities into the market, thus aligning with the Government's policy objectives to promote green and barrier-free transport. Further, views of the Transport Advisory Committee members were sought by circulation of paper and they were either generally supportive or had no adverse comment on the proposal.

## **PUBLICITY**

24. The Government will issue a press release on 17 April 2020 while a spokesperson will be available to answer media enquiries. Before the Amendment Regulations come into operation, the Transport Department will work closely with the trade on the publicity of the new requirements, including issuing letters and relevant guidelines, as well as arranging trade conferences, so as to ensure smooth implementation of the new requirements and due compliance by the trade.

## **ENQUIRIES**

25. Any enquiry on this brief can be directed to Ms Jerry Ji, Principal Assistant Secretary for Transport and Housing (Tel.: 3509 8171).

**Transport and Housing Bureau**  
**14 April 2020**



**Road Traffic (Construction and Maintenance of  
Vehicles) (Amendment) Regulation 2020**

(Made by the Secretary for Transport and Housing under section 9 of the  
Road Traffic Ordinance (Cap. 374))

**1. Commencement**

This Regulation comes into operation on 5 July 2020.

Secretary for Transport and Housing

**2. Road Traffic (Construction and Maintenance of Vehicles)  
Regulations amended**

2020

The Road Traffic (Construction and Maintenance of Vehicles)  
Regulations (Cap. 374 sub. leg. A) are amended as set out in sections  
3 and 4.

**3. First Schedule amended (overall dimensions of vehicles)**

First Schedule—

**Repeal**

“Light Bus 7.0 metres 2.3 metres 3.0 metres”

**Substitute**

“Light Bus 7.5 metres 2.3 metres 3.0 metres”.

**4. Second Schedule amended**

Second Schedule, Part I—

**Repeal**

“Light Bus 5.5 tonnes”

**Substitute**

“Light Bus 8.5 tonnes”.

### **Explanatory Note**

This Regulation amends the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A) (*principal Regulations*) to increase—

- (a) the maximum overall length specified for a light bus in the First Schedule to the principal Regulations; and
- (b) the maximum gross vehicle weight specified for a light bus in the Second Schedule to the principal Regulations.

## Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2020

(Made by the Secretary for Transport and Housing under section 7 of the  
Road Traffic Ordinance (Cap. 374))

### 1. Commencement

This Regulation comes into operation on 5 July 2020.

### 2. Road Traffic (Public Service Vehicles) Regulations amended

The Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) are amended as set out in sections 3 and 4.

### 3. Regulation 50 amended (destination indicators and fares to be displayed on public light buses)

(1) Regulation 50(1)—

#### Repeal

everything after “reward”

#### Substitute

“, there is displayed at the front of the vehicle a destination indicator that indicates the destination of the vehicle in a clearly visible and legible manner.”.

(2) Regulation 50(2)—

#### Repeal

“vehicle in accordance with subregulation (1) shall”

#### Substitute

“public light bus must”.

(3) Regulation 50(2)—

### Repeal paragraph (c)

#### Substitute

“(c) comply with the colour requirements specified in Schedule 6.”.

(4) Regulation 50(4)(b)—

#### Repeal

everything after “fare”

#### Substitute

“in Arabic numerals with the dollar sign (“\$”).”.

### 4. Schedule 6 substituted

Schedule 6—

#### Repeal the Schedule

#### Substitute

### “Schedule 6

[reg. 50(2)]

## Colour Requirements for Indicating Destination of Public Light Buses

1. For a destination indicated by means of a roller blind—letters and characters in white on a dark blue, green, yellow or red background.
2. For a destination indicated by any other means—letters and characters in yellow or amber on a dark non-reflective background.”.

Secretary for Transport and Housing

2020

---

**Explanatory Note**

This Regulation amends the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) to revise the requirements for—

- (a) indicating the destination on a destination indicator displayed on a public light bus; and
- (b) indicating the fare on a fare card displayed on a public light bus.

### Technical Details of Light Bus Models<sup>1</sup>

Vehicle Model	Vehicle Length (metres)	Gross Vehicle Weight (tonnes)
<b>A. Most Commonly Used Vehicle Model in Hong Kong</b>		
Toyota Coaster	6.3– 7.0	5.3 – 5.4
<b>B. Model under the Low-floor Wheelchair Accessible Public Light Bus Trial Scheme</b>		
EVM Sprinter Low Floor Community [Base Vehicle: Mercedes-Benz] [Bodybuilder: EVM]	7.4	4.5
Optare Solo Slimline M790	7.9	8.0
<b>C. Other Models Suitable for Use as Low-floor Wheelchair Accessible Light Bus</b>		
Hino Poncho	7.0	7.7
Mercedes Benz Sprinter City 45 RL	7.4	5.0
Mellor Orion [Base Vehicle: Fiat Ducato] [Bodybuilder: Mellor]	7.5	5.0
Mellor Strata [Base Vehicle: Mercedes-Benz] [Bodybuilder: Mellor]	7.8	5.5
<b>D. Electric Light Bus Models</b>		
Dongfeng Automobile Co., Ltd	6.0 – 6.2	4.5 – 6.5
Jiangsu Joylong Automobile Co., Ltd	6.0 – 8.1	4.9 – 8.5
GMI Gemini-e	7.0	7.0
King Long	7.0	7.5
Hino Poncho EV	7.0	7.7
Mellor Orion E	7.5	5.0

<sup>1</sup> The information in the table is listed according to the market information available to the Transport Department. The use of such models in Hong Kong would still be subject to the Vehicle Type Approval by the Transport Department.

### Feasibility of Modification Works

According to the initial assessment conducted by the Transport Department, 140 out of 154 public transport interchanges and public light bus terminuses are suitable for light buses of 7.5 metres to park and manoeuvre. Modification works have to be carried out at 25 out of 140 public transport interchanges and public light bus termini to accommodate the use by such light buses. Among the green minibus operating areas, most of the road sections are suitable for operation of light buses of 7.5 metres except for five road sections with length restriction on vehicles of more than 7.5 metres in length. The following table summarises the details of the initial assessment –

<b>A. Public Transport Interchange / Public Light Bus Terminus</b>	
Suitable for use by light buses of 7.5 metres	115
Suitable for use by light buses of 7.5 metres after conducting modification works	25
Not suitable for use by light buses of 7.5 metres while modification works are not conductible	14
<b>Total</b>	<b>154</b>
<b>B. Green Minibus Operating Area</b>	
Road sections suitable for light buses of 7.5 metres to operate after conducting modification works	1
Road sections not suitable for light buses of 7.5 metres to operate while modification works are not conductible	5
<b>Total</b>	<b>6</b>

**FIRST SCHEDULE**

[reg. 6]

**OVERALL DIMENSIONS OF VEHICLES**

Column 1	Column 2	Column 3	Column 4
Vehicle	Overall Length	Overall Width	Overall Height
Private Car	6.3 metres	2.3 metres	2.0 metres
Taxi	6.3 metres	2.3 metres	2.0 metres
Invalid Carriage	6.3 metres	2.3 metres	2.0 metres
Light Bus	7.0 metres	2.3 metres	3.0 metres
Bus			
Single-decked	12.0 metres	2.5 metres	3.5 metres
Double-decked	12.0 metres	2.5 metres	4.6 metres
Articulated	15.0 metres	2.5 metres	3.5 metres
Light Goods Vehicle	10.0 metres	2.5 metres	3.5 metres
Medium Goods Vehicle	11.0 metres	2.5 metres	4.6 metres
Heavy Goods Vehicle			
Rigid	11.0 metres	2.5 metres	4.6 metres
Articulated	16.0 metres	2.5 metres	4.6 metres
Special Purpose Vehicle	12.0 metres	2.5 metres	4.6 metres
Tricycle	-	1.1 metres	-
Trailer	13.5 metres	2.5 metres	4.6 metres
Pedestrian-controlled Vehicle	4.3 metres	1.6 metres	-

**SECOND SCHEDULE**

[reg. 7]

For the purposes of this Schedule the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the areas of contact with the road surface of the wheels of one axle and the line joining the centres of the areas of contact with the road surface of the wheels of the other relevant axle.

## PART I

MAXIMUM WEIGHT OF VEHICLES  
(Subject to Parts II, III, IV, V and VI)

Column 1	Column 2
Class of Vehicle	Maximum Gross Vehicle Weight

Private Car	3.0 tonnes
Taxi	3.0 tonnes
Invalid Carriage	3.0 tonnes
Light Bus	5.5 tonnes
Bus	24 tonnes
Light Goods Vehicle	5.5 tonnes
Medium Goods Vehicle	24 tonnes
Heavy Goods Vehicle	38 tonnes
Motor Cycle	500 kilograms
Motor Tricycle	600 kilograms
Trailer	38 tonnes

(L.N. 146 of 1990; 19 of 2004 s. 5)

## PART II

### MAXIMUM WEIGHTS FOR RIGID VEHICLES

Column 1	Column 2	Column 3
Class of Rigid Vehicle	Wheel Span Measurement	Maximum Gross Vehicle Weight
	Metres	
2 axled vehicle	Less than 2.65	14 tonnes
	At least 2.65	16 tonnes
3 axled vehicle	Less than 3.00	16 tonnes
	At least 3.00	18 tonnes
	At least 3.20	20 tonnes
	At least 3.90	22 tonnes
	At least 4.90	24 tonnes
4 axled vehicle	Less than 3.70	18 tonnes
	At least 3.70	20 tonnes
	At least 4.60	22 tonnes
	At least 4.70	24 tonnes
	At least 5.60	26 tonnes
	At least 5.90	28 tonnes
	At least 6.30	30 tonnes

## PART III

### MAXIMUM WEIGHTS FOR ARTICULATED VEHICLES

Column 1	Column 2	Column 3
Class of Motor Vehicle	Wheel Span Measurement	Maximum Gross Vehicle Weight
	Metres	
2 axled motor vehicle	Less than 2.4	14 tonnes
	At least 2.4	16 tonnes



3 axled motor vehicle	Less than 3.0	18 tonnes
	At least 3.0	20 tonnes
	At least 3.8	22 tonnes
	At least 4.3	24 tonnes
Column 1	Column 2	Column 3
Class of Semi-trailer	Distance between 2 closely spaced axles	Maximum Gross Axle Weight for 2 closely spaced axles
	Metres	
2 axled semi-trailer	Less than 1.02	11 tonnes
	At least 1.02	16 tonnes
	At least 1.05	17 tonnes
	At least 1.20	18 tonnes
	At least 1.50	19 tonnes
	At least 1.85	20 tonnes
	Distance between outer axles of 3 closely spaced axles	Maximum Gross Axle Weight for 3 closely spaced axles
	Metres	
3 axled semi-trailer	Less than 1.40	10.5 tonnes
	At least 1.40	12 tonnes
	At least 1.50	18 tonnes
	At least 2.00	19.5 tonnes
	At least 2.55	21 tonnes
	At least 2.70	22.5 tonnes

In this Part and regulation 7(3)—

“2 closely spaced axles” (2條近距車軸) means axles that are spaced at a distance apart of not more than 2.5 metres and not less than 1 metre.

“3 closely spaced axles” (3條近距車軸) means the outermost axles that are spaced at a distance apart of 3.25 metres or less. (*L.N. 242 of 1985*)

#### PART IV

##### MAXIMUM COMBINED WEIGHTS FOR ARTICULATED VEHICLES

Column 1	Column 2	Column 3
Type of Combination of Articulated Vehicle	Inner Axle Spacing	Maximum Gross Combined Weight
	Metres	
2 axled motor vehicle with 1 axled trailer	Less than 2.1	20 tonnes
	At least 2.1	22 tonnes
	At least 3.1	24 tonnes
2 axled motor vehicle with 2 axled trailer	Less than 2.9	24 tonnes
	At least 2.9	26 tonnes
	At least 3.1	29 tonnes
	At least 3.6	32 tonnes
	At least 4.0	34 tonnes
2 axled motor vehicle with 3 or more axled trailer	At least 4.2	38 tonnes

3 or more axled motor vehicle with 1 axled trailer	Less than 2.0	22 tonnes
	At least 2.0	24 tonnes
	At least 2.7	26 tonnes
	At least 3.0	28 tonnes
	At least 4.0	30 tonnes
	At least 4.4	32 tonnes
3 or more axled motor vehicle with 2 or more axled trailer	Less than 2.0	24 tonnes
	At least 2.0	26 tonnes
	At least 2.3	30 tonnes
	At least 3.2	34 tonnes
	At least 4.0	38 tonnes
3 or more axled motor vehicle with 3 or more axled trailer ( <i>L.N. 146 of 1990</i> )	At least 4.7	40 tonnes
	At least 5.2	42 tonnes
	At least 5.7	44 tonnes

In this Part—

“inner axle spacing” (內軸距) means the distance between the rearmost axle of a motor vehicle and the foremost axle of the trailer towed thereby.

#### PART V

##### MAXIMUM WEIGHTS FOR 2 CLOSELY SPACED AXLES OF VEHICLES

Column 1	Column 2
Distance between 2 closely spaced axles Metres	Maximum Axle Weight for any one axle
Less than 1.02	5.5 tonnes
At least 1.02	8 tonnes
At least 1.05	8.5 tonnes
At least 1.20	9 tonnes
At least 1.50	9.5 tonnes
At least 1.85	10 tonnes

In this Part and regulation 7(5), “2 closely spaced axles” (2條近距車軸) means axles that are spaced at a distance apart of not more than 2.5 metres and not less than 1 metre.

#### PART VI

##### MAXIMUM WEIGHTS FOR 3 CLOSELY SPACED AXLES OF VEHICLES

Column 1	Column 2
Distance between outer axles of 3 closely spaced axles Metres	Maximum Axle Weight for any one axle
Less than 1.40	3.5 tonnes
At least 1.40	4 tonnes
At least 1.50	6 tonnes
At least 2.00	6.5 tonnes
At least 2.55	7 tonnes
At least 2.70	7.5 tonnes

In this Part and regulation 7(6), “3 closely spaced axles” (3條近距車軸) means the outermost axles that are spaced at a distance apart of 3.25 metres or less.



**50. Destination indicators and fares to be displayed on public light buses**

- (1) A driver of a public light bus when acting as such shall ensure that, at all times when it is used for the carriage of passengers for hire or reward—
  - (a) there is displayed at the front of the vehicle a destination indicator which complies with subregulation (2); and
  - (b) such destination indicator is adequately illuminated at all times when, by the provisions of any other enactment, the lights of the vehicle are required to be illuminated.
- (2) A destination indicator displayed on a vehicle in accordance with subregulation (1) shall—
  - (a) be of a design and construction specified by the Commissioner by notice published in the Gazette; (*L.N. 374 of 1989*)
  - (b) clearly indicate the destination of the vehicle in English and in Chinese characters by reference to a road junction or a similarly precise location; and
  - (c) be coloured in accordance with paragraph 1, 2, 3 or 4 of Schedule 6, as the case may be.
- (3) A driver of a public light bus when acting as such shall ensure that, at all times when it is used for the carriage of passengers for hire or reward, there is displayed at the front of the vehicle in a prominent position a card which complies with subregulation (4) showing the fare chargeable for carriage to the destination indicated on the destination indicator.
- (4) A card displayed on a vehicle in accordance with subregulation (3) shall—
  - (a) be of a design and construction specified by the Commissioner by notice published in the Gazette; (*L.N. 374 of 1989*)
  - (b) indicate the fare in English and Chinese in red letters and characters on a white background.
- (5) A licensee in respect of a public light bus, and a driver of a public light bus when acting as such, shall not—
  - (a) change or remove a destination indicator while passengers are being carried thereon with intent to induce any passenger to—
    - (i) alight from the vehicle before reaching the destination indicated on the indicator at the time the passenger boarded the vehicle; or
    - (ii) pay a fare additional to the fare indicated on the card displayed on the vehicle under subregulation (3) at the time the passenger boarded the vehicle;
  - (b) without reasonable excuse, require any passenger to alight from the vehicle before reaching the destination indicated on the destination indicator at the time the passenger boarded the vehicle; or
  - (c) cause or permit to be displayed at the front of the vehicle more than one destination indicator at any one time.

---

## Schedule 6

[reg. 50(2)]

### **Colours of Destination Indicators on Public Light Buses**

*(Format changes—E.R. 2 of 2014)*

1. Any route on Hong Kong Island (other than a cross-harbour route)  
—  
White letters and characters on a dark blue background.
2. Any route which terminates in Kowloon and New Kowloon (other than a cross-harbour route)—  
White letters and characters on a green background.
3. Any route which terminates in the New Territories (other than a cross-harbour route)—  
White letters and characters on a yellow background.
4. Any route which operates through the Cross-Harbour Tunnel—  
White letters characters on a red background.

## **Implications of the Proposal**

### **Financial and Civil Service Implications**

Modification works would have to be conducted at public transport interchanges, public light bus termini and road sections of the operating areas of green minibuses to accommodate the use of light bus models of longer length, the costs of which would be absorbed by existing resources of relevant departments.

2. Other additional workload arising from the legislative amendments, such as conducting further trial runs on the use of longer length light bus models and publicity, etc., will be absorbed by the Transport Department's existing resources.

3. Additional resources, if required, will be sought with justifications in accordance with established mechanism.

### **Economic Implications**

4. The proposal to relax the maximum length and weight restriction would provide more options and flexibility to the trade in acquiring new light buses.

### **Family Implications**

5. The proposal encourages the further introduction of low-floor wheelchair accessible public light buses at hospital routes. This may have a positive impact to families with elderly and persons with disabilities by providing a more affordable and accessible transport option.

## **Environmental and Sustainability Implications**

6. With the policy objective to promote green and barrier-free transport, the Government would like to take the opportunity to encourage the wider use of electric light buses which are more environmentally-friendly. Further, the use of the low-floor wheelchair accessible light buses may also contribute to the betterment and cohesion of the society through implementing the “Transport for All” concept.