

**L.N. 164 of 2021**

**Road Traffic (Construction and Maintenance of Vehicles)  
(Amendment) Regulation 2021**

(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 15 October 2021.

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

The Road Traffic (Construction and Maintenance of Vehicles)  
Regulations (Cap. 374 sub. leg. A) are amended as set out in  
sections 3, 4 and 5.

**3. Regulation 2 amended (interpretation)**

- (1) Regulation 2, at the end of the definition of *emergency exit*—

**Add**

“Note—

See also regulation 67A in relation to an emergency exit of a light  
bus.”.

- (2) Regulation 2, definition of *exit*—

**Repeal the semicolon**

**Substitute**

“, but does not include an emergency window or escape  
hatch;”.

- (3) Regulation 2—

**Add in alphabetical order**

“*emergency window* (緊急窗口) means a window on a vehicle that is provided for use only in case of emergency for leaving the vehicle;

*escape hatch* (逃生艙口) means an opening at the roof of a vehicle that is provided for use only in case of emergency for leaving the vehicle;”.

**4. Regulation 67 amended (entrances and exits on light buses)**

(1) Regulation 67—

**Repeal paragraph (1)**

**Substitute**

“(1) There must be at least 2 exits (one of which may be an emergency exit) on a light bus, and the exits must be situated on at least 2 of the following—

- (a) the near side of the light bus;
- (b) the off side of the light bus;
- (c) the rear of the light bus.”.

(2) Regulation 67(3)—

**Repeal**

“emergency”.

**5. Regulations 67A, 67B and 67C added**

After regulation 67—

**Add**

“**67A. Driver’s door on light bus**

(1) In this regulation—

***driver's door*** (司機門) means a door provided at the driver's compartment of a light bus to enable the driver to board or alight from the light bus.

- (2) For the purposes of this Part (except regulations 71 and 72(5)), a driver's door of a light bus is an emergency exit if—
- (a) no seat is fitted immediately adjacent to the driver's seat of the light bus;
  - (b) (where a separate seat is placed to the side of the driver's seat of the light bus) there is a clear width of not less than 460 millimetres between the driver's seat and the separate seat (measured from the edges of the 2 seats that are nearest to each other);
  - (c) the driver's door is readily accessible to passengers without obstruction from the passenger seats through the gangway of the light bus and through the passage from the gangway to the driver's seat (*passage*);
  - (d) the width of the passage—
    - (i) is not less than 300 millimetres at heights up to 750 millimetres above the level of the deck of the light bus;
    - (ii) is not less than 350 millimetres at heights exceeding 750 millimetres but not exceeding 1 200 millimetres above the level of the deck of the light bus; and
    - (iii) is not less than 460 millimetres at heights exceeding 1 200 millimetres above the level of the deck of the light bus;

- (e) the access between the driver's seat and the steering wheel—
  - (i) is not less than 600 millimetres in height; and
  - (ii) is not less than 400 millimetres in width; and
- (f) the light bus is also provided with the following—
  - (i) at least one emergency window that complies with regulation 67B; and
  - (ii) at least one escape hatch that complies with regulation 67C.

**67B. Emergency window on light bus**

- (1) An emergency window of a light bus—
  - (a) must—
    - (i) be made of readily-breakable safety glass; or
    - (ii) be capable of being easily and instantaneously opened from the inside of the light bus by means of a device (which is located in a prominent position and readily reachable by persons inside the light bus in case of emergency) to the satisfaction of the Commissioner;
  - (b) must be capable of being fully opened;
  - (c) must be capable of being easily opened from the outside of the light bus in case of emergency;
  - (d) must be designed to prevent any inadvertent operation;

- (e) must not be of an ejectable type;
  - (f) must not be fitted in a position that might in any way cause danger to passengers;
  - (g) must not obstruct clear passage from the inside or outside of the light bus;
  - (h) for a hinged type—must be capable of being opened outward, and must be fitted with an audible and visible warning device to alert the driver when the window is not completely and securely closed;
  - (i) must be situated at either the forward half or the rearward half of the passengers' compartment in the light bus such that there must be at least one exit or emergency window at each half of the compartment;
  - (j) must be easily accessible to passengers without obstruction from any part of the gangway of the light bus for obtaining access to the exterior of the light bus; and
  - (k) must be clearly marked as such inside the light bus in English and Chinese writing.
- (2) In a light bus, the means of operation of an emergency window must be clearly indicated.
- (3) If an emergency window is situated on the near side or off side of a light bus—
- (a) the window must be of an aperture area of not less than 0.4 square metre;
  - (b) the height of the window must be not less than 0.5 metre;
  - (c) the width of the window must be not less than 0.7 metre; and

- (d) the height of the lower edge of the window above the level of the deck of the light bus—
  - (i) if the window is of a breakable glass type—must be not more than 1.2 metres and not less than 500 millimetres;
  - (ii) if the window is of a hinged type and the window aperture is equipped with a guard that is of a height not less than 650 millimetres above the level of the deck of the light bus—must be not more than 1.2 metres and not less than 500 millimetres; or
  - (iii) if the window is of a hinged type and the window aperture is not equipped with a guard referred to in sub-subparagraph (ii)—must be not more than 1.2 metres and not less than 650 millimetres.
- (4) If an emergency window is situated at the rear of a light bus, the window must be of an aperture area of not less than 0.4 square metre and must be in either of the following proportions—
  - (a) the height of the window is not less than 0.5 metre and the width of the window is not less than 0.7 metre;
  - (b) the height of the window is not less than 0.35 metre and the width of the window is not less than 1.55 metres.
- (5) If an emergency window aperture is equipped with a guard, the area of the aperture above the guard must not be less than the area set out in paragraph (3)(a) or (4).

- (6) The gangway of a light bus and the passage between 2 seats leading to an emergency window of the light bus must conform with regulations 71 and 73(1) respectively.
- (7) A light bus is not taken to fail to comply with paragraph (1)(c) by reason only of the fact that, for the purpose of securing the light bus when unattended, any emergency window has been fitted with a supplementary lock (with or without an actuating mechanism), if the lock is so designed and constructed that a single movement of a device provided on the inside of the light bus will at all times allow the emergency window to be readily opened.
- (8) A light bus is not taken to fail to comply with paragraph (1)(j) by reason only of the presence of any passenger seat adjacent to an emergency window of the light bus.

**67C. Escape hatch on light bus**

- (1) An escape hatch of a light bus—
  - (a) must be capable of being easily and instantaneously opened from the inside of the light bus by means of a device (which is located in a prominent position and readily reachable by persons inside the light bus in case of emergency) to the satisfaction of the Commissioner;
  - (b) must be capable of being fully opened;
  - (c) must be capable of being easily opened from the outside of the light bus in case of emergency;

- (d) must be designed to prevent any inadvertent operation;
  - (e) must not be of an ejectable type;
  - (f) must not be fitted in a position that might in any way cause danger to passengers;
  - (g) must not obstruct clear passage from the inside or outside of the light bus;
  - (h) for a hinged type—must be capable of being opened outward, and must be fitted with an audible and visible warning device to alert the driver when the hatch is not completely and securely closed;
  - (i) must be situated not more than 1.6 metres above a seat or any equivalent support (including a support that is foldable or movable if the support can be locked in its position of use) measured from the outermost surface of the roof of the light bus; and
  - (j) must be clearly marked as such inside the light bus in English and Chinese writing.
- (2) If there is only 1 escape hatch on a light bus, the escape hatch must be situated in the middle part of the roof of the light bus.
  - (3) If there is more than one escape hatch on a light bus, each escape hatch must be separated by a distance of at least 2 metres (being the distance measured between the edges of the apertures of the escape hatches that are nearest to each other in a line parallel to the longitudinal axis of the light bus).
  - (4) In a light bus, the means of operation of an escape hatch must be clearly indicated.



- (5) The aperture of an escape hatch of a light bus must be—
- (a) of an area of not less than 0.45 square metre; and
  - (b) of such a shape that a rectangle of 0.6 metre in width and 0.7 metre in length may be inscribed in the aperture.
- (6) A light bus is not taken to fail to comply with paragraph (1)(c) by reason only of the fact that, for the purpose of securing the light bus when unattended, any escape hatch has been fitted with a supplementary lock (with or without an actuating mechanism), if the lock is so designed and constructed that a single movement of a device provided on the inside of the light bus will at all times allow the escape hatch to be readily opened.
- (7) In paragraph (2)—
- middle part*** (中間部分), in relation to the roof of a light bus, means the middle part of the roof area of the passengers' compartment in the light bus when dividing the roof area into 3 parts of equal length longitudinally.”.

Frank CHAN Fan  
Secretary for Transport and  
Housing

17 August 2021

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### **Explanatory Note**

The Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A) (*principal Regulations*) provide for the requirements in relation to the construction, maintenance and equipment of light buses. The main purpose of this Regulation is to amend the principal Regulations—

- (a) to provide that the driver's door of a light bus is an emergency exit if certain conditions (including the provision of an emergency window and escape hatch) are satisfied; and
- (b) to provide for the requirements applicable to an emergency window and escape hatch on a light bus.