

ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

ROAD TRAFFIC (ROADS AND SIGNS) REGULATIONS, 1959.

In exercise of the powers conferred by sections 3, 5A and 31 of the Road Traffic Ordinance, 1957, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Road Traffic (Roads and Signs) Regulations, 1959. Citation.

2. In these regulations, unless the context otherwise requires—
“Authority” means the Commissioner of Police or any person who is declared by any enactment to be the authority for the purpose of these regulations and any person to whom the powers and functions of the Authority have been delegated by him; Inter-pretation.

“prescribed traffic sign” means a traffic sign of a size, colour and type described in the Schedule; Schedule.

“traffic sign” means a set of traffic signals, warning sign post, direction post, sign, line or other mark on a road, or other device for the direction or guidance of persons using roads;

“warning instrument” means any instrument fitted to or carried on or in a vehicle for audibly signalling its approach or presence.

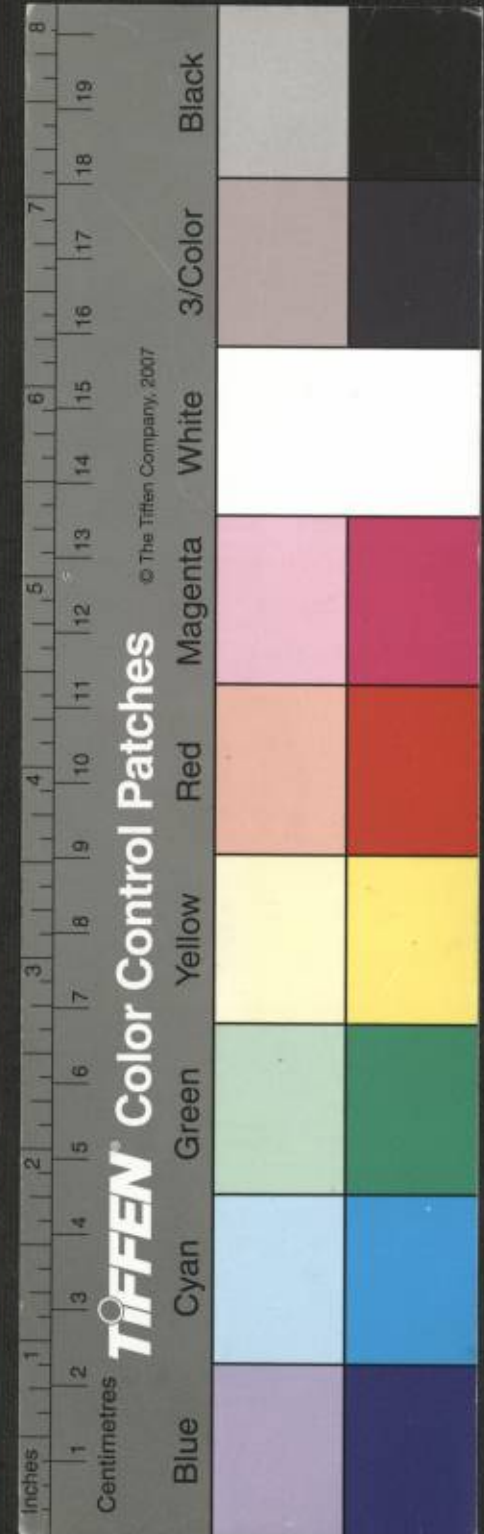
3. The Authority may cause or, by permit in writing under his hand, permit to be placed on or near any road a prescribed traffic sign, and the meaning of or warning given by each prescribed traffic sign shall be in accordance with such sign and the note relating to the diagram of such sign in the Schedule. Power to erect traffic signs.
Schedule.

4. Any person who without the consent of the Authority moves, damages, or interferes in any way with any prescribed traffic sign or traffic sign shall be guilty of an offence. Offence to interfere with traffic sign or light.

5. (1) The Authority may vary any figures or the direction of any arrow on any prescribed traffic sign to adapt such sign to the particular circumstances of any place. Variation to and illumination of traffic signs.

(2) A prescribed traffic sign may be of such material as will cause it to reflect light or may be illuminated.

(3) A prescribed traffic sign may be surmounted by a red occulting light.



(4) A traffic sign placed on or near a road shall be deemed to be a prescribed traffic sign and to have been lawfully so placed unless the contrary is proved, and the fact that a traffic sign differs slightly in size, colour or type from a prescribed traffic sign shall not prevent such traffic sign from being a prescribed traffic sign so long as the general appearance of the sign is not thereby materially impaired.

Mounting of signs.

6. Every sign shown in any of the diagrams in the Schedule shall, wherever practicable, be mounted on or attached to—

- (a) a post specially provided for the purpose and every post shall be painted in alternate black and white horizontal bands, each band being not less than eleven inches nor more than thirteen inches in width; or
- (b) a lamp post or other standard which in either case may be painted with one or more white horizontal bands each band being not less than eleven inches nor more than thirteen inches in width.

Road marks.

7. (1) The Authority may cause or permit lines or words to be placed on any road for indicating—

- (a) the places where traffic must stop or reduce speed;
- (b) the direction in which traffic must proceed;
- (c) the course to be taken by vehicles or pedestrians at road junctions, crossings and curves;
- (d) the proximity and situation of street refuges and tram islands;
- (e) the division of the carriage-way into traffic lanes;
- (f) the limits of any part of the carriage-way set aside for the parking or waiting of motor vehicles; and
- (g) generally the movement of traffic on roads.

(2) Any such lines shall be yellow or white or partly yellow and partly white and may be painted on the road or made of any suitable material embedded on the road or fixed to the surface of the road.

(3) The width of lines on a road shall be not less than four inches.

Neglect of traffic directions.

8. Any person who fails to conform with the indication given by a prescribed traffic sign or a red or amber signal when shown by traffic lights used in accordance with regulation 11 or regulation 13 shall be guilty of an offence.

Prohibition of unauthorised signs.

9. (1) Any person who causes or permits to be placed on or near any road or building any prescribed traffic sign, any traffic sign or any sign which is of such similarity to a prescribed traffic sign or to a traffic sign that any person approaching it might reasonably mistake it for a prescribed traffic sign or for a traffic sign, except—

- (a) in accordance with a permit issued under regulation 3; or

- (b) to comply with the provisions of any enactment, shall be guilty of an offence.

(2) The Authority may by notice in writing require any person who has placed or caused to be placed any such sign to remove such sign and, if such person fails to comply with such notice, the Authority may cause the sign to be removed and thereupon the sign and every part thereof and every attachment thereto shall be forfeited to the Crown and the Authority may recover, from such person as a civil debt, the cost of such removal and of any reinstatement of the road necessitated by such removal.

10. The Authority may by notice in writing require the owner or occupier of any land, adjoining a road, on which there is any object or device, whether fixed or portable, for the guidance or direction of persons using the road to remove such object or device and if any person fails to comply with such notice, the Authority may cause the object or device to be removed, and thereupon the object or device shall be forfeited to the Crown and the Authority may recover, from the person so in default as a civil debt, the cost of such removal and of any reinstatement of the road necessitated by such removal.

Removal of signs adjoining the road.

11. Traffic lights may be used for the control of vehicular traffic subject to the following provisions—

Traffic lights.

- (a) three lights shall be used facing the stream of traffic which the signal is intended to control, one red, one amber and one green;
- (b) the lamps showing the coloured lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing the green light the lowermost;
- (c) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall not be less than eight inches, nor more than eight and a quarter inches;
- (d) the height of the centre of the green lens from the carriage-way shall be seven feet six inches, provided that where desirable owing to road gradients this height may be increased to not more than ten feet;
- (e) the centres of the lenses shall not be more than fourteen inches apart;
- (f) the head of the signal enclosing the lamps and the post, if any, on which it is supported shall be painted black and white in alternate horizontal bands;
- (g) the sequence of the lights shown for the purpose of controlling vehicular traffic shall be as follows—
 - (i) red;

- (ii) amber and red together;
- (iii) green;
- (iv) amber;

Provided that the lights referred to in sub-paragraph (ii) may be omitted from the sequence.

Significance
of traffic
lights.

12. The significance of traffic lights shall be as follows—

- (a) the red signal shall be taken as prohibiting vehicular traffic to proceed beyond the stop line on the carriage-way provided in conjunction with the signals until the green signal is shown;
- (b) the amber-with-red signal shall be taken to denote an impending change in the indications given by the signal from red to green but shall not be taken to alter the prohibitory significance of the red signal;
- (c) the green signal shall be taken to indicate that vehicular traffic may pass the signal and proceed straight on or to the left or to the right with due regard to the safety of other users of the road and subject to the directions of any police officer or other duly authorized person who may be engaged in the regulation of traffic;
- (d) the amber signal which follows the green signal shall be taken as prohibiting vehicular traffic to proceed beyond the stop line except in the case of any vehicle which, when the signal first appears, is so close to the said line that it cannot safely be stopped before passing the line:

Provided that where a green arrow is used in conjunction with a light signal vehicles may proceed in the direction indicated by the arrow during such time as the arrow is illuminated notwithstanding that they would otherwise be required by the signal to stop.

Traffic
lights and
pedestrians.

13. (1) Traffic lights may be used for the purpose of indicating to pedestrians the period during which they should or should not cross the carriage-way, and red and green lights only may be used for this purpose.

(2) The provisions of paragraphs (c), (d), (e) and (f) of regulation 11 shall, but the provisions of paragraphs (a), (b) and (g) shall not, apply to such traffic lights.

(3) The significance of such signals shall be as follows—

- (a) the red signal shall be taken as prohibiting the crossing of the road at that point by pedestrians; and
- (b) the green signal shall be taken to indicate that pedestrians may cross the road at that point.

14. Any person, who, on any road, causes a motor vehicle to make a turn on such road in order to proceed on that road or portion of road in the reverse direction to that in which the vehicle was proceeding prior to the turn in such a manner as to be likely to cause obstruction to other users of the road shall be guilty of an offence.

U-turns.

15. (1) Whenever in the opinion of the Authority it is necessary to close a road or any part thereof to all or any particular kind of traffic, the Authority may close such road or part thereof to such traffic for such period as the Authority may think necessary.

Closure of
roads.

(2) A notice of such closure shall be published as soon as may be in one issue of at least two English and two Chinese newspapers circulating in the Colony.

(3) Any person who wishes to drive a motor vehicle or for a motor vehicle to be driven on a road closed in accordance with the provisions of paragraph (1) may apply to the Authority for a permit and the Authority in its absolute discretion may issue such a permit subject to such conditions as the Authority may think fit.

(4) The Authority may revoke any permit issued in accordance with the provisions of paragraph (3).

16. The Authority may cause all traffic or any particular kind of traffic to be stopped or diverted at any time and may without publication of the notice specified in regulation 15 close any road or part thereof to all traffic or any particular kind of traffic for any period not exceeding forty-eight hours.

Temporary
closing
of roads.

17. Any person who unless authorized to do so by a permit in writing issued by the Authority drives a vehicle on any road or part thereof which has been closed to vehicles in accordance with the provisions of regulation 15 or regulation 16 shall be guilty of an offence.

Driving on
closed
roads.

18. (1) Any road on which a motor vehicle may not, subject to the provisions of section 13 of the Ordinance, be driven at a speed exceeding thirty miles per hour shall be a silent zone provided that the Authority may—

Silent zones.

- (a) by erecting the prescribed traffic signs diagram Numbers 44 and 41 in the Schedule indicate that such road or any part thereof so long as such signs are erected is not a silent zone; or
- (b) by erecting the prescribed traffic signs diagram Numbers 41 and 44 in the Schedule indicate that a road or any part thereof on which motor vehicles may be driven at a speed exceeding thirty miles per hour is a silent zone so long as such signs are erected.

Schedule.

- (2) The Authority may cause to be erected and maintained—
- prescribed traffic signs in the form of diagram Number 41 in the Schedule at or near points of entry into silent zones;
 - prescribed traffic signs in the form of diagram Number 44 in the Schedule at or near points of departure from silent zones.
- (3) Any person who sounds a warning instrument—
- in a silent zone; or
 - between the hours of 11 p.m. and 6 a.m.,

shall be guilty of an offence:

Provided that it shall be a good defence to a charge under this regulation to prove that the circumstances were such that the warning instrument was sounded in the interests of the safety of any person or for the protection of property.

(4) This regulation shall not apply to any person driving any vehicle on an occasion when such vehicle is being used for fire brigade, ambulance, preventive services, or police purposes, if compliance with this regulation would be likely to hinder the use of such vehicle on such occasion.

Saving. 19. Any traffic sign situate on or near any road immediately before the coming into operation of these regulations and then complying with the provisions of any enactment then in force shall for so long as it continues to comply with the said provisions be deemed to have the same effect as if such enactment had not been revoked.

Penalties. 20. Any person who is guilty of an offence under these regulations shall be liable, in the case of a first conviction for any such offence, to a fine of five hundred dollars and imprisonment for three months and, in the case of a second or subsequent conviction for any such offence, to a fine of one thousand dollars and imprisonment for six months.

Application to the Crown. 21. These regulations shall apply to vehicles and persons in the public service of the Crown in the same manner as Parts III, IV, V and VI of the Ordinance are applied by subsection (1) of section 31 of the said Ordinance.

Revocation. 22. (1) Regulations 27, 32A, 42, 71, 74, 82, 179, 180, 181 and 181A of the regulations headed "Vehicles and Traffic Regulation" appearing on pages 723-766 of Volume II of the Regulations of Hong Kong (1937 Edition) are revoked.

(G.N.A. 19/54). (2) The Vehicle and Road Traffic (Silent Zones) Regulations, 1954, are revoked.

Commencement of regulation 18. 23. Regulation 18 and paragraph 2 of regulation 22 shall not come into operation until the day appointed by the Governor by proclamation in the *Gazette* for their commencement.

SCHEDULE.

[regs. 2 and 3.]

Except where otherwise indicated in any diagram, the letters, numbers, symbols, arrows and borders on the signs shown in the Schedule shall be black on a white ground. The minimum dimensions are shown and all dimensions except width and radius of any border may be increased, except that the minimum and maximum dimensions of the signs depicted in Diagram Nos. 22 to 26 inclusive, 28 to 32 inclusive, 37 and 39 to 42 inclusive may not be altered.

Small circles shown in any of the diagrams in this Schedule indicate reflectors, but this indication by itself shall not be taken as a requirement that reflectors must form part of the sign or any attachment thereto to which that diagram relates.

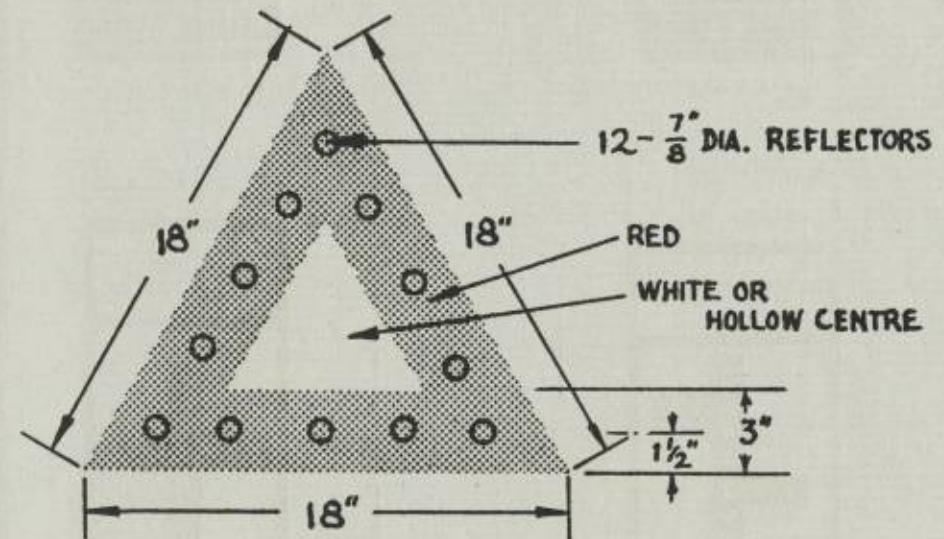


DIAGRAM NO. 1.

Note: The signs shown in Diagram Nos. 2 to 18 inclusive; 20 to 21 may be surmounted by a triangle of the size, colour, and type shown in Diagram No. 1, and such signs shall be erected to indicate a warning of danger.

Warning signs shown in Diagram Nos. 2 to 18 inclusive; 20 to 21 may be fixed to a common post surmounted by one warning triangle at any site where the dangers to which the sign relates are adjacent to that site.

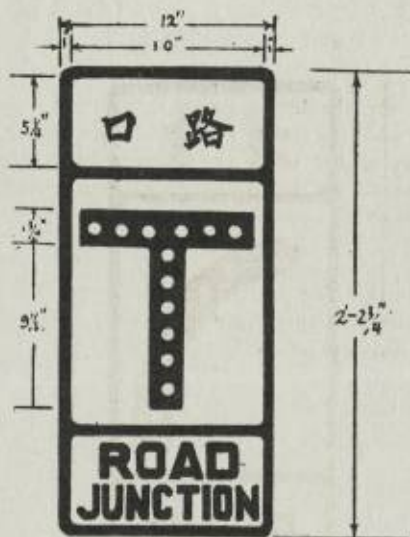


DIAGRAM NO. 2.

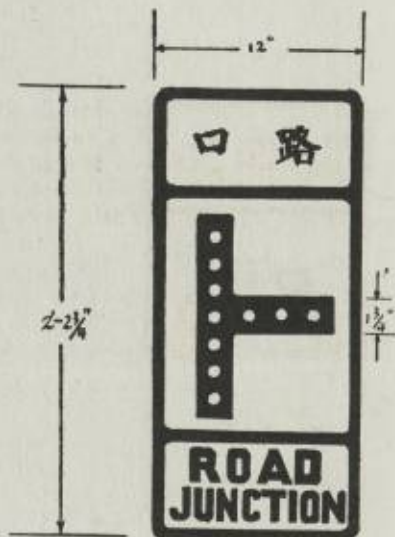


DIAGRAM NO. 3.

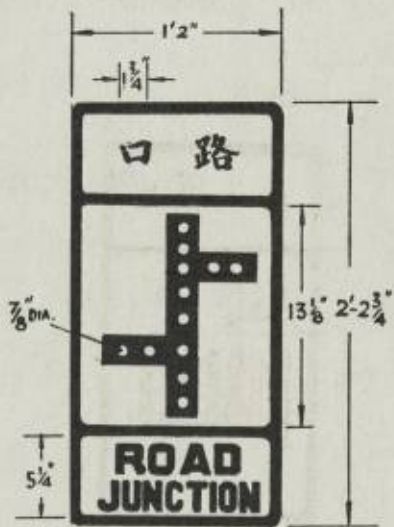


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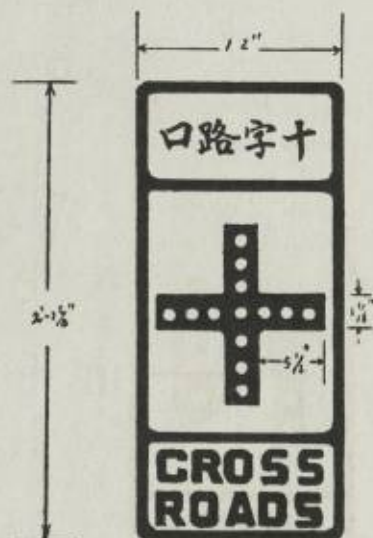


DIAGRAM NO. 5.

Note: In Diagram Nos. 3 and 4, the symbol may be reversed.
The above signs may be placed only at the approach to a road junction, and only if no direction sign indicating the layout of the junction has been placed on that approach.

The sign shown in Diagram No. 4 may be used only to indicate road junctions where the distance between the junctions does not exceed 70 yards.



DIAGRAM NO. 6.

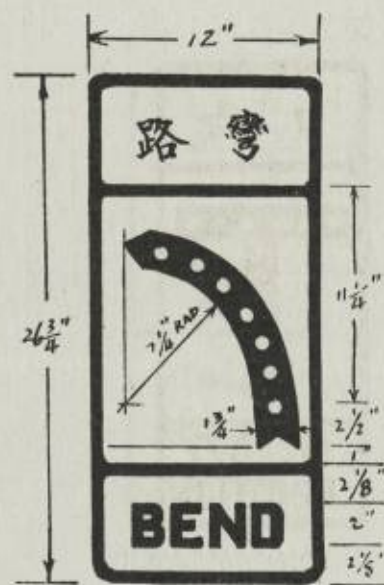


DIAGRAM NO. 7.



DIAGRAM NO. 8.

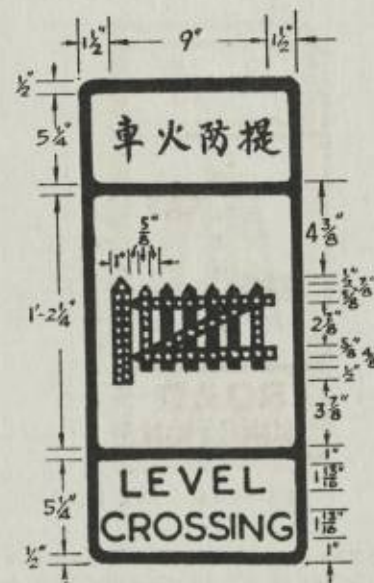


DIAGRAM NO. 9.

Note: In Diagram Nos. 7 and 8, the symbol may be reversed.

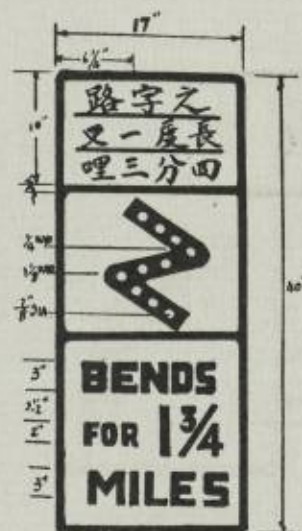


DIAGRAM NO. 10.

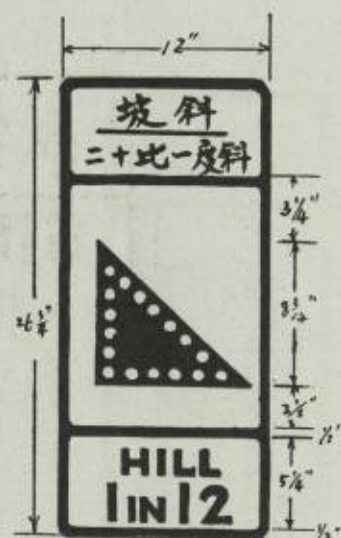


DIAGRAM NO. 11.

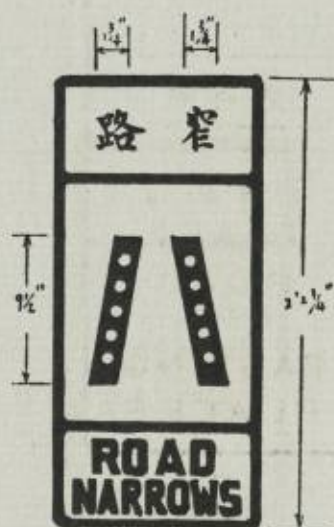


DIAGRAM NO. 12.

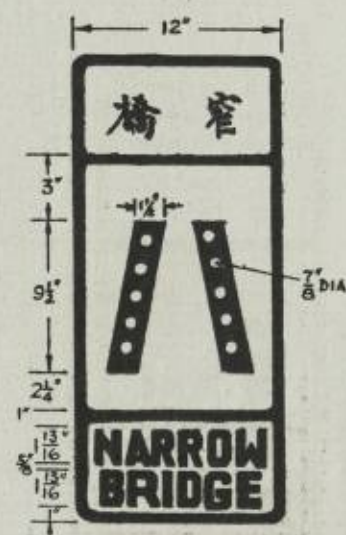


DIAGRAM NO. 13.

Note: The sign shown in Diagram No. 10 may be used only to indicate a succession of bends in a road occurring over a distance not exceeding two miles.

The sign shown in Diagram No. 11 may be used only to indicate a gradient exceeding 1 in 13 and such gradient shall be shown on the sign to the nearest integer below.

In Diagram Nos. 10 and 11 the numerals shall be varied to accord with the circumstances.

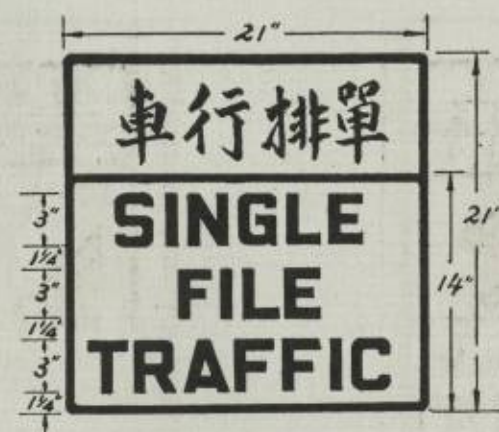


DIAGRAM NO. 14.

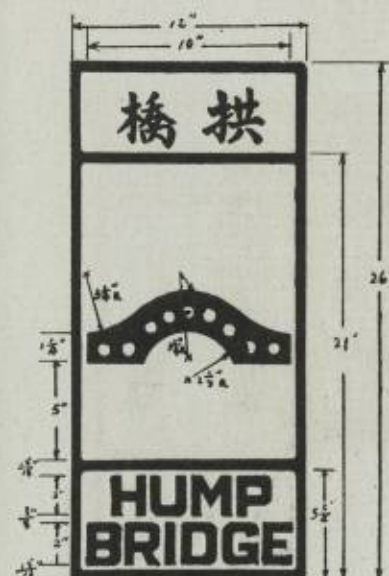


DIAGRAM NO. 15.



DIAGRAM NO. 16.

Note: The sign shown in Diagram No. 14 indicates the convergence of vehicular traffic to single file whether or not traffic may also be proceeding in the opposite direction.

The words "WITH PASSING PLACES" in Diagram No. 16 may be omitted to accord with the conditions relating to that road, and to indicate that this road is only wide enough for one line of vehicles.



DIAGRAM NO. 17.



DIAGRAM NO. 18.



DIAGRAM NO. 19.

Note: The sign shown in Diagram 17 may be used only in the vicinity of a school to indicate the likely presence on a road of children going to or from such school.

The sign shown in Diagram 18 may be used only in the vicinity of parks, playing fields or in play streets, etc., to indicate the likely presence on a road of children going to or from such place or at play in a road set apart for this purpose.

The sign shown in Diagram 19 may be used only on a road to indicate the likely presence of a school crossing patrol within the meaning of the Road Traffic (Road Crossing) Regulations, 1957, on duty in the vicinity of, but not nearer than 100 yards to, the site of the sign.



DIAGRAM NO. 20.

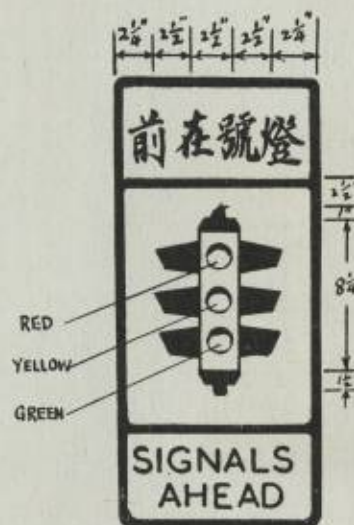


DIAGRAM NO. 21.

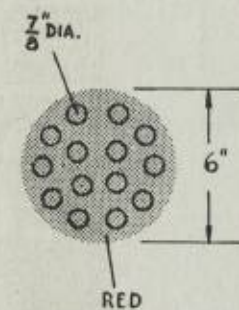


DIAGRAM NO. 22.

Note: The sign shown in Diagram 20 may be used to indicate the likely presence of stray animals on a road.

The sign shown in Diagram 22 may be used to mark the edge of the carriage-way or obstruction near the edge. Red reflectors on a red ground indicate the nearside of the carriage-way; and white reflectors on a white ground indicate the offside of the carriage-way. The sign shall be so placed that the top of the sign is not less than 2 ft. 6 inches nor more than 4 ft. 6 inches, above the adjacent surface of the carriage-way; and where a post is specially provided for mounting such a sign, such a post shall be painted in alternate black and white horizontal bands.

14

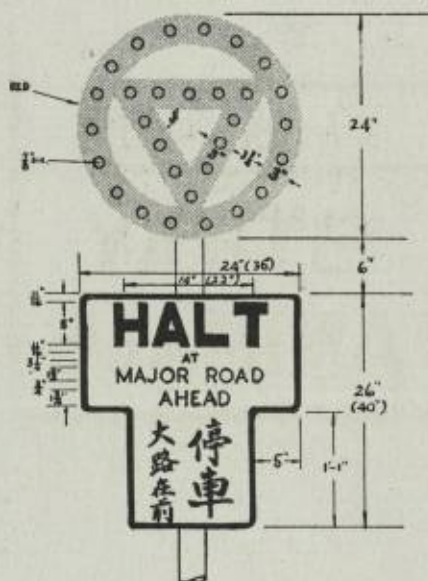


DIAGRAM NO. 23.

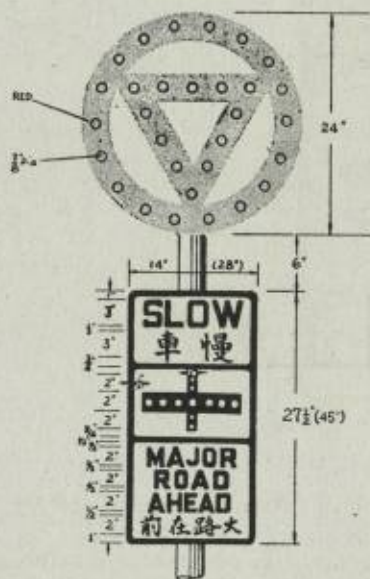


DIAGRAM NO. 24.

Note: The X roads symbol may be altered to a T junction symbol.

15

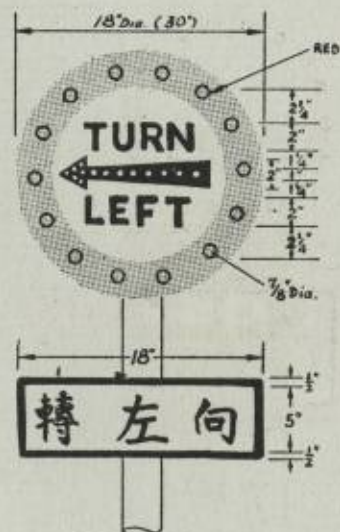


DIAGRAM NO. 25.

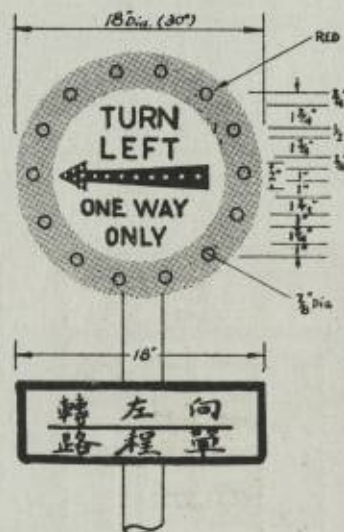


DIAGRAM NO. 26.

Note: The sign shown in Diagram No. 25 may be placed only on or near a road if vehicular traffic complying with the sign would turn into a road, not being a one-way street; and the sign shown in Diagram No. 26 shall be placed only on or near a road if vehicular traffic complying with the sign would turn into a road, being a one-way street.

In Diagram Nos. 25 and 26 the direction of the arrows shall be varied and the word "LEFT" shall be substituted for the word "RIGHT" to accord with the direction required to be indicated.

The Chinese translation of the sign shown in Diagrams No. 25 and No. 26 may also be affixed vertically on the sign post.

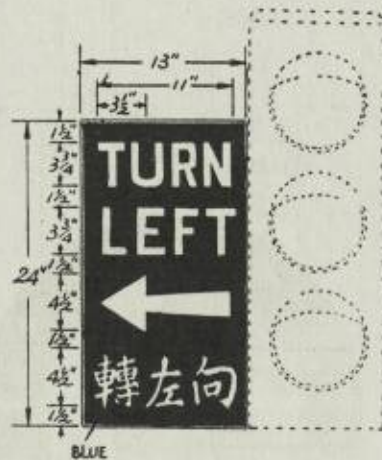


DIAGRAM NO. 27.

Note: The sign shown in Diagram No. 27 may be used in combination with light signals prescribed by regulation 11 of the Regulations and shall be so fixed that its lower edge is level with the bottom of the signal head, and shall where practicable be fitted on the left hand side of the signals.

The direction of the arrow shall be varied and the word "RIGHT" shall be substituted for the word "LEFT" to accord with the direction required to be indicated.



DIAGRAM NO. 28.

Note: The background colour in Diagram No. 28 may be either blue with white letters or yellow with black letters.

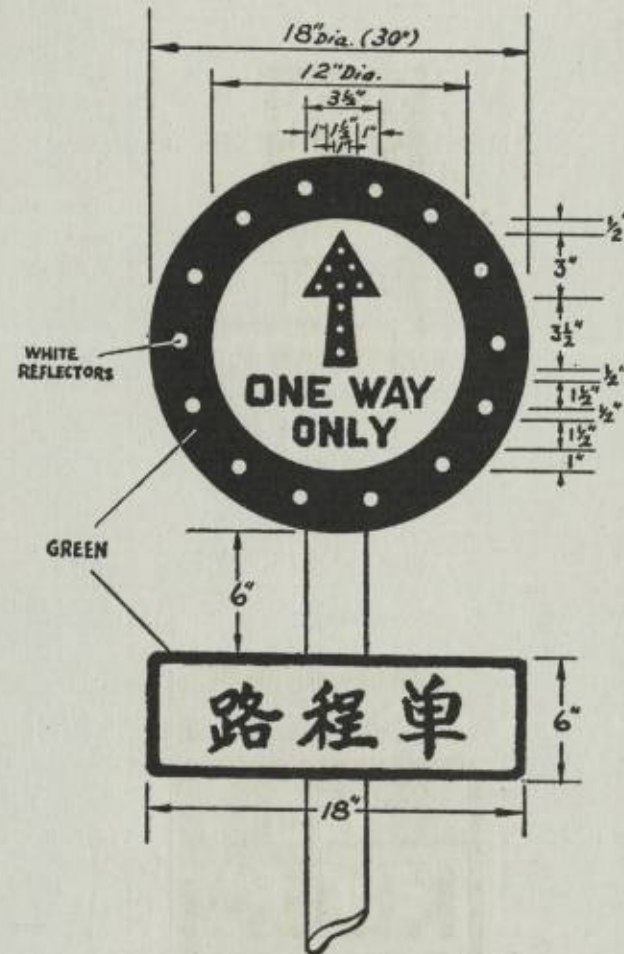


DIAGRAM NO. 29.

Note: The sign shown in Diagram No. 29 may be placed on or near a road if vehicular traffic complying with the sign would turn into a road, being a one-way street wherein vehicular traffic shall proceed only in the direction indicated by the sign.

Two such signs may be used, one on each side of the road, or mounted on a single post on one side of the road and facing in two directions.

The Chinese translation of this sign may also be affixed vertically on the sign post.

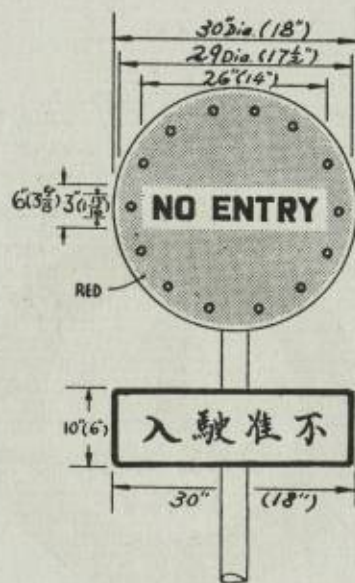


DIAGRAM NO. 30.



DIAGRAM NO. 31.

Note: The sign shown in Diagram No. 30 may be used only where the entry of vehicular traffic to a road is prohibited. Two such signs may be used, one on each side of the road or mounted on a single post on one side of the road and facing in two directions. The sign shown in Diagram No. 31 may be used only on a street refuge and as a supplement to Diagram No. 30.

The Chinese translation of the sign shown in Diagram No. 30 may also be affixed vertically on the sign post.

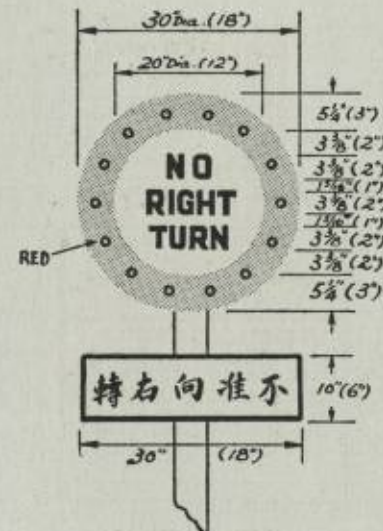


DIAGRAM NO. 32.

Note: The word "LEFT" shall be substituted for the word "RIGHT" to accord with the circumstances.

The Chinese translation of this sign may also be affixed vertically on the sign post.

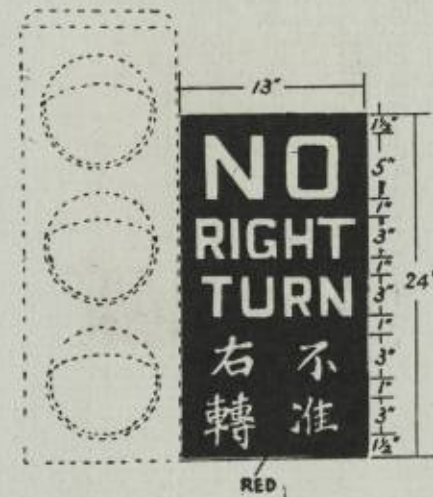


DIAGRAM NO. 33.

Note: The sign shown in Diagram No. 33 may be used in combination with light signals prescribed by regulation 11 of the Regulations and shall be so fixed that its lower edge is level with the bottom of the signal head; and shall where practicable be fitted on the right hand side of the signals.

The word "LEFT" shall be substituted for the word "RIGHT" to accord with the circumstances.

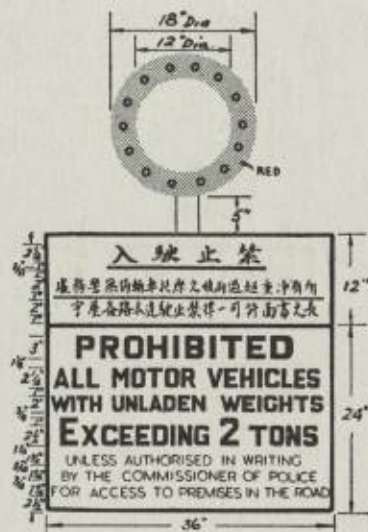


DIAGRAM NO. 34.

Note: The sign shown in Diagram No. 34 may be placed on or near a road where the entry of motor vehicles exceeding 2 tons unladen weight is prohibited unless authorized in writing by the Commissioner of Police under regulation 17 of the Regulations for access to premises in the road.

The words following "Prohibited All Motor Vehicles" may be varied or omitted to accord with the restrictions imposed.

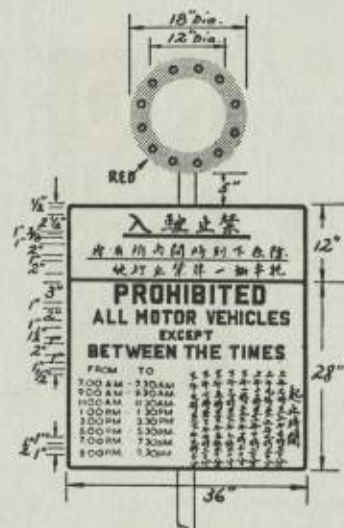


DIAGRAM NO. 35.

Note: In Diagram No. 35 the times shown may be varied to accord with the restrictions imposed.

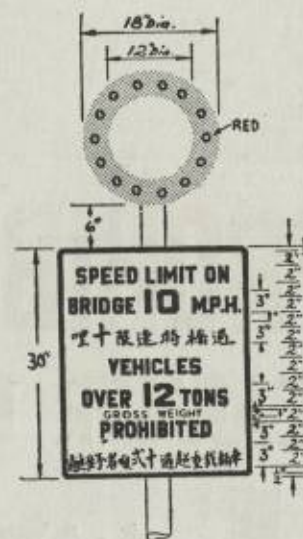


DIAGRAM NO. 36.

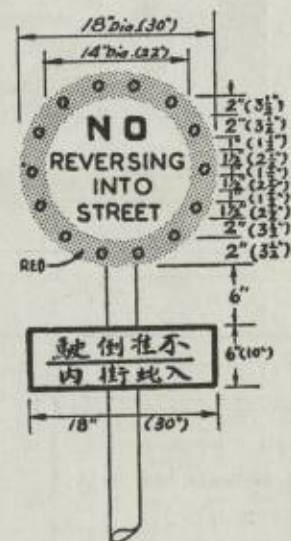


DIAGRAM NO. 37.

Note: In Diagram No. 36 the numerals and the wording shall be varied to accord with the restrictions imposed.

The sign shown in Diagram No. 37 may be placed on or near a road where the entry of motor vehicles by reversing into the road, is prohibited. The Chinese translation of this sign may also be affixed vertically on the sign post.

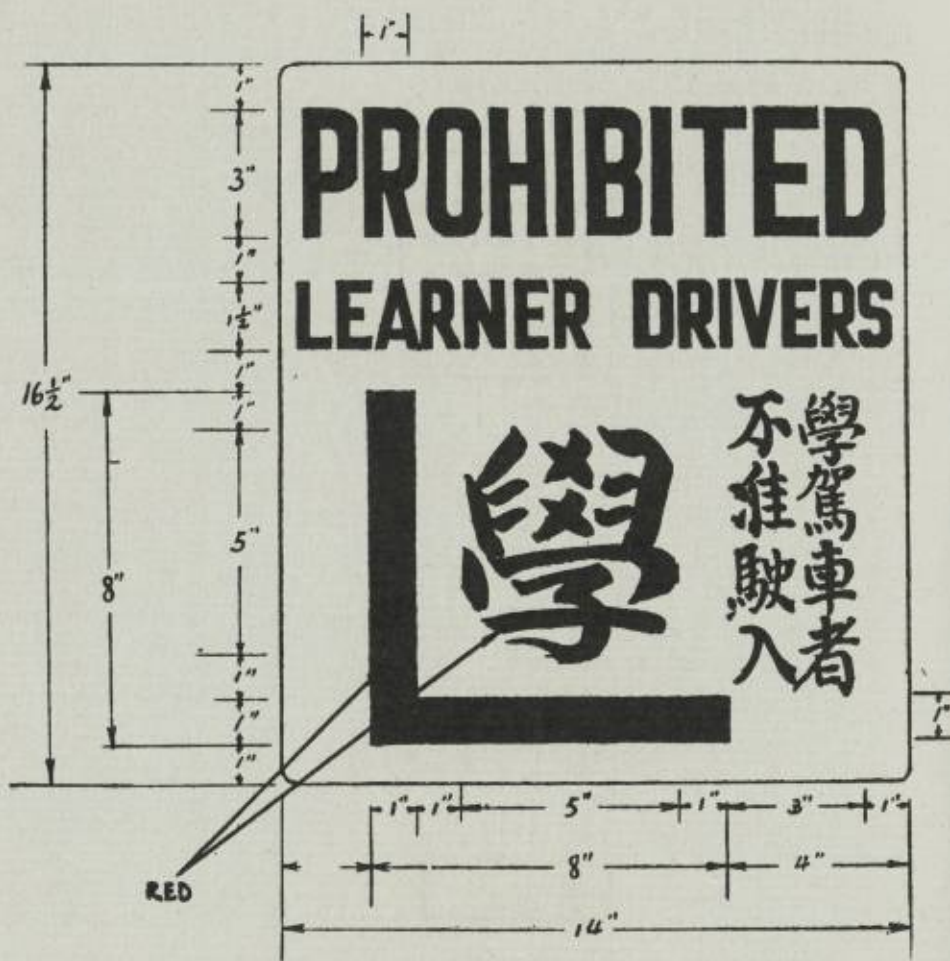


DIAGRAM NO. 38.

Note: The sign shown in Diagram No. 38 may be placed only on or near a road where the entry of motor vehicles used by a learner driver undergoing driving instruction, is prohibited.

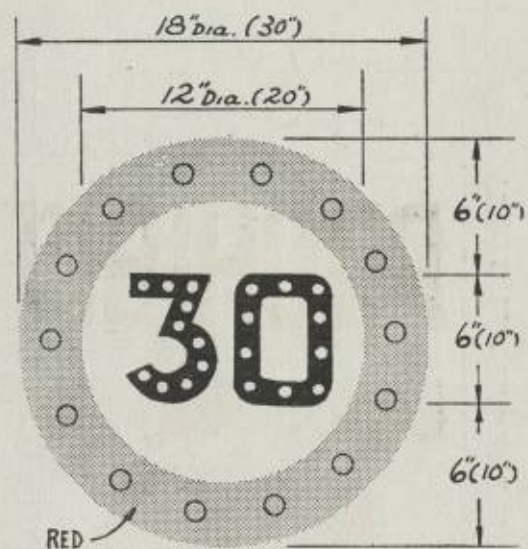


DIAGRAM NO. 39.

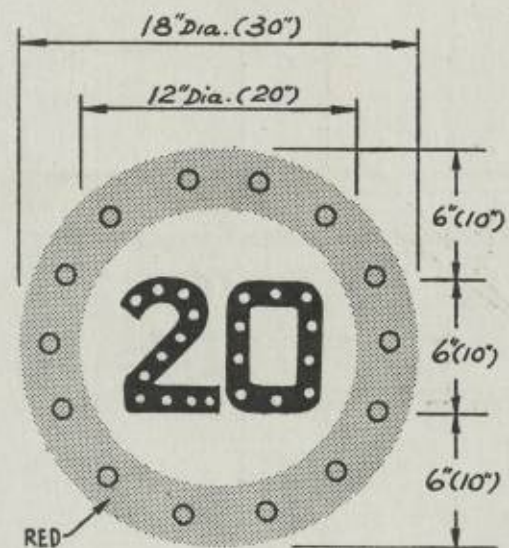


DIAGRAM NO. 40.

Note: The sign shown in Diagram No. 39 shall be placed on a road where a speed limit of 30 miles per hour is imposed in accordance with the provisions of section 13 of the Road Traffic Ordinance, 1957; and may be erected on both sides of the road at the beginning of the restricted section. The figures shown in the sign may be varied, e.g. as shown in Diagram No. 40 to give notice of special speed restrictions other than the 30 miles per hour restriction.

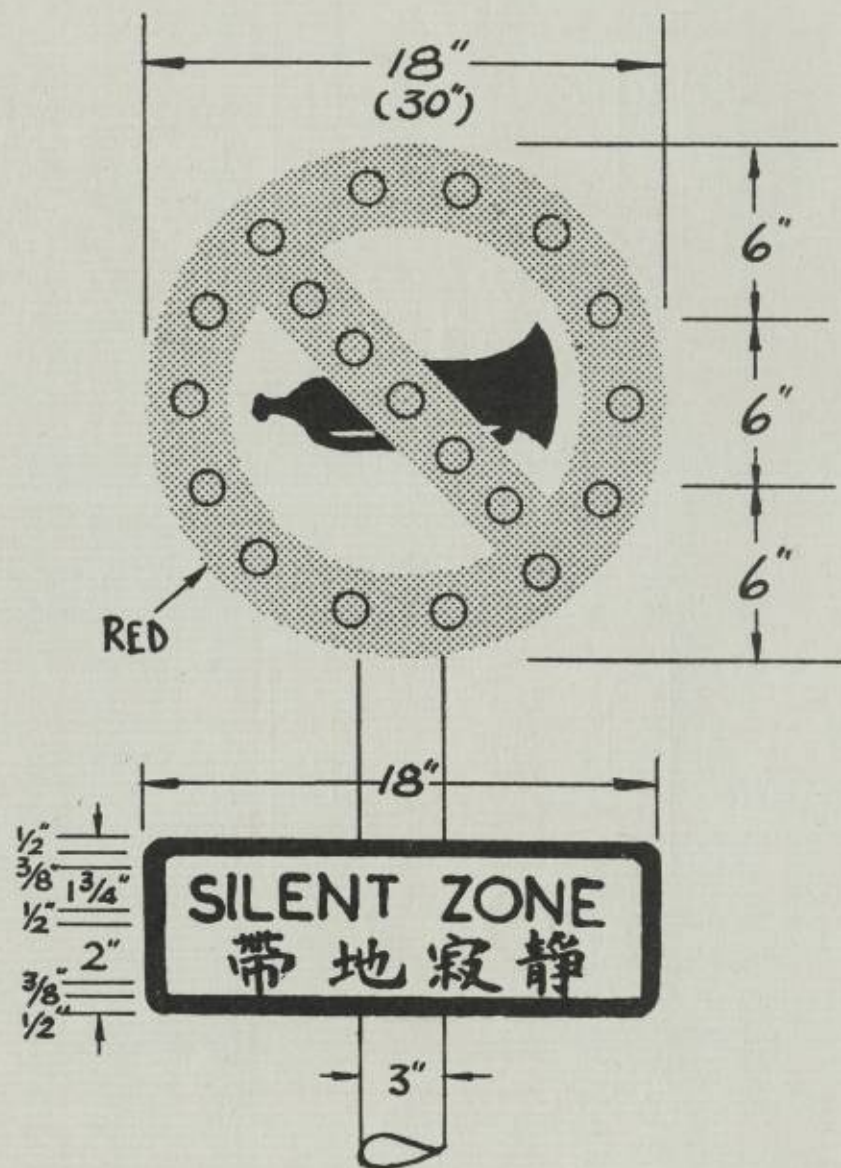


DIAGRAM NO. 41.

Note: The sign shown in Diagram No. 41 may be placed on or near a road, being a road on which no speed limit is in force to give notice of special restrictions imposed on the use of warning instruments.

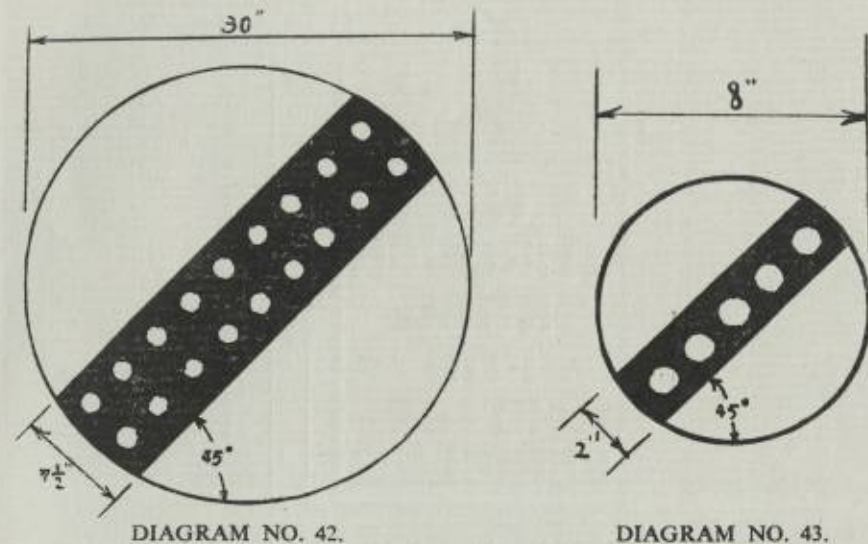


DIAGRAM NO. 42.

DIAGRAM NO. 43.



DIAGRAM NO. 44.

Note: The sign shown in Diagram No. 42 is erected on the reverse side of that shown in Diagram No. 39 or 40 to indicate the end of the speed limit imposed on the restricted section of road, to traffic leaving that section.

The sign shown in Diagram No. 43 is erected at intervals along sections of road provided with a system of street lighting, but on which no speed limit is in force.

The sign shown in Diagram No. 44 is erected to indicate the end of the special restrictions imposed on the use of warning instruments by the sign shown in Diagram No. 41 on the restricted section of road, to traffic leaving that section.



DIAGRAM NO. 45.



DIAGRAM NO. 46.

Note: The sign shown in Diagram No. 45 may be placed on or near a road to indicate that there is no through passage for motor vehicles using the road.

The sign shown in Diagram No. 46 may be used in conjunction with the sign shown in Diagram No. 16, for marking these passing places, or to indicate in any road a place where slow moving traffic may pull in to allow faster moving traffic to overtake.

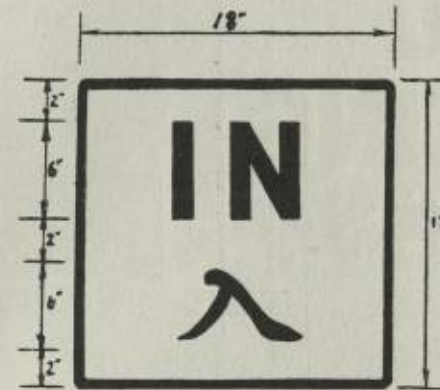


DIAGRAM NO. 47.

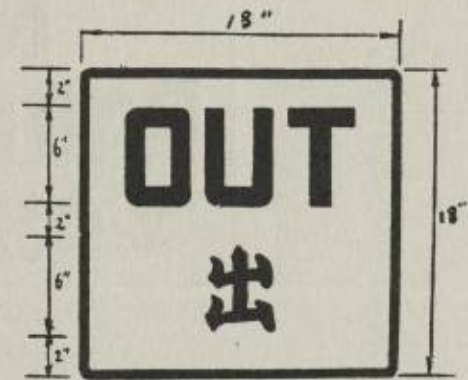


DIAGRAM NO. 48.



DIAGRAM NO. 49.



DIAGRAM NO. 50.

Note: The signs shown in Diagram Nos. 47 to 50 inclusive may be used to regulate the movement of vehicles into and out of car parks, petrol filling stations and other premises with more than one access to a road.



DIAGRAM NO. 51.

Note: The sign shown in Diagram No. 51 may be placed on or near a road for the purposes of indicating that the parking and waiting of vehicles is prohibited, or may be used to give notice that a designated parking place is temporarily suspended in accordance with the provisions of regulation 4 of the Road Traffic (Parking and Waiting) Regulations, 1958.

The sign may be varied to include a symbol in the form of an arrow to indicate the extent and direction in which parking and waiting is prohibited.



DIAGRAM NO. 52.

Note: The sign shown in Diagram No. 52 may be placed on or near a road for the purpose of indicating that the entry of vehicular traffic to a road is temporarily prohibited.

L. J. ...
Clerk of Councils.

COUNCIL CHAMBER,

22nd December, 1959.

(Secretariat GR3/5591/55)

ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

VEHICLE AND ROAD TRAFFIC (AMENDMENT) (No. 2) REGULATIONS, 1959.

In exercise of the powers conferred by section 3 of the Road Traffic Ordinance, 1957, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Vehicle and Road Traffic (Amendment) (No. 2) Regulations, 1959.

2. Part I of the Regulations headed "Vehicles and Traffic Regulation" appearing on pages 723 to 816 of Volume II of the Regulations of Hong Kong (1937 Edition) (hereinafter referred to as the principal regulations) is amended by the deletion of the definitions of "Commercial motor vehicle", "Driver", "driving instructor", "Motor bicycle", "Motor omnibus", "Motor tricycle", "Motor vehicle", "Net load", "Passenger", "Public vehicle", "Road", "Safety glass", "Taxicab", "Taximeter", "Trailer", "Tricycle", "Passenger tricycle" and "Vehicle" contained in paragraphs (b), (d), (dd), (e), (f), (g), (h), (i), (j), (m), (n), (o), (p), (q), (r), (s), (ss) and (w).

3. Regulation 129 of the principal regulations is rescinded and replaced by the following—

"129. No person shall drive a goods vehicle of a weight unladen exceeding two tons at any time at a speed exceeding thirty miles an hour."

4. Regulation 130 of the principal regulations is rescinded and replaced by the following—

"130. No person shall drive an omnibus at any time at a speed exceeding thirty miles an hour."

5. The principal regulations are amended by the rescission of regulation 174A.

6. Regulation 190 of the principal regulations is amended—
(a) by the deletion of paragraph (2) and the substitution thereof of the following—

"(2) Any person who contravenes any of the provisions of regulations 24, 32, 46(5), (6) and (7), 47, 48(6), (7), (8), (9) and (10), 69, 82, 112, 116, 117, 151, 175, 176, 177, 182 and 183 shall be guilty of an offence."

- (b) by the deletion in paragraph (3) of the figures and symbols "19, 20, 21, 22, 25, 28, 30, 33, 34, 35, 36, 37, 38, 39, 40, 41"; and
- (c) by the deletion in paragraph (4) of the figures and symbols "4(3), 131, 174A(1)."



Clerk of Councils.

COUNCIL CHAMBER,
22nd December, 1959.

Explanatory Note.

(This Note is not part of the regulations, but is intended to indicate their general purport).

The purpose of these regulations is to amend the Vehicles and Traffic Regulation made in 1935 to adapt the provisions relating to speed limits for goods vehicles of a weight unladen exceeding two tons and omnibuses to the terminology of the Road Traffic Ordinance, 1957 and to realistic limits. The opportunity has been taken to delete certain superfluous and confusing definitions from these regulations which have been replaced by definitions in the principal Ordinance and in other regulations and to delete certain other parts of the regulations which have been replaced.

(Secretariat GR3/2781/48)

DANGEROUS DRUGS ORDINANCE.

(Chapter 134).

DANGEROUS DRUGS (AMENDMENT OF SCHEDULE) (No. 2)
ORDER, 1959.

In exercise of the powers conferred by section 3 of the Dangerous Drugs Ordinance, the Governor in Council has made the following Order—

1. This Order may be cited as the Dangerous Drugs (Amendment of Schedule) (No. 2) Order, 1959. Citation.

2. The drug specified below shall be included as item No. 37 in the First Schedule to the Dangerous Drugs Ordinance— Amendment of First Schedule.

"37. Oxymorphone (Dihydrooxymorphone); its salts and any preparation, admixture, extract or other substance containing any proportion of oxymorphone." (Cap. 134).



Clerk of Councils.

COUNCIL CHAMBER,
22nd December, 1959.

(Secretariat CR5/3281/51)

ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

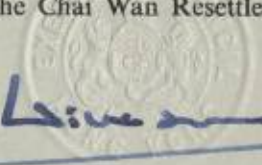
ROAD TRAFFIC (CONSTRUCTION AND USE) REGULATIONS, 1956.

ROAD TRAFFIC (CONSTRUCTION AND USE) (EXEMPTION) ORDER, 1959.

In exercise of the powers conferred by regulation 6A of the Road Traffic (Construction and Use) Regulations, the Governor in Council has made the following Order—

1. This Order may be cited as the Road Traffic (Construction and Use) (Exemption) Order, 1959, and shall continue in force until the 27th day of May, 1961. Citation and duration.

2. Seven Ford Thames motor vehicles, the property of the China Motor Bus Company Limited, are exempted from the provisions of regulations 44, 47 and 135 and paragraph (2) of regulation 48 and subparagraph (a) of paragraph (1) of regulation 63 of the Road Traffic (Construction and Use) Regulations, 1956, so long as they are used only as public omnibuses on the road between the Chai Wan Resettlement Area and Island Road. Exemption.
(G.N.A. 106/56).



L. H. ...

Clerk of Councils.

COUNCIL CHAMBER,

15th December, 1959.

(Secretariat GR44/3231/55)



NEW TERRITORIES ORDINANCE.

(Chapter 97).

NEW TERRITORIES (AMENDMENT) RULES, 1959.

In exercise of the powers conferred by section 4 of the New Territories Ordinance, the Governor in Council has made the following rules—

1. These rules may be cited as the New Territories (Amendment) Rules, 1959. Citation.

2. The New Territories Rules are amended by the addition, at the end thereof, of the following new part— Addition of new part. (Vol. IX, p. 89).

"RULES RELATING TO FEES FOR TRANSPORT OF MEAT.

Fees for transport of meat.

200N. (1) Subject to the provisions of paragraph (2), whenever the carcase of any animal is transported in a Government vehicle from a Government slaughter-house, whether or not the slaughter-house is situated in the New Territories, to the place in the New Territories at which the same is to be sold or distributed for sale, the following fees shall be payable to the Treasury by the person for whom the carcase is transported—

(a) cattle (including calves) \$1.50 per head; and

(b) sheep, goats and swine \$.60 per head.

(2) Whenever, at the request of any person, any Government vehicle makes a special journey for the purpose of transporting the carcase of any animal from a Government slaughter-house, whether or not the slaughter-house is situated in the New Territories, to the place in the New Territories at which the same is to be sold or distributed for sale, a fee of \$5.00 shall be payable by that person in addition to the fee prescribed in paragraph (1)."

Clerk of Councils.

COUNCIL CHAMBER,
15th December, 1959.

Explanatory Note.

(This Note is not part of the rules, but is intended to indicate their general purport).

The Government intends to provide in the near future a service for the transport of meat intended for consumption in Tsuen Wan from the Government slaughter-house at Ma Tau Kok to Tsuen Wan. These rules amend the principal rules by the addition thereto of a new part specifying the fees which will be payable where meat is so transported in a Government vehicle. The same fees will be payable if a service is eventually provided for the transport of meat to any other part of the New Territories.

(Secretariat GR3/3281/48)



NEW TERRITORIES ORDINANCE.

(Chapter 97).

SLAUGHTER-HOUSES (N.T.) (AMENDMENT) RULES, 1959.

In exercise of the powers conferred by section 4 of the New Territories Ordinance, the Governor in Council has made the following rules—

1. These rules may be cited as the Slaughter-houses (N.T.) Citation. (Amendment) Rules, 1959.

2. Rule 47 of the Slaughter-houses (N.T.) Rules, 1952 is amended—

(a) by being re-numbered as paragraph (1) thereof; and

(b) by the addition thereto of the following new paragraph—

“(2) (a) The District Commissioner may cancel a licence for the use and occupation of any premises as a slaughter-house at any time upon giving not less than one month’s notice of his intention so to do.

(b) Where a licence is cancelled under the provisions of paragraph (a), the District Commissioner shall refund to the licensee that proportion of the fee paid in respect of the licence which the period for which the licence would otherwise have remained in force bears to the period for which the licence was granted.”

Amendment
of rule 47.
(G.N.A.
86/52).

Clerk of Councils.

COUNCIL CHAMBER,
15th December, 1959.

Explanatory Note.

(This Note is not part of the rules, but is intended to indicate their general purport).

1. It has been decided in the interests of public health that, as soon as practicable, the slaughtering of meat in Tsuen Wan should be brought to an end. Facilities will be provided at the Government slaughter-house in Ma Tau Kok for the slaughtering for meat for consumption in Tsuen Wan. The date for the commencement of these new arrangements is dependent upon the availability of Government vehicles for the transport of meat from Ma Tau Kok to Tsuen Wan, but it is envisaged that the new arrangements will come into operation early next year.

2. At the present time, one slaughter-house is operated in Tsuen Wan under a licence granted under the Slaughter-houses (N.T.) Rules, 1952. The current licence will not expire until the 23rd day of July, 1960. It is proposed that this licence should be terminated as soon as the new arrangements come into force. At present, a licence granted under the Slaughter-houses (N.T.) Rules, 1952 can be cancelled only where there has been a breach of the Rules or of any prescribed direction, instruction or condition made or imposed thereunder. Rule 2 of these rules seeks to amend the principal rules by the addition thereto of provisions empowering the District Commissioner to cancel a licence for the use and occupation of any premises as a slaughter-house at any time upon giving at least one month's notice of his intention to do so.

(Secretariat GR3/3281/48)



STAMP ORDINANCE.

(Chapter 117).

STAMP (BANK AUTHORIZATION) (No. 5) ORDER, 1959.

In exercise of the power vested in me by section 15 of the Stamp Ordinance, I hereby make the following Order—

ORDER.

1. This Order may be cited as the Stamp (Bank Authorization) Citation. (No. 5) Order, 1959.

2. The bank specified in the Schedule to this Order is hereby authorized with effect from 18th December, 1959 to compound for the payment of duty on unstamped cheques subject to the conditions stated in paragraphs (a), (b) and (c) of subsection (1) of section 15 of the Ordinance.

Specified bank authorized to compound for the payment of certain duty.

SCHEDULE.

Overseas Union Bank, Ltd.

Arthur Clark
Financial Secretary.

10th December, 1959.

(Secretariat GR18/2321/49)

PUBLIC HEALTH (SANITATION) ORDINANCE, 1935.

(No. 15 of 1935).

CEMETERIES (AMENDMENT) BY-LAWS, 1959.

In exercise of the powers conferred by section 4 of the Public Health (Sanitation) Ordinance, 1935, the Urban Council has made the following by-laws—

1. These by-laws may be cited as the Cemeteries (Amendment) By-laws, 1959. Citation.

2. By-law 10 of the Cemeteries By-laws is amended by—

(a) the deletion, from the first item in paragraph (1) thereof, of the figure "20.00" and the substitution therefor of the following—

Amendment
of by-law 10.
(Schedule A
to Ord. No.
15/35).

"200.00";

(b) the deletion, from the first item in paragraph (1) thereof under the heading "Exceptions" of the figure "10.00" and the substitution therefor of the following—

"100.00";

(c) the deletion, from paragraph (1) thereof in both places where they occur therein, of the words and figures "Grave digging 5.00"; and

(d) the addition thereto, after paragraph (1) thereof, of the following new paragraph—

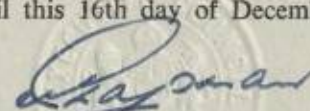
"(1A) Without prejudice to the provisions of paragraph (1) as to pauper interment, the Director of Urban Services may, where he thinks fit, waive payment of the fees prescribed in paragraph (1) as the fees to be charged for a grave space or may reduce such fees to such amount as he considers reasonable in the circumstances."

Made by the Urban Council this 1st day of December, 1959.

J W FERRIS

Secretary.

Approved by the Legislative Council this 16th day of December, 1959.


Deputy Clerk of Councils.

Explanatory Note.

(This Note is not part of the by-laws, but is intended to indicate their general purport).

The effect of these by-laws is to increase substantially the fees which may be charged for a grave space in the Colonial Cemetery. Since it is considered that the new fees might cause hardship in some cases, the by-laws also seek to add to the principal By-laws provisions empowering the Director of Urban Services to waive payment of those fees or to reduce the amount thereof where he thinks it proper.

(Secretariat GR22/3231/55)

**HONG KONG AND YAUMATI FERRY COMPANY (SERVICES)
ORDINANCE, 1951.**

(No. 11 of 1951).

Resolution made and passed by the Legislative Council under section 5 of the Hong Kong and Yaumati Ferry Company (Services) Ordinance, 1951, on the 16th day of December, 1959.

WHEREAS—

- (a) Section 4 of the Hong Kong and Yaumati Ferry Company (Services) Ordinance, 1951 (hereinafter referred to as the Ordinance) provides that the ferry services authorized by the Ordinance shall be maintained and operated upon the terms and conditions specified in the Schedule thereto:
- (b) Section 5 of the Ordinance provides that the Schedule thereto may be varied at any time, with the consent of the Company, by Resolution of the Legislative Council:
- (c) It is now desired to vary the Schedule to provide for a temporary service for the conveyance of vehicles, goods carried in vehicles and persons travelling in vehicles between Rumsey Street, Victoria, and Jordan Road, Kowloon:
- (d) For the purpose of such service the Hong Kong and Yaumati Ferry Company, Limited, hereinbefore and hereinafter referred to as the Company, will at Rumsey Street, aforesaid, and at Jordan Road aforesaid provide, use and maintain, on such terms as may be agreed upon between the Government and the Company, such pontoons or landing-stages, as may be necessary, to the satisfaction of the Director of Public Works and the Director of Marine:
- (e) The Company has consented to the variation of the Schedule until a date to be decided by the Governor and notified by him in writing to the Company, by the addition immediately after paragraph 20 thereof of a new paragraph in order to provide for the matters aforesaid.

NOW, THEREFORE, BE IT RESOLVED, with the consent of the Company, that, as from the 16th day of December, 1959, until a date to be decided by the Governor and notified by him to the Company, the Schedule to the Ordinance be varied by the addition immediately after paragraph 20 thereof of the following new paragraph—

“21. The Company shall commence as soon as is conveniently possible and operate until a date to be notified to the Company in writing by the Governor, a temporary ferry service for the conveyance of vehicles, goods carried in vehicles and persons



travelling in vehicles subject to all the terms and conditions of the Ordinance and this Schedule between the landing-stage at Rumsey Street, Victoria, and Jordan Road, Kowloon, at such times as the Company may consider necessary or advisable at the fares and charges specified in Appendix II under the heading "1. ACROSS THE HARBOUR SERVICES".



Deputy Clerk of Councils.

COUNCIL CHAMBER,
16th December, 1959.
(Secretariat CR L/M 564/59)

HONG KONG AND YAUMATI FERRY COMPANY (SERVICES) ORDINANCE, 1951.

(No. 11 of 1951).

Resolution made and passed by the Legislative Council under section 5 of the Hong Kong and Yaumati Ferry Company (Services) Ordinance, 1951, on the 9th day of December, 1959.

WHEREAS—

- (a) Section 4 of the Hong Kong and Yaumati Ferry Company (Services) Ordinance, 1951 (hereinafter referred to as the Ordinance) provides that the ferry service authorized by the Ordinance shall be maintained and operated upon the terms and conditions specified in the Schedule thereto;
- (b) Section 5 of the Ordinance provides that the Schedule thereto may be varied at any time, with the consent of the Company by Resolution of Legislative Council;
- (c) A definition of the frontage of the Jordan Road Ferry Pier appears in Appendix I of the Schedule to the Ordinance;
- (d) By reason of the removal of the public pier at Kowloon Point from its original position to a position situated further to the Eastward, it is necessary to amend the definition of the frontage of the Jordan Road Pier appearing in Appendix I of the Schedule to the Ordinance;
- (e) The Company has consented to the amendment of the said definition of the frontage of the Jordan Road Pier;

NOW, THEREFORE, BE IT RESOLVED, with the consent of the Company, that Appendix I of the Schedule to the Ordinance be varied by the deletion therefrom of the definition of the frontage of the Jordan Road Pier and the substitution therefor of the following—

“North side of Waterloo Road to the Southern boundary of Kowloon Marine Lot No. 10, as such boundary existed on the 1st day of October, 1959.”.



Deputy Clerk of Councils.

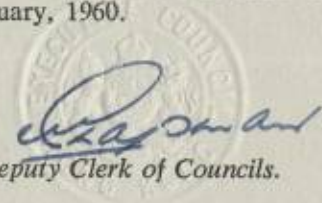
COUNCIL CHAMBER,
9th December, 1959.
(Secretariat GR8/3231/47)

**COMPANIES (PREVENTION OF EVASION OF THE SOCIETIES
ORDINANCE) ORDINANCE, 1959.**

(No. 23 of 1959).

Resolution made and passed by the Legislative Council under section 16 of the Companies (Prevention of Evasion of the Societies Ordinance) Ordinance, 1959, on the 9th day of December, 1959.

Resolved, pursuant to section 16 of the Companies (Prevention of Evasion of the Societies Ordinance) Ordinance, 1959, that the duration of the said Ordinance be extended for the term of one year with effect from 1st January, 1960.



[Signature]
Deputy Clerk of Councils.

COUNCIL CHAMBER,
9th December, 1959.

(Secretariat CR7/3231/59)



**DEFENCE REGULATIONS (CONTINUATION)
ORDINANCE, 1958.**

(No. 37 of 1958).

Resolution made and passed by the Legislative Council under section 6 of the Defence Regulations (Continuation) Ordinance, 1958, on the 9th day of December, 1959.

Resolved, pursuant to section 6 of the Defence Regulations (Continuation) Ordinance, 1958, that the duration of the said Ordinance be extended for the term of one year with effect from 1st January, 1960.



Deputy Clerk of Councils.

COUNCIL CHAMBER,
9th December, 1959.

(Secretariat CR7568/45)



SOCIETIES ORDINANCE.

(Chapter 151).

Resolution made and passed by the Legislative Council under section 26 of the Societies Ordinance, Chapter 151, on the 9th day of December, 1959.

Resolved, pursuant to section 26 of the Societies Ordinance, Chapter 151, that the duration of the said Ordinance be extended for the term of one year with effect from 1st January, 1960.



Deputy Clerk of Councils.

COUNCIL CHAMBER,
9th December, 1959.



(Secretariat CR37/3231/47)

ILLEGAL STRIKES AND LOCK-OUTS ORDINANCE.

(Chapter 61).

Resolution made and passed by the Legislative Council under section 8 of the Illegal Strikes and Lock-Outs Ordinance, Chapter 61, on the 9th day of December, 1959.

Resolved, pursuant to section 8 of the Illegal Strikes and Lock-Outs Ordinance, Chapter 61, that the duration of the said Ordinance be extended for the term of one year with effect from 1st January, 1960.



Deputy Clerk of Councils.

COUNCIL CHAMBER,
9th December, 1959.

(Secretariat CR29/3231/49)



**SAILORS HOME AND MISSIONS TO SEAMEN
INCORPORATION ORDINANCE.**

(Chapter 308).

SAILORS HOME AND MISSIONS TO SEAMEN REGULATIONS, 1959.

In exercise of the powers conferred by subsection (1) of section 7 of the Sailors Home and Missions to Seamen Incorporation Ordinance, The Sailors Home and Missions to Seamen has made the following regulations—

1. These regulations may be cited as the Sailors Home and Missions to Seamen Regulations, 1959. Citation.

2. In these regulations—
“committee” means the committee incorporated under the Ordinance as “The Sailors Home and Missions to Seamen”; Interpretation.
“institute” means the premises used by the corporation in connexion with its work.

Management.

3. The supreme control and management of the institute and of the premises and property of whatever description of the corporation shall be vested in the committee. Control and management of institute, etc.

4. (1) General meetings of the committee shall be held in the month of February and from time to time in each year on such day and at such hour as the committee shall direct. Time for holding general meetings, and business to be transacted thereat.

(2) The general meeting to be held in the month of February in each year shall be called the annual general meeting and at such meeting a report of all the affairs of the corporation and an account of the receipts, expenditure and property of the corporation together with a statement of accounts for the preceding year shall be presented and there shall be elected a chairman, an honorary secretary, chartered accountants and auditors for the ensuing year. At such annual general meeting such other business shall be transacted as may be necessary.

5. Special meetings of the committee may be convened at any time on the requisition of not less than four members thereof by a notice specifying the object of the meeting and at any special meeting convened on such requisition no business shall be transacted other than that specified in the requisition. Requisition to convene special meeting.

Power of chairman of the committee to convene meetings; chairman and quorum thereof.

6. (1) General or special meetings of the committee shall be convened (subject to regulation 5) by direction of the chairman of the committee, and seven days' notice in writing thereof shall be given by the honorary secretary to the members of the committee then within the Colony.

(2) At every general or special meeting of the committee the chair shall be taken by a chairman to be nominated by the members of the committee present of whom four shall be a quorum.

Record of meetings.

7. The honorary secretary shall keep a minute book of such meetings, and proper entries shall be made therein of all business transacted at every meeting.

Method of voting.

8. The voting at general or special meetings of the committee shall be decided by a show of hands.

Appointment and duties of business manager.

9. (1) There shall be a business manager who shall be appointed by the committee for such period on such salary and on such terms as the committee may in their discretion think desirable and the salary shall be paid out of the funds of the corporation.

(2) Subject to the control of the committee and the chaplain, the business manager shall be entrusted with the upkeep and repair of the buildings, furniture and fittings of the institute, the management of all catering and messing arrangements and the office staff.

Use of institute; and powers of chaplain and business manager.

10. (1) Subject to the provisions of paragraph (2), the institute shall be open to all men of Her Majesty's Navy and to officers and men of the Mercantile Marine irrespective of their religion or nationality.

(2) Either the chaplain or the business manager shall have power to refuse to admit to and also power to expel from the premises of the institute any person whatever for any reason which such chaplain or business manager may decide to be sufficient.

(3) Any person aggrieved by any such decision of the chaplain or of the business manager may refer the matter to the committee for its decision which shall be final.

Duties of chaplain.

11. The chaplain shall be in sole charge of the religious activities of the institute and shall care for and attend to all social arrangements and functions and to the visitation of ships and hospitals and he shall also be in charge of the launch "Dayspring" and of her crew and of any other launch from time to time owned or chartered by the corporation for its purposes.

Prohibition against serving in committee.

12. Neither the chaplain nor the business manager shall be entitled to serve as a member of the committee or to vote at any meetings thereof but they may attend such meetings if the committee desires.

Power of appointment and dismissal of chaplain, etc.

13. The appointment or dismissal of the chaplain, assistant chaplains and readers or any of them, shall be made by The Missions to Seamen in London, such appointment or dismissal being subject to the approval of the Bishop of the Diocese and made after consultation with the committee.

14. Alcoholic liquors may be sold and consumed on the premises of the institute, subject to such conditions and restrictions as the committee may from time to time impose.

Sale and consumption of liquors.

Religious Services.

15. The chapel in the premises of the institute shall be used for divine service and worship according to the rites and ceremonies of the Church of England, and of any church in communion with the Church of England for such services as have the approval of the chaplain or his locum tenens.

Use of chapel.

16. Divine service and worship shall be voluntary and the attendance thereat of any person using the institute shall also be voluntary.

Service and attendance to be voluntary.

17. (1) At the annual general meeting the committee shall appoint—

Appointment of chartered accountants and honorary secretary.

(a) a firm of chartered accountants to manage the financial affairs of the institute and to be responsible for the collection of all moneys due to the corporation and for the making of all necessary payments; and

(b) an honorary secretary who shall—

(i) hold office until a successor is appointed; and

(ii) perform such duties as may be delegated to him by the committee.

(2) Pending and subject to any appointment under sub-paragraph (a) of paragraph (1), the firm of Messrs. Lowe, Bingham & Matthews shall be the chartered accountants of the corporation.

Auditors.

18. At the annual general meeting there shall be elected annually one or more auditors of the corporation.

Appointment of auditors.

19. (1) The auditor shall—

Duties of auditors.

(a) examine and report upon all accounts and books of the corporation; and

(b) if and when required by the committee, audit and report upon any of such accounts and books.

(2) The accounts and books of the corporation shall be open for inspection by the auditor at all reasonable times.

Bankers.

20. The bankers of the corporation shall be The Hongkong and Shanghai Banking Corporation or such other bankers as the committee may from time to time determine.

Appointment of bankers.

Duty to pay moneys into bank account.

21. All subscriptions and pecuniary donations and the income of investments and all other moneys from time to time forming part of the general funds of the corporation shall on receipt thereof be paid to the credit of the corporation with its bankers.

Payment of capital moneys and the use thereof.

22. All capital moneys shall be paid into a separate account with the bankers of the corporation and shall be expended first on the cost of building the institute and as to the balance towards forming an endowment fund which shall be invested and controlled by the committee and used in any way it thinks fit for the benefit of the institute.

Method of drawing and signing cheques.

23. Cheques shall be drawn on the order of the committee and shall be signed by the chartered accountants and countersigned by two members of the committee.

Investments.

Investment of endowment fund.

24. All moneys standing to the credit of the endowment fund shall be invested by the committee in the corporate name of the corporation or in the names of its nominees in the investments authorized in the Ordinance and any such investments may be sold and the proceeds thereof invested in other such investments as and when the committee may direct.

Revocation. (Cap. 308).

25. The regulations contained in the Schedule to the Sailors Home and Missions to Seamen Incorporation Ordinance are revoked.

At a General Meeting of The Sailors Home and Missions to Seamen, hereinafter referred to as the corporation, held on the Seventh day of August, One thousand nine hundred and fifty nine, It was MOVED by the Chairman, the Honourable H. D. M. Barton, M.B.E. and seconded by Mr. A. G. Parker and RESOLVED unanimously that the proposed regulations cited as the Sailors Home and Missions to Seamen Regulations, 1959, for carrying into effect section 7 of the Sailors Home and Missions to Seamen Incorporation Ordinance, Chapter 308, now submitted for approval, and signed by the chairman for the purpose of identification, be, and the same are hereby, approved, made and adopted.

IN WITNESS whereof the corporation has caused its corporate seal to be hereunto affixed in the presence of three members of the committee who have set their respective hands the fifteenth day of September, 1959.

H. D. M. BARTON.

A. G. PARKER.

H. B. L. DOWBIGGIN.



WHEREAS by subsection (1) of section 7 of the Sailors Home and Missions to Seamen Incorporation Ordinance, Chapter 308, hereinafter referred to as the Ordinance, The Sailors Home and Missions to Seamen, hereinafter referred to as the corporation, may, subject to the approval of the Governor in Council, by a resolution passed by the majority of the committee, make from time to time such regulations as may in its discretion seem desirable for the administration of the corporation and the management of the premises and property of whatever description thereof, with the exception that regulation 11 and that part of regulation 13, which relates to the chaplain, of the Regulations contained in the Schedule to the Ordinance shall not in any way be altered except with the consent of the Missions to Seamen in London.

AND WHEREAS on the 7th day of October, 1959, The Missions to Seamen in London gave their consent to the alteration of regulations 11 and 13 in manner shown in regulations 11 and 13 of the Sailors Home and Missions to Seamen Regulations, 1959.

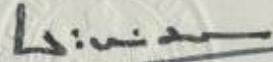
IN WITNESS whereof The Missions to Seamen in London has caused its common seal to be hereunto affixed and Thomas Phoebus Kerfoot, Clerk in Holy Orders, the secretary thereof, has hereunto set his hand the 7th day of October, 1959.

ARCHIBALD COOPER,
Director.

T. P. KERFOOT,
Secretary.



APPROVED by the Governor in Council on the 1st day of December, 1959.


Clerk of Councils.

COUNCIL CHAMBER,
1st December, 1959.

(Secretariat GR12/3231/58)

ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

ROAD TRAFFIC (DRIVING LICENCES) (AMENDMENT) REGULATIONS, 1959.

In exercise of the powers conferred by section 5 of the Road Traffic Ordinance, 1957, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Road Traffic (Driving Licences) (Amendment) Regulations, 1959, and shall come into operation on the date of coming into operation of the Road Traffic (Amendment) Ordinance, 1959. Citation and commencement.
(42 of 1959).
2. Regulation 1 of the Vehicle and Road Traffic (Driving Licences) Regulations, 1956 (hereinafter referred to as the principal regulations) is amended by the deletion of the words "Vehicle and". Amendment of regulation 1.
(G.N.A. 88/56).
3. Regulation 2 of the principal regulations is amended—
 - (a) by the deletion of the definition of "Commissioner";
 - (b) by the deletion of the definition of "Ordinance"; and
 - (c) by the deletion of the definition of "provisional licence" and the substitution therefor of the following—
" "provisional licence" means—
 - (a) a licence issued in accordance with the provisions of regulation 9; and
 - (b) a Driving Test Form issued in accordance with the provisions of paragraph (2) of regulation 10 while the person named therein is being tested;".Amendment of regulation 2.
4. Regulation 3 of the principal regulations is amended by the deletion of paragraphs (a), (b) and (c) and the substitution therefor of the following—
 - "(a) taxis and hire cars;
 - (b) goods vehicles of a weight unladen not exceeding two tons and private cars;
 - (c) public omnibuses, hire omnibuses and public cars;".Amendment of regulation 3.
5. Regulation 5 of the principal regulations is amended by the addition at the end thereof of the following new paragraph—
"(6) No fee shall be charged for any endorsement made by the Commissioner to a driving licence on any notification of change of address."
Amendment of regulation 5.



Amendment
of regula-
tion 6.

6. Regulation 6 of the principal regulations is amended—

- (a) by the addition after the figure "6" of the brackets and figure "1"; and
(b) by the addition at the end thereof of the following new paragraph—

"(2) No fee shall be charged for any endorsements made in accordance with the provisions of paragraph (1)."

Amendment
of regula-
tion 7.

7. Regulation 7 of the principal regulations is amended by the addition in paragraph (3) after the word "appeal", where it first appears, of the following—

"by petition".

Amendment
of regula-
tion 9.

8. Regulation 9 of the principal regulations is amended—

- (a) by the deletion in paragraph (2) of the word "six" and the substitution therefor of the following—

"twelve";

- (b) by the deletion in paragraph (5) of the figures and words "4 or 6" and the substitution therefor of the following—

"9 or 12"; and

- (c) by the deletion in paragraph (6) of the figure "10" and the substitution therefor of the following—

"23".

Amendment
of regula-
tion 10.

9. Regulation 10 of the principal regulations is amended—

- (a) by the deletion in paragraph (1) of the words "A learner driver" and the substitution therefor of the following—

"Any person"; and

- (b) by the deletion of paragraph (2) and the substitution therefor of the following—

"(2) On receipt of such application and of such fee, the Commissioner shall issue to such person a driving test form in such form as the Commissioner may prescribe and, as soon as is convenient thereafter, shall notify such person of the time and place of the test:

Provided that if such person is not in possession of a provisional licence which has been issued in accordance with the provisions of paragraph (2) of regulation 9, the Commissioner may refuse to test such person until he is in possession of such provisional licence, in which case the Commissioner shall notify such person of his refusal."

10. Regulation 11 of the principal regulations is amended—

- (a) by the deletion in paragraph (2) of the figures and words "public car" and "35 cwt." and the substitution therefor respectively of the following—

"hire car" and "2 tons"; and

- (b) by the deletion of paragraph (3).

11. Regulation 13 of the principal regulations is amended by the addition in the proviso to paragraph (3), after the word "appeal" where it first appears, of the following—

"by petition".

Amendment
of regula-
tion 11.

Amendment
of regula-
tion 13.


Clerk of Councils.

COUNCIL CHAMBER,
27th November, 1959.

Explanatory Note.

(This Note is not part of the regulations, but is intended to indicate their general purport).

The purpose of these regulations is to substitute for references to the Vehicle and Road Traffic Ordinance, Cap. 220, references to the Road Traffic Ordinance, 1957, and to make amendments consequential on the enactment of the Road Traffic (Amendment) Ordinance, 1959. The opportunity has been taken to make various minor amendments—

- (i) by regulations 3(c) and 9, provision has been made to enable a person to undertake a driving test, at the discretion of the police, while he is not in possession of a normal provisional licence;
- (ii) regulations 5 and 6 of the principal regulations have been amended to make it clear that no fee shall be charged for amendment of driving licences; and
- (iii) by regulations 7 and 11, appeals under regulations 7 and 13 of the principal regulations are stated to be by petition.

(Secretariat GR33/3231/54)



ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

ROAD TRAFFIC (CONSTRUCTION AND USE) (AMENDMENT) REGULATIONS, 1959.

In exercise of the powers conferred by section 3 of the Road Traffic Ordinance, 1957, the Governor in Council has made the following regulations—

1. These Regulations may be cited as the Road Traffic (Construction and Use) (Amendment) Regulations, 1959, and shall come into operation on the date of coming into operation of the Road Traffic (Amendment) Ordinance, 1959, save and except that regulation 5 shall come into operation on the 1st day of April, 1960.

Citation and commencement.
(42 of 1959).

2. Regulation 1 of the Vehicle and Road Traffic (Construction and Use) Regulations, 1956 (hereinafter referred to as the principal regulations) is amended by the deletion of the words "Vehicle and".

Amendment of regulation 1.
(G.N.A. 106/56).

3. Regulation 2 of the principal regulations is amended by the deletion of the definition of "Commissioner".

Amendment of regulation 2.

4. The principal regulations are amended by the addition after regulation 6 of the following—

Addition of new regulation 6A.

"Power of Governor in Council to exempt.

6A. The Governor in Council may by order exempt any vehicle or any class of vehicle from the provisions of these regulations or of any part thereof if he considers that it would be in the public interest so to do."

5. The principal regulations are amended by the rescission of regulation 20 and the replacement therefor of the following—

Rescission and replacement of regulation 20.

"Reflecting mirrors.

20. (1) Save as is provided in paragraph 2—

(a) every goods vehicle of a weight unladen exceeding two tons and every omnibus shall be equipped with at least two mirrors, one of which shall be fitted externally on the off-side of the vehicle and the other either internally or on the near side externally and the mirrors shall be so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear and on both sides rearwards;

(b) subject to the provisions of sub-paragraph (a) every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted

to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear of the vehicle.

(2) The provisions of this regulation shall not apply to—

- (a) a motor cycle with or without a side car attached;
- (b) a road roller;
- (c) a pedestrian controlled vehicle; and
- (d) a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such person is provided with sufficient means of communicating to the driver the effect of signals given by the drivers of other vehicles in the rear thereof.”.

Amendment of regulation 25.

6. Regulation 25 of the principal regulations is amended by the insertion in paragraph (1) after the word “red” of the following—
“or amber”.

Addition of new regulation 30A.

7. The principal regulations are amended by the addition after regulation 30 of the following—

“Construction of dual-purpose vehicles.

30A. Every dual-purpose vehicle shall be a vehicle of which the weight unladen does not exceed two tons and which satisfies the following conditions as to construction, namely:—

- (a) the vehicle must be permanently fitted with a rigid roof, with or without a sliding panel;
- (b) the area of the vehicle to the rear of the driver’s seat must—
 - (i) be permanently fitted with at least one row of transverse seats, fixed or folding, for two or more passengers and those seats must be properly sprung or cushioned and provided with upholstered backrests, attached either to the seats or to a side or the floor of the vehicle; and
 - (ii) be lit on each side and at the rear by a window of glass or other transparent material having an area or aggregate area of not less than two square feet on each side and not less than one hundred and twenty square inches at the rear; and
- (c) the distance between the rearmost part of the steering wheel and the backrests of the row of transverse seats satisfying the requirements

specified in head (i) of sub-paragraph (b) or, if there is more than one such row of seats, the distance between the rearmost part of the steering wheel and the backrests of the rearmost such row, must, when the seats are ready for use, be not less than one-third of the distance between the rearmost part of the steering wheel and the rearmost part of the floor of the vehicle.”.

8. Regulation 35 of the principal regulations is amended by the deletion of paragraph (1) and the substitution therefor of the following—
Amendment of regulation 35.

- “(1) (a) The sum of the weights transmitted to the road by all the wheels of an omnibus shall not exceed fourteen tons; and
- (b) the weight so transmitted by any two wheels of the vehicle in line transversely shall not exceed nine and a half tons:

Provided that the Commissioner by permit in writing subject to such terms and conditions and for such period as appears to him necessary may authorize the use of an omnibus when the sum of the weights transmitted to the road surface by all the wheels of the vehicle exceeds fourteen tons.”.

9. The principal regulations are amended by the addition after regulation 85 of the following new regulation—
Addition of new regulation 85A.

“Fare plates on rickshaws.

85A. Every rickshaw licensed to be used as a public vehicle shall exhibit at all times in such manner as to be clearly visible to intending passengers a plate of a size not less than six inches by six inches bearing in white on a black background, in letters, figures and characters not less than half an inch high, the following—

“Fare—For every five minutes, 50c.
車費——每五分鐘五毫”.

10. Regulation 94 of the principal regulations is amended by the deletion of paragraph (2) and the substitution therefor of the following—
Amendment of regulation 94.

“(2) No person other than the driver and, in the case of a goods vehicle of a weight unladen not exceeding two tons, not more than one person or such other number of persons as shall be stipulated in the vehicle licence in respect of the vehicle or, in the case of any other goods vehicle, not more than six persons, shall be carried on a goods vehicle:

Provided that the Commissioner, by permit in writing subject to such terms and conditions as appear to him necessary may authorize any persons in excess of six in number to travel on a goods vehicle.”.

Addition of new regulation 94A.

11. The principal regulations are amended by the addition after regulation 94 of the following—

"Restriction of loads on multi-purpose vehicles.

94A. No person shall drive or use or cause suffer or permit to be driven or used a dual-purpose vehicle—

- (a) for the carriage of passengers more than one in excess of the number of passengers prescribed in the vehicle licence in respect of the vehicle;
- (b) in any case so that the laden weight exceeds the laden weight prescribed in the vehicle licence in respect of the vehicle."

Amendment of regulation 106.

12. Regulation 106 of the principal regulations is amended by the deletion in paragraph (1) of the word "stationery" and the substitution therefor of the following—

"stationary".

Amendment of regulation 133.

13. Regulation 133 of the principal regulations is amended by the deletion of the words "a taxi or a public car" and the substitution therefor of the following—

"a public car, a taxi or a hire car".

Amendment of regulation 134.

14. Regulation 134 of the principal regulations is amended by the deletion of the words "a public car or a taxi", wherever the same appear, and the substitution therefor of the following—

"a public car, a taxi or a hire car".

Addition of new regulation 138A.

15. The principal regulations are amended by the addition after regulation 138 of the following—

"Maintenance of brakes on bicycles and tricycles.

138A. Every part of every braking system and of the means of operating thereof fitted to a bicycle and to a tricycle shall at all times while the bicycle or tricycle is used on a road be maintained in good and efficient working order and shall be properly adjusted."

Rescission and replacement of regulation 141.

16. Regulation 141 of the principal regulations is rescinded and replaced by the following—

"Loads on bicycles and tricycles.

141. (1) No load on a bicycle—

- (a) on a road in Hong Kong Island, Kowloon or New Kowloon or on a road designated in accordance with the provisions of paragraph (2) shall weigh more than forty pounds if carried on a properly constructed load carrier affixed to the front of the bicycle or more than fifteen pounds if carried on the bicycle in any other manner; and
- (b) on a road in the New Territories, other than New Kowloon, not designated in accordance with paragraph (2) shall weigh more than sixty pounds if

carried on a properly constructed load carrier affixed to the front or to the rear of the bicycle or partly on one such load carrier and partly on the other, or more than thirty pounds if carried on the bicycle in any other manner.

(2) The Commissioner by order published in the *Gazette* may designate any road in the New Territories other than New Kowloon as a road to which the provisions of sub-paragraph (a) of paragraph (1) apply.

(3) No load on a tricycle shall weigh more than 224 pounds or shall be carried other than on a properly constructed load carrier affixed to the tricycle.

(4) No load on a bicycle or on a tricycle shall be of such dimensions as to cause or be likely to cause danger, obstructions or annoyance to any person using the road.

(5) Every load on a bicycle and on a tricycle shall be properly and rigidly secured to the bicycle or tricycle."

17. Regulation 165 of the principal regulations is amended in paragraph (2)—

Amendment of regulation 165.

(a) by the addition after the figures 88 of the following—

" , 94A";

(b) by the addition after the figures "137" of the following—

" , 138A".

18. Part I of the Schedule to the principal regulations is amended—

Amendment of Part I of Schedule.

(a) by the deletion in head (a) of sub-paragraph (1) of paragraph 3 of the word "in" in the third place where it occurs and the substitution therefor of the following—

"to";

(b) by the deletion of sub-paragraph (2) of paragraph 3 and the substitution therefor of the following—

"(2) An additional indicator may be fitted on the front of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall comply with the requirements of sub-paragraph (1) of this paragraph and of paragraphs 4 and 5 of Part II of this Schedule as respects indicators showing a flashing light to the front.";

(c) by the deletion of the full stop at the end of head (c) of sub-paragraph (1) of paragraph 6 and the substitution therefor of the following—

"or red.";

(d) by the deletion of sub-paragraph (b) of paragraph 8 and the substitution therefor of the following—

“(b) the vehicle shall be equipped with a device or devices so designed and fitted that, when the switch actuating the indicator or indicators on one side of the vehicle is operated, the device or devices shall—

(i) if and so long as every indicator not being an additional indicator fitted on that side of the vehicle is in operation, together with the indicator on that side of the trailer (if a trailer is drawn), give a warning readily visible or audible to the driver when in his seat;

(ii) in any other case give no warning or a warning different from that given if the conditions of head (i) of this sub-paragraph are satisfied.”.

Amendment
of Part II
of Schedule.

19. Part II of the Schedule to the principal regulations is amended by the deletion of paragraph 3 and the substitution therefor of the following—

“3. (1) Subject to the provisions of sub-paragraph (2), in lieu of a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part are complied with, two indicators may be fitted to any side of a vehicle and shall be so designed and fitted that—

(a) when in operation one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other indicator on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle;

(b) every such indicator shall be so placed that the centre of its illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed:

Provided that in the case of a public omnibus having combined rear and side entrances the rear side indicator showing a flashing light to the rear of the vehicle may be so placed that the centre of its illuminated area is not more than 30 inches nearer to the longitudinal axis of the vehicle than the said outermost part of the vehicle; and

(c) the minimum illuminated area showing to the front or rear as the case may be shall be that prescribed in paragraph 2 of this Part.

(2) Whilst a vehicle is drawing a trailer the preceding provisions of this paragraph shall have effect subject to the following modifications—

(a) there shall be carried on either side of the trailer an indicator so designed and fitted that when in operation it complied with the provisions of paragraphs 2, 3 and 4 of Part IV; and

(b) it shall not be necessary for an indicator showing a flashing light to the rear to be carried on either side of the vehicle.

This sub-paragraph shall not apply when the trailer is of a weight unladen not exceeding two hundredweights or was constructed before 1st January, 1955, or is a broken down motor vehicle being drawn in consequence of the breakdown.”.

20. Part III of the Schedule to the principal regulations is amended—

Amendment
of Part III
of Schedule.

(a) by the deletion of paragraph 3; and

(b) by the renumbering of paragraph 4 as paragraph 3.

21. The Schedule to the principal regulations is amended by the addition thereto of the following new Part—

Addition of
new Part IV
to Schedule.

“PART IV.

1. Every direction indicator fitted to a trailer shall comply with the provisions of this Part:

Provided that nothing in this Part shall apply to a broken down vehicle being drawn in consequence of the breakdown.

2. Every direction indicator shall either—

(a) when in operation be in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one fourth of the illuminated length, and shall show either a steady or a flashing light; or

(b) be such that—

(i) when in operation it shall show a flashing light;

(ii) the total power of the bulb or bulbs illuminating the indicator shall be not less than fifteen watts and not more than thirty-six watts;

(iii) the minimum illuminated area shall be not less than three and a half square inches in extent if the trailer to which it is fitted has less than four wheels or is a


four-wheeled trailer having two close-coupled wheels on each side and not less than twelve inches in extent in any other case; and

- (iv) the centre of the illuminated area shall be not more than sixteen inches nearer to the longitudinal axis of the trailer than is the outermost part of the trailer on the same side.

3. Every direction indicator shall, when in operation, be visible at a reasonable distance from any point to the rear of the trailer.

4. The provisions of paragraphs 4, 5, 6, 7, 9, 10 and 11 of Part I shall apply to direction indicators fitted in compliance with this Part in the same manner as they apply to direction indicators fitted in compliance with that Part.

5. In this Part "close-coupled", in relation to a trailer, means that the wheels on the same side of the trailer are so fitted that at all times while it is in motion they remain parallel to the longitudinal axis of the trailer, and that the distance between the centres of their respective areas of contact with the road surface does not exceed thirty-three inches."



Clerk of Councils.

COUNCIL CHAMBER,
27th November, 1959.

Explanatory Note.

(This Note is not part of the regulations but is intended to indicate their general purport).

These regulations make a number of minor amendments to the Vehicle and Road Traffic (Consolidation and Use) Regulations, 1956—

Regulation 2 shortens the title to the principal regulations.

Regulation 3 deletes the superfluous definition of the "Commissioner".

Regulation 4 inserts a new regulation 6A to enable the Governor in Council to exempt any vehicle or class of vehicle from any of the provisions of the principal regulations.

Regulation 5 replaces regulation 20 of the principal regulations, by a redraft thereof in conformity with U.K. legislation, to require goods vehicles of a weight unladen exceeding two tons and omnibuses to be provided with two mirrors. This regulation does not come into operation until 1st April, 1960 to enable the necessary additional mirrors to be fitted.

Regulation 6 amends regulation 25 to enable stop lights to be amber as well as red.

Regulation 7 inserts a new regulation 30A to provide the constructional requirements of dual-purpose vehicles.

Regulation 8 inserts an amended regulation 35 in the principal regulations to enable heavier omnibuses to be used in the Colony.

Regulation 9 inserts a new regulation 85A to require rickshaws to exhibit fare plates.

Regulation 10 amends regulation 94 of the principal regulations to provide that not more than one person other than the driver shall be carried in a goods vehicle of a weight unladen not exceeding two tons, unless the licence is endorsed to enable a greater number of passengers to be carried, the figure in respect of any other goods vehicle remaining at six passengers.

Regulation 11 inserts a new regulation 94A to impose load restrictions on dual-purpose vehicles.

Regulation 12 corrects a spelling error in regulation 106 of the principal regulations.

Regulations 13 and 14 are consequential upon the amendment of the Road Traffic Ordinance, 1957 in regard to classification of vehicles.

Regulation 15 inserts in the principal regulations a new regulation 138A providing for the maintenance of brakes on bicycles and tricycles.

Regulation 16 rescinds and replaces regulation 141 of the principal regulations to provide for load restrictions on tricycles as well as on bicycles.

Regulation 17 amends regulation 165 of the principal regulations, consequential upon the amendment of the other regulations.

Regulations 18, 19, 20 and 21 amend the Schedule to the principal regulations to bring the requirements as to direction indicators into conformity with U.K. legislation.

(Secretariat GR33/3231/54)

ROAD TRAFFIC ORDINANCE, 1957.

(No. 39 of 1957).

**ROAD TRAFFIC (REGISTRATION AND LICENSING OF VEHICLES)
(AMENDMENT) REGULATIONS, 1959.**

In exercise of the powers conferred by section 4 of the Road Traffic Ordinance, 1957, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulations, 1959, and shall come into operation on the date of coming into operation of the Road Traffic (Amendment) Ordinance, 1959, save and except that regulations 7 and 8 shall come into operation on the 1st day of January, 1960.

Citation and commencement.
(42 of 1959).

2. Regulation 1 of the Vehicle and Road Traffic (Registration and Licensing of Vehicles) Regulations, 1956 (hereinafter referred to as the principal regulations) is amended by the deletion of the words "Vehicle and".

Amendment of regulation 1.
(G.N.A. 89/56).

3. Regulation 2 of the principal regulations is amended—

- (a) by the deletion of the definition of "Commissioner";
- (b) by the deletion of the full stop at the end thereof and the substitution therefor of a semi-colon; and
- (c) by the addition at the end thereof of the following—

Amendment of regulation 2.

"weight unladen" means the weight of a vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on a road and of the weight of water, fuel and accumulators used for the purpose of the supply of power for the propulsion of the vehicle, all water and fuel containers being full but exclusive of any drivers or attendants and of loose tools and loose equipment."

4. Regulation 5 of the principal regulations is amended—

- (a) by the addition in sub-paragraph (b) of paragraph (1) after the words "hire omnibus" of the following—
" , a public car"; and
- (b) by the deletion in sub-paragraph (b) of paragraph (1) of the words "public car" and the substitution therefor of the following—

Amendment of regulation 5.

"hire car".

Amendment
of regula-
tion 9A.

5. Regulation 9A of the principal regulations is amended by the deletion in paragraphs (1) and (3) of the words "public car" and the substitution therefor of the following—

"hire car".

Amendment
of regula-
tion 12.

6. Regulation 12 of the principal regulations is amended by the addition at the end thereof of the following—

"(3) No fee shall be charged for any action by the Commissioner in accordance with the provisions of paragraph (2)."

Amendment
of regula-
tion 17.

7. Regulation 17 of the principal regulations is amended—

(a) by the deletion of paragraph (1) and the substitution therefor of the following—

"(1) Any registered owner who wishes to have licensed a motor vehicle of which he is the registered owner shall deliver to the Commissioner an application for licensing in such form as shall be prescribed by the Commissioner and the registration book in respect of the vehicle and shall pay to the Commissioner in respect of an application for a licence for—

Third
Schedule.

(a) three years, three times the appropriate fee set forth in the third column of the Third Schedule; or

(b) twelve months, the appropriate fee set forth in that column of that Schedule; or

(c) less than twelve months, the appropriate part of such fee calculated in accordance with the table set forth in the first part of the Fourth Schedule.";

Fourth
Schedule.

and

(b) by the deletion of paragraph (4) and the substitution therefor of the following—

"(4) Notwithstanding the provisions of paragraph (1), any registered owner who wishes to have licensed for use only in Lantau a motor vehicle of which he is the registered owner may deliver to the Commissioner an application for licensing in such form as shall be prescribed by the Commissioner and the registration book in respect of the vehicle and may pay to the Commissioner one quarter of the fee which would have been paid on an application made under paragraph (1) and the provisions of paragraphs (1), (2) and (3) shall apply to any application made under this paragraph and to any fee payable thereunder."

8. Regulation 18 of the principal regulations is amended—

Amendment
of regula-
tion 18.

(a) by the deletion of paragraph (1) and the substitution therefor of the following—

"(1) Upon receipt of an application for the licensing of a motor vehicle, together with the registration book and the appropriate fee the Commissioner, if he is satisfied with the particulars contained in the application, subject to the provisions of regulation 24, shall license the motor vehicle for such period as is stipulated in the application calculated from the first day of the month in which the application was delivered to him:

Provided that the Commissioner in his absolute discretion may refuse to license any motor vehicle for any period less than twelve months."; and

(b) by the addition at the end thereof of the following—

"(5) Without prejudice to the provisions of paragraph (1) the Commissioner, in his absolute discretion, on receipt, during the year 1960, of an application for licensing of a motor vehicle for a period of twelve months, may—

(a) license the motor vehicle for a period of six months or a period of nine months and in such case he shall forthwith return to the registered owner of the motor vehicle the excess fee; or

(b) require the registered owner of the motor vehicle to pay an additional fee of 25 per cent of the licence fee for a period of twelve months and on payment thereof he shall license the motor vehicle for a period of fifteen months."

9. Regulation 19 of the principal regulations is amended by the deletion of the proviso to paragraph (2) and the substitution therefor of the following—

Amendment
of regula-
tion 19.

"Provided that—

(a) no omnibus shall be licensed to carry passengers on the upper deck in excess of the seating capacity of such upper deck;

(b) subject to the provisions of paragraph (c) no omnibus shall be licensed to carry on the lower deck or only deck a number of passengers more than one third of the seating capacity of the lower deck in excess of such seating capacity; and

(c) a single-decked omnibus (not being a half-decked omnibus) specially constructed or adapted to the satisfaction of the Commissioner for the carriage of a number of standing passengers in excess of one third of the seating capacity of the vehicle may be licensed as a public omnibus, to be used solely in connexion

with the maintaining of a service in accordance with the grant of the exclusive right of maintaining such service under any enactment, to carry such number of standing passengers, not exceeding in any case thirty, as the Commissioner may specify.”.

Amendment
of regula-
tion 24.

10. Regulation 24 of the principal regulations is amended by the deletion in paragraph (2) of the words “public car” and the substitution therefor of the following—

“hire car”.

Amendment
of regula-
tion 26.

11. Regulation 26 of the principal regulations is amended by the addition after paragraph (2) of the following—

“(2A) No person shall permit or suffer a private car to stand or ply for hire or solicit or attempt to solicit any person to travel for hire in a private car.”.

Amendment
of regula-
tion 42.

12. Regulation 42 of the principal regulations is amended by the deletion in paragraph (1) of the words, figures and symbols “paragraph (3) of regulation 19.”.

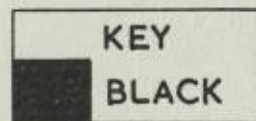
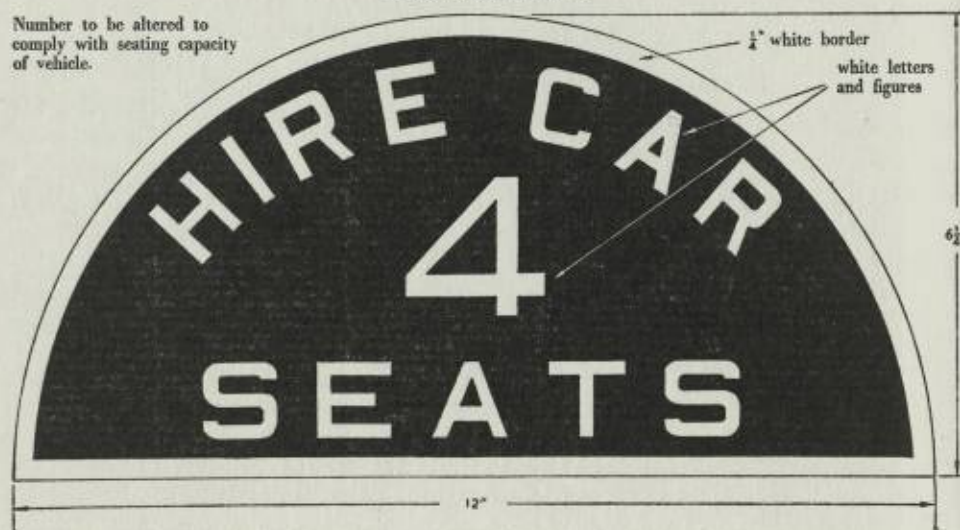
Amendment
of Second
Schedule.

13. The Second Schedule to the principal regulations is amended—

(a) by the deletion of diagram No. 5 and the substitution therefor of the following—

DIAGRAM NO. 5

Number to be altered to
comply with seating capacity
of vehicle.



(b) by the deletion of paragraphs 2, 3 and 4 and the substitution therefor of the following—

“2. (1) The registration mark in respect of a private car, a private omnibus, a motor cycle, a motor tricycle and an invalid carriage shall be indelibly inscribed in black upon a white surface.

(2) The registration mark in respect of a public omnibus and a public car shall be indelibly inscribed in white upon a red surface.

Third
Schedule.

(3) The registration mark in respect of a goods vehicle, licensed under item 1 of the Third Schedule, a taxi, a hire car, a hire omnibus and a dual-purpose vehicle shall be indelibly inscribed in white upon a black surface.

Third
Schedule.

(4) The registration mark in respect of a goods vehicle licensed under item 2 of the Third Schedule shall be indelibly inscribed in black upon a yellow surface.

(5) No letter or figure shall be capable of being detached from such surface, provided that it shall not be an infringement of these regulations if the letters or figures are made separately and either welded or firmly rivetted on to such surface. If the letters and figures are exhibited on a flat plate, the plate may be constructed of cast or pressed metal having raised letters.

3. (1) The registration mark in respect of any motor vehicle other than a public omnibus, a hire omnibus and a public car may, at the option of the owner, be displayed in either of the shapes shown in diagrams Nos. 1 and 2.

(2) In the case of a public omnibus, a hire omnibus or a public car the registration mark shall be displayed in the shape shown in diagram 3.

4. (1) In the case of a private car, a private omnibus, a goods vehicle, a taxi and a hire car all the letters and figures must be three and a half inches high, every part of every letter and figure must be five-eighths of an inch broad, and the total width of the space taken by every letter or figure, except in the case of the figure 1, must be two and a half inches.

(2) In the case of a public omnibus, a hire omnibus or a public car, the letter forming the words “Public Vehicle” must be one inch high, every part

of every letter must be one-eighth of an inch broad and the total width of the space taken by every letter must be half an inch and all other letters and all figures must be three inches high, every part of every letter and figure must be three-eighths of an inch broad and the total width of the space taken by every letter or figure, except in the case of the figure 1, must be one and a half inches.

(3) In the case of a motor cycle, a motor tricycle and an invalid carriage, all the letters must be either of the dimensions mentioned in sub-paragraph (1) or of the dimensions mentioned in the proviso to paragraph 6.”;

(c) by the deletion in sub-paragraph (1) of paragraph 7 of the words “public car” and “red” and the substitution therefor of the following, respectively—

“hire car” and “black”; and

(d) by the deletion in sub-paragraph (5) of paragraph 7 of the figure and symbols “(6)” and the substitution therefor of the following—

“(5)”.

14. The Third Schedule to the principal regulations is amended—

(a) by the deletion in item 1 of the words “Private goods vehicle or public goods vehicle” and “unladen weight” and the substitution therefor, respectively, of the following—

“Goods vehicle” and “weight unladen”;

(b) by the deletion in item 2 of the words “Private goods vehicle” and the substitution therefor of the following—

“Goods vehicle”;

(c) by the addition in item 3 after the words “public omnibus” of the following—

“public car.”;

(d) by the addition in item 4 after the words “public omnibus” of the following—

“or public car”;

(e) by the deletion in item 5(b) of the figures “30” and the substitution therefor of the following—

“20”;

(f) by the deletion in item 6 of the words “or public car”;

(g) by the deletion in item 10 of the words “unladen weight” and the substitution therefor of the following—

“weight unladen”;

Amendment
of Third
Schedule.

(h) by the addition at the end thereof of the following—

“15. Hire car of which the cylinder capacity of the engine—

(a) does not exceed 1,250 cubic centimetres; 100

(b) exceeds 1,250 cubic centimetres but does not exceed 2,500 cubic centimetres; 160

(c) exceeds 2,500 cubic centimetres; 240

together with an additional fee in each case for each seat for a passenger in the vehicle. 10

16. Dual-purpose vehicle for use as—

(a) a private car and as a goods vehicle;

(b) a taxi and a goods vehicle; or

(c) a hire car and as a goods vehicle. 400”; and

(i) by the deletion of the fourth column.

15. The Fourth Schedule to the principal regulations is amended—

(a) by the addition in the Second Part after the words “surrendered licences” of the following—

“(1) in respect of a licence for not more than twelve months—”; and

(b) by the addition at the end thereof of the following—

“(2) in respect of a licence for more than twelve months—

(a) where more than twelve months thereof is unexpired, one third of the fee paid for the licence, in respect of each complete period of twelve months unexpired together with the percentage of the fee for a licence for twelve months, in accordance with the table in paragraph (1); and

(b) where less than twelve months thereof is unexpired, the percentage of the fee for a licence for twelve months in accordance with the table in paragraph (1).”.

Amendment
of Fourth
Schedule.



Clerk of Councils.

COUNCIL CHAMBER,
27th November, 1959.

Explanatory Note.

(This Note is not part of the regulations, but is intended to indicate their general purport).

These regulations make a number of minor amendments to the Vehicle and Road Traffic (Registration and Licensing of Vehicles) Regulations, 1956—

Regulation 2 shortens the title to the principal regulations.

Regulation 3 deletes the superfluous definition of "Commissioner" and inserts a definition of "weight unladen".

Regulations 4, 5 and 10 are consequential upon the insertion in the Road Traffic Ordinance, 1957 of the new classifications of vehicle—

"dual-purpose vehicle" and "public car".

Regulation 6 provides that no fee shall be charged for the endorsement on a vehicle licence of a change of address.

Regulations 7 and 8 provide for the issue of a vehicle licence, at the discretion of the applicant, for a period of three years in addition to the present period of twelve months, and that every vehicle licence shall run from the first day of the month in which application for the licence was made, not from, as at present, a fixed date, to obviate the necessity of renewing all vehicle licences for a particular class of vehicle on the same day in each year. To enable the Commissioner to "stagger" the dates of renewal of vehicle licences, he is empowered, in the case of any application for licensing of a motor vehicle for twelve months received by him in the year 1960, to license the vehicle for six months or nine months and to return the excess fee or to require the applicant to take out a licence for fifteen months.

Regulation 9 provides for the use of a special type of public omnibus designed to carry more than the normal quota of standing passengers.

Regulation 11 establishes further offences in relation to private cars used for illegal hiring.

Regulation 12 corrects a minor error in the principal regulations.

Regulations 13, 14 and 15 make consequential amendments to the Schedules to the principal regulations including minor amendments to the Schedule of licence fees and amendments providing for the licensing of various types of dual-purpose vehicles.

(Secretariat GR33/3231/54)

**PLACES OF PUBLIC ENTERTAINMENT ORDINANCE.**

(Chapter 172).

PLACES OF PUBLIC ENTERTAINMENT (AMENDMENT) REGULATIONS, 1959.

In exercise of the powers conferred by section 7 of the Places of Public Entertainment Ordinance, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Places of Public Entertainment (Amendment) Regulations, 1959, and shall come into operation on the 1st day of January, 1960.

Citation and commencement.

2. Regulation 54 of the Places of Public Entertainment Regulations is rescinded and replaced by the following—

Rescission and replacement of regulation 54. (Vol. X, p. 289).

"Sanitary fitments. 54. (1) Every place of public entertainment shall be provided with watercloset fitments, urinals and lavatory basins in accordance with the provisions of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations, 1959, notwithstanding that the place of public entertainment may be situated in a part of the Colony to which those regulations do not apply.

(G.N.A. 76/59).

(2) Waterclosets shall not, save where unavoidable, be approached directly from the auditorium or from any space in which the public await admission.

(3) If lengthy cinematograph displays are to be given in any place of public entertainment, one of the watercloset fitments or urinals required, by the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations, 1959, to be provided for the persons employed or likely to be employed therein shall be provided contiguous to the operating enclosure."

Clerk of Councils.

COUNCIL CHAMBER,

27th November, 1959.

Explanatory Note.

(This Note is not part of the regulations, but is intended to indicate their general purport).

The Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations, 1959, provided for higher standards for places of public entertainment than is provided by the present regulation 54 of the Places of Public Entertainment Regulations. These amending regulations apply the new code.

(Secretariat BL1/741/52)

BUILDINGS ORDINANCE, 1955.

(No. 68 of 1955).

BUILDING (CONSTRUCTION) (AMENDMENT) REGULATIONS, 1959.

In exercise of the powers conferred by section 26 of the Buildings Ordinance, 1955, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Building (Construction) (Amendment) Regulations, 1959, and shall come into operation on the 1st day of January, 1960. Citation and commencement.
2. Regulation 8 of the Building (Construction) Regulations, 1956 (hereinafter referred to as the principal regulations), is amended by the deletion therefrom of the following—
“, and the authorized architect shall submit his certificate in accordance with the provisions of regulation 20 of the Building (Administration) Regulations.”. Amendment of regulation 8.
(G.N.A. 38/56).
3. Regulation 17 of the principal regulations is amended by the deletion, from paragraph (2), of the word “external”. Amendment of regulation 17.
4. Regulation 22 of the principal regulations is rescinded and replaced by the following—
“Buildings to be designed for wind effects. 22. (1) Every building, including its foundations, shall be designed to the satisfaction of the Building Authority to resist the combined effects, as well as the separate effects, of dead and imposed loads and wind loads on walls and roofs, including internal wind pressures, for winds from any direction.
(2) A building shall be deemed to be designed in accordance with paragraph (1) if its design complies with any Code of Practice relating thereto published from time to time in the *Gazette* by the Director of Public Works.
(3) Any such Code of Practice shall be made available to the public free of charge.”. Rescission and replacement of regulation 22.
5. Regulation 34 of the principal regulations is amended by the deletion, from paragraph (2), of the word “storm” and the substitution therefor of the following—
“surface”. Amendment of regulation 34.
6. Regulation 77 of the principal regulations is amended by the insertion in the first paragraph thereof after the word “designed” of the following—
“and constructed”. Amendment of regulation 77.



Amendment
of regulation
101.

7. Regulation 101 of the principal regulations is amended by the deletion of paragraph (2) and the substitution therefor of the following—

“(2) Where borrowed lights are provided in any wall enclosing, in accordance with regulation 98, a staircase—

- (a) the area of such lights shall be not more than one-fifth of the total area of the wall; and
- (b) the lights shall be glazed with a quarter inch wired glass or covered with glass bricks or blocks.”.

Prescribed
period for
purposes of
section 26A
of the
Ordinance.
(68 of 1955).

8. For the purposes of subsection (1) of section 26A of the Ordinance, the period within which plans of building works which comply with the principal regulations must be submitted to the Building Authority for his approval shall be two months from the commencement of these regulations.



Clerk of Councils.

COUNCIL CHAMBER,
27th November, 1959.

Explanatory Note.

(This Note is not part of the regulations, but is intended to indicate their general purport).

These regulations provide for minor amendments to the principal regulations which are considered desirable as a result of experience of the working of the principal regulations.

2. Regulation 4 rescinds regulation 22 of the principal regulations and replaces it by a new regulation. Buildings are required to be designed so as to withstand wind pressures to the satisfaction of the Building Authority. They are deemed to be so designed if their design complies with the detailed provisions of any Code of Practice published by the Director of Public Works. An architect may design otherwise than in accordance with such Code, but in that event would have to satisfy the Building Authority that he had made adequate provision for wind effect. The advantage of a Code of Practice is that it may be worded in technical language understood by architects but not suitable for legislation, and also that it does not impose an over-rigid form of design on architects.

(Secretariat BL1/741/52)

BUILDINGS ORDINANCE, 1955.

(No. 68 of 1955).

BUILDING (PLANNING) (AMENDMENT) REGULATIONS, 1959.

In exercise of the powers conferred by section 26 of the Buildings Ordinance, 1955, the Governor in Council has made the following regulations—

1. These regulations may be cited as the Building (Planning) (Amendment) Regulations, 1959, and shall come into operation on the 1st day of January, 1960. Citation and commencement.

2. Regulation 2 of the Building (Planning) Regulations, 1956, (hereinafter referred to as the principal regulations) is amended— Amendment of regulation 2.

(a) by the deletion, from the definition of the word “canopy”, of the word “projecting” and the substitution therefor of the following—

“which projects more than two feet six inches”;

(b) by the insertion, after the definition of the word “latrine” of the following new definition— (G.N.A. 37/56).

““open air” means a space which—

- (a) is vertically uncovered and unobstructed;
- (b) is not less, in any horizontal dimension, than five feet; and
- (c) where such space is enclosed on four sides, has a horizontal area of not less than one square foot for every two feet of the mean height of the walls enclosing the space;”;

(c) by the insertion, after the definition of the word “Ordinance”, of the following new definition—

““prescribed” means prescribed by or under the Ordinance;” and

(d) by the deletion of the definition of the words “external air” and “water closet”.

3. Regulation 5 of the principal regulations is rescinded and replaced by the following— Rescission and replacement of regulation 5.

“Access to buildings and provision of access lanes, etc., on site of new building.

5. (1) Every building shall be provided with means of obtaining access thereto from a street.

(2) The Building Authority may require the provision of an access lane or access road within the site of any new building.”.

Rescission and replacement of regulation 7.

4. Regulation 7 of the principal regulations is rescinded and replaced by the following—

"Eaves, cornices and mouldings.

7. (1) Eaves, cornices and mouldings may, subject to the provisions of paragraph (2), project over a street.

(2) No eaves, cornices or mouldings shall so project for a distance of more than two feet six inches or at a height of less than eight feet above the level of the ground."

Rescission of regulation 12.

5. Regulation 12 of the principal regulations is rescinded.

Rescission and replacement of regulation 17.

6. Regulation 17 of the principal regulations is rescinded and replaced by the following—

"Height of walls abutting or fronting on streets.

17. (1) Save as provided in paragraphs (2) and (3) and regulation 17A—

(a) the height of a wall abutting on a street shall not be more than twice the width of that street;

(b) a wall fronting but not abutting on a street shall not project through a line drawn at an angle of 76° with the horizontal from the centre line of the street.

(2) The height of any wall may exceed the permitted height so however that the area of the wall does not exceed the length of the frontage times the permitted height.

(3) (a) In the case of a building on a site abutting on two streets, whether or not of the same width, which form a corner, the height of the walls fronting or abutting on such streets may, to the extent provided in sub-paragraph (b), exceed the permitted height for a distance from the corner equal to the width of the streets or, where the streets are of different widths, equal to the width of the wider street.

(b) No such excess shall increase the sum of the areas of such walls by more than the product of the widths of the two streets.

(4) For the purposes of this regulation—

(a) "frontage" means the whole length of the site abutting or fronting on the street, including any scavenging lane or other opening within the site;

"permitted height" means the height permitted under paragraph (1);

"street" shall not include a street or scavenging lane, less than fifteen feet wide;

"wall" means the wall of a building and includes all windows and openings therein; and

(b) the height of a wall shall be measured from the mean level of the street on which it fronts or abuts to the top of the coping, parapet or eaves.

Alternative provisions as to height of walls where sight abuts on streets of different widths forming a corner.

17A. (1) The provisions of paragraph (2) or (3) shall apply, in the case of a building on a site abutting on two streets of different widths which form a corner, as an alternative to the provisions of paragraph (3) of regulation 17.

(2) The height of that wall of the building fronting or abutting on the narrower of such streets may, for a distance from the corner—

(a) of forty-five feet; or

(b) equal to the width of the narrower street, whichever is the greater,

be twice the width of the wider of such streets.

(3) (a) The height of such wall may, to the extent provided in sub-paragraph (b), exceed the permitted height, for a distance equal to three times the width of the narrower street, measured from the corner:

Provided that the Building Authority may, where he thinks fit, permit such wall to exceed, to the same extent, the permitted height, along the whole length of the wall facing the narrower street.

(b) No such excess shall increase the area of such wall by more than the additional area permitted under paragraph (2).

(4) For the purposes of this regulation—

(a) "permitted height" means the height permitted under paragraph (1) of regulation 17;

"street" shall not include a street or scavenging lane, less than fifteen feet wide;

"wall" means the wall of a building and includes all windows and openings therein; and

(b) the height of a wall shall be measured from the mean level of the street on which it fronts or abuts to the top of the coping, parapet or eaves."

Rescission and replacement of regulation 18.

7. Regulation 18 of the principal regulation is rescinded and replaced by the following—

"Above permitted heights, walls fronting or abutting on street to be set back.

18. (1) Above the permitted height or above any excess over the permitted height permitted under regulations 17 and 17A, as the case may be, a wall fronting or abutting on a street shall be set back within an angle of 76° with the horizontal.

(2) For the purposes of this regulation—

"permitted height" means the height permitted under paragraph (1) of regulation 17; and

"street" shall not include a street or scavenging lane, less than fifteen feet wide."

Rescission and replacement of regulation 19.

8. Regulation 19 of the principal regulations is rescinded and replaced by the following—

"Building Authority to determine height of buildings in certain cases.

19. Where a site or a building fronts or abuts on a permanent open space, the height and volume of any building on such site or of such building shall be such as may be determined by the Building Authority."

Amendment of regulation 20.

9. Regulation 20 of the principal regulations is amended by the deletion of paragraph (3) thereof.

Addition of new regulation 20A.

10. The principal regulations are amended by the addition, after regulation 20, of the following new regulation—

"Height and volume of buildings on street less than 15 feet wide.

20A. Where a building fronts or abuts on a street less than fifteen feet wide, the height and volume of the building shall be such as the Building Authority may determine."

Addition of new regulation 22A.

11. The principal regulations are amended by the addition, after regulation 22, of the following new regulation—

"New buildings on existing street less than 15 feet wide to be set back from centre line of street.

22A. Where the width of an existing street in front of any new building is less than fifteen feet, no part of such building shall be nearer to the centre line of the street than seven and a half feet."

Amendment of regulation 25.

12. Regulation 25 of the principal regulations is amended by the insertion therein, after the word "used", of the following—

"or intended to be used".

13. Regulation 26 of the principal regulations is rescinded and replaced by the following—

Rescission and replacement of regulation 26.

"Lighting and ventilation of rooms used or intended to be used for habitation.

26. (1) Every room used for habitation shall be provided with natural lighting and ventilation.

(2) Such natural lighting and ventilation shall be provided by means of one or more windows which shall be—

(a) so constructed that—

(i) the aggregate superficial area of glass in the window or windows is not less than one-tenth of the area of the floor of the room; and

(ii) the windows can, to an extent at least equal in the aggregate to one-sixteenth of the area of the floor of the room, be opened in such manner that the top of the opening of each window is at least seven feet above the level of the floor or, in the case of detached and semi-detached buildings, at least six feet six inches above the level of the floor; and

(b) such that not less than the area required by sub-sub-paragraph (i) of sub-paragraph (a) (hereinafter referred to as the prescribed window) faces directly into the external air.

Minimum requirements of window.

26A. (1) No prescribed window shall, for the purposes of regulation 26, be deemed to face into the external air unless—

(a) it faces into a street which is not less than fifteen feet wide; or

(b) it faces into a space uncovered and unobstructed above the area delineated by the rectangular horizontal plane; and

(c) it is so placed that, if another rectangular plane, the base whereof is equal to and common with the base of the rectangular horizontal plane, is inclined, above the rectangular horizontal plane, at an angle of 71½° from the horizontal, no part of the building, or of any other building within the site on which such building is erected, protrudes above such plane; or

(d) where such window opens on to an area bounded on the side opposite the window by a boundary of the site on which the building is erected, such window is so placed that, if the rectangular hori-

zontal plane is projected to such boundary and, from the position at which it first intersects the boundary, another rectangular plane, the base whereof is parallel and level with the sill of the window and has a length equal to the length of the base of the rectangular horizontal plane, is projected, towards the site and above the rectangular horizontal plane, at an angle of $80\frac{1}{2}^{\circ}$ from the horizontal, no part of the building, or of any other building within such site, protrudes above such inclined plane:

Provided that, where there is a scavenging lane or street less than fifteen feet wide adjacent to and parallel with such boundary, the boundary shall, for the purposes of this sub-paragraph be deemed to be at a position five feet beyond such boundary.

- (2) The rectangular horizontal plane shall be such that—
- (a) it has an area of not less than two hundred and twenty-five square feet; and
 - (b) the minimum length of the base is not less than seven feet six inches; and
 - (c) the minimum length of the sides at right angles to the base, between the wall in which the window is sited and any other wall or building opposite thereto within the boundary of the site on which the building is erected, is not less than fifteen feet; or
 - (d) where the window opens on to an area bounded on the side opposite to the window by a boundary of the site on which the building is erected, the minimum length of the sides at right angles to the base, between the wall in which the window is sited and such boundary, is not less than seven feet six inches; or
 - (e) where the window opens on to an area bounded on the side opposite to the window by a boundary of the site on which the building is erected and there is a scavenging lane or street less than fifteen feet wide adjacent to and parallel with such boundary, the minimum length of the sides at right angles to the base, between the wall in which the window is sited and a line five feet

beyond such boundary or, where such scavenging lane or street is less than ten feet wide, between the wall in which the window is sited and a line drawn along the centre line of the scavenging lane or street, is not less than seven feet six inches.

- (3) For the purposes of this regulation—
- (a) "base", when used in relation to the rectangular horizontal plane, means that side of the rectangular horizontal plane common with the line of the sill of the window;

"rectangular horizontal plane" means a rectangular plane at the level of the sill of the window having the minimum area and minimum dimensions prescribed by paragraph (2);

"window" includes french window; and
 - (b) the sill of a window shall be deemed to be at a level three feet six inches above the level of the floor of the room for which the window is provided, whether or not the sill is at such level.

Restriction on distance any part of room may be from prescribed window.

26B. No part of any room used for habitation shall be more than thirty feet, measured within the room, from a prescribed window which faces directly into the external air or, where, under and in accordance with regulation 27, a window opens on to an enclosed verandah or balcony or on to a conservatory or on to any similar enclosed place or is, under regulation 67, permitted to open on to an unenclosed verandah or balcony or any other unenclosed place, from the outer edge of the verandah, balcony, conservatory or enclosed or unenclosed place, as the case may be.

Lighting and ventilation of rooms used or intended to be used for offices.

26C. (1) Every room used or intended to be used for the purposes of an office shall be provided with natural lighting and ventilation.

(2) Such natural lighting and ventilation shall be provided by means of one or more windows which shall be—

- (a) so constructed that—
 - (i) the aggregate superficial area of glass in the window or windows is not less than one-tenth of the area of the floor of the room; and
 - (ii) the windows can, to an extent at least equal in the aggregate to one-sixteenth of the area of the floor of the room be opened in such manner that the top of the opening of each window is at

least seven feet above the level of the floor or in the case of detached and semi-detached buildings, at least six feet six inches above the level of the floor; and

- (b) such that not less than the area required by sub-paragraph (i) of sub-paragraph (a) (hereinafter referred to as the prescribed office window) faces directly into the external air.

(3) No prescribed office window shall, for the purposes of this regulation, be deemed to face into the external air unless it faces into a space uncovered and unobstructed above the area delineated by the rectangular horizontal plane.

(4) The rectangular horizontal plane shall be such that—

- (a) where the wall in which the window is sited is opposite to any other wall or building within the boundary of the site on which the building for which the window is provided is erected, no dimension thereof is less than fifteen feet, or, in any other case, no dimension thereof is less than seven feet six inches;
- (b) the area thereof is not less than three square feet for every one foot of the mean height, above the rectangular horizontal plane, of the walls enclosing the space into which the prescribed office window faces:

Provided that the area thereof need not, in any case, exceed three hundred and fifty square feet; and

- (c) no part thereof projects beyond any boundary of the site on which the building is erected:

Provided that where there is a scavenging lane or street less than fifteen feet wide adjacent to and parallel with the boundary, the rectangular horizontal plane may project to a line five feet beyond the boundary.

(5) For the purposes of this regulation—

- (a) "rectangular horizontal plane" means a rectangular plane, at the level of the sill of the window, which complies with the requirements of paragraph (4); and

- (b) the sill of a window shall be deemed to be at a level three feet six inches above the level of the floor of the room for which the window is provided, whether or not the sill is at such level."

14. Regulation 27 of the principal regulations is rescinded and replaced by the following—

Rescission and replacement of regulation 27.

"Windows opening on to enclosed verandah, etc.

27. Where any room used or intended to be used for habitation or for the purposes of an office has a window which opens on to an enclosed verandah or balcony or on to a conservatory or on to any similar enclosed place, within, in each case, the boundary of the site on which the building is erected, such window shall be deemed to comply with the requirements of regulations 26 and 26A or 26C, as the case may be, if—

- (a) such verandah, balcony, conservatory or similar enclosed place is provided with a window which would comply with the requirements of regulations 26 and 26A or 26C, as the case may be, if it were the window of a room having a floor area equivalent to the aggregate of the areas of the floors of such room and such verandah, balcony, conservatory or similar enclosed place, as the case may be; and
- (b) the area of glass and the opening in the window of such room is such that, to that extent, such window would comply with the requirements of sub-paragraph (a) of paragraph (2) of regulation 26 or sub-paragraph (a) of paragraph (2) of regulation 26C, as the case may be, if it were likewise the window of a room having a floor area equivalent to the aggregate of the areas of the floors of such room and such verandah, balcony, conservatory or similar enclosed place."

15. Regulation 28 of the principal regulations is amended by—

Amendment of regulation 28.

- (a) the deletion of the words "such purposes" and the substitution therefor of the following—

"the purposes of an office"; and

- (b) the addition, after the number "26", of the following—
"C".

Rescission
and replace-
ment of
regulation 29.

16. Regulation 29 of the principal regulations is rescinded and replaced by the following—

"Mechanical
ventilation
and artificial
lighting of
offices.

29. Where, owing to the position, level or unsuitable surroundings of any room used or intended to be used for the purposes of an office, the provisions of regulation 26C cannot be complied with, in respect of such room, to the satisfaction of the Building Authority, there shall be provided—

- (a) a mechanical means of ventilation which shall be capable of supplying fresh air to all parts of such room at a rate of not less than five changes of air per hour; and
- (b) such artificial lighting as the Building Authority may approve."

Rescission
and replace-
ment of
regulation 31.

17. Regulation 31 of the principal regulations is rescinded and replaced by the following—

"Kitchens
and rooms
containing
soil fitments.

31. (1) Every room constructed or adapted to be used as a kitchen and every room containing a soil fitment or waste fitment shall be provided with a window or lantern light.

(2) Every such window or lantern light shall be such that—

- (a) the aggregate superficial area of glass therein is not less than the equivalent of one-tenth of the area of the floor of the room; and
- (b) a part thereof, not less in area than the equivalent of one-tenth of the area of the floor of the room, can be opened directly into the open air.

(3) The top of that part of any such window which, in accordance with paragraph (2), is designed to open shall be not less than six feet six inches above the level of the floor of the room.

(4) No room containing a soil fitment shall open directly into a room used or intended to be used for the manufacture, preparation or storage of food for human consumption.

(5) For the purposes of this regulation, the expression, "soil fitment" means a watercloset fitment, a trough water-closet or a urinal."

Rescission of
regulation 32.

18. Regulation 32 of the principal regulations is rescinded.

19. Regulation 42 of the principal regulations is amended by—

Amendment
of regulation
42.

(a) the deletion from sub-paragraph (a) of paragraph (2) of the word "Every" and the substitution therefor of the following—

"Save where exempted by the Building Authority, every";

(b) the deletion from sub-sub-paragraph (ii) of sub-paragraph (b) of paragraph (2) of the word "space" and the substitution therefor of the following—

"air"; and

(c) the deletion of paragraph (3).

20. Regulation 47 of the principal regulations is amended by—

Amendment
of regulation
47.

(a) the insertion, in paragraph (1), after the word "application" of the following—

", in the prescribed form,"; and

(b) the deletion, from paragraph (1), of the words "by notice in writing" and the substitution therefor of the following—

", in the prescribed form,".

21. Regulation 49 of the principal regulations is amended by—

Amendment
of regulation
49.

(a) the insertion, in sub-paragraph (a) of paragraph (1), after the word "application", of the following—

", in the prescribed form,";

(b) the renumbering of paragraph (2) as paragraph (3) thereof; and

(c) the insertion, after paragraph (1), of the following new paragraph—

"(2) Every permit issued by the Building Authority under this regulation shall be in the Form 34. prescribed form."

22. Regulation 60 of the principal regulations is amended by—

Amendment
of regulation
60.

(a) being renumbered as paragraph (1) of regulation 60;

(b) by the deletion of the words "and platforms" and the substitution therefor of the following—

", platforms and gantries"; and

(c) the addition thereto of the following new paragraph—

"(2) Such plans shall be accompanied by an Form 35. application in the prescribed form, for a permit to erect such hoardings, shoring, scaffolding, platforms and gantries."

Rescission and replacement of regulation 61.

23. Regulation 61 of the principal regulations is rescinded and replaced by the following—

61. (1) Every permit to erect hoardings, shoring, scaffolding, platforms or gantries shall be in the prescribed form.

(2) The Building Authority may, upon issuing any such permit, make such requirements in relation to construction and lighting, and require such precautions to be taken, as he considers necessary.”

24. Regulation 62 of the principal regulations is amended by—

(a) the deletion from paragraph (1), in the first place where they occur, of the words “and platforms” and the substitution therefor of the following—

“, platforms and gantries”;

(b) the deletion from paragraph (1), in the second place where they occur, of the words “and platforms” and the substitution therefor of the following—

“platforms and gantries”;

(c) the insertion, in paragraph (3), after the word “platform” of the following—

“, gantry”; and

(d) the deletion from paragraph (4) of the word “contractors” and the substitution therefor of the following—

“the names of any persons concerned in its construction”.

25. Regulation 63 of the principal regulations is amended by—

(a) the deletion, from paragraph (1), of the words “the provisions of regulations 61 and 62” and the substitution therefor of the following—

“any requirement made, pursuant to the provisions of regulation 61, by the Building Authority or with the provisions of regulation 62”;

(b) the deletion, from paragraph (1), in both places where they occur, of the words “and platforms” and the substitution therefor of the following—

“, platforms and gantries”; and

(c) the insertion, in paragraph (1), after the word “necessary”, of the following—

“and may carry out any work necessary to secure compliance with any requirement made pursuant to regulation 61”.

Amendment of regulation 62.

Amendment of regulation 63.

26. Regulation 64 of the principal regulations is amended by the deletion of the words “or platform” and the substitution therefor of the following—

“, platform or gantry”.

27. Regulation 65 of the principal regulations is amended by the deletion of the words “or platform” and the substitution therefor of the following—

“, platform or gantry”.

28. Regulation 66 of the principal regulations is amended by the deletion of the words “or platform” and the substitution therefor of the following—

“, platform or gantry”.

29. The principal regulations are amended by the addition, at the end thereof, of the following new Part—

“PART X.

Miscellaneous.

Power of Building Authority to permit windows, etc., to face or ventilate into unenclosed verandah, etc.

67. (1) Where, by any of these regulations, any window or vent or any other part of any building is required to face or to ventilate, directly or otherwise, into the external air or into the open air or any aperture or airshaft is required to communicate with the open air, the Building Authority may, subject to the provisions of paragraph (2), where he thinks fit, permit such window, vent or other part of any building, as the case may be, to face or to ventilate into, or such aperture or airshaft to communicate with, an unenclosed verandah or balcony or any other unenclosed place.

(2) The Building Authority shall not give his permission under this regulation unless he is satisfied that to do so will not be to the prejudice of the standards of lighting or ventilation laid down by these regulations or the health of the occupiers of the building.

(3) Where he gives his permission under this regulation, the Building Authority may, upon giving his approval of the plans of the building works, impose such conditions as he considers necessary.”.

Amendment of regulation 64.

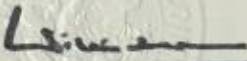
Amendment of regulation 65.

Amendment of regulation 66.

Addition of Part X.

Prescribed
period for
purposes of
section 26A
of the
Ordinance.
(68 of 1955).

30. For the purposes of subsection (1) of section 26A of the Ordinance, the period within which plans of building works which comply with the principal regulations must be submitted to the Building Authority for his approval shall be two months from the commencement of these regulations.



Clerk of Councils.

COUNCIL CHAMBER,

27th November, 1959.

Explanatory Note.

(This note is not part of the regulations, but is intended to indicate their general purport).

These regulations amend the Building (Planning) Regulations, 1956. The only substantive amendments are to Part III (Heights, Volumes, Open Spaces) and Part IV (Lighting and Ventilation).

Heights, Volumes, Open Spaces.

Regulation 6 amends the requirements as to heights of buildings and set backs of main walls on corner sites. Regulation 17(2) of the Principal Regulations militates seriously and unfairly against the owner of a corner site which fronts on a wide street and is bounded on one side by a narrow street. This matter was brought to the attention of the Building Authority shortly after the Building (Planning) Regulations, 1956 came into operation and a letter was sent to all authorized architects advising them that a modification of this Regulation would be granted under certain conditions, and many such modifications have in fact been granted. The amended Regulation 17A is in general accordance with the conditions under which these modifications are now being granted.

Regulation 8. Regulation 19 of the Principal Regulations provides that where a site or building *abuts* on a permanent open space such site or building shall be deemed to abut on a street equal in width to the distance across such open space up to a maximum of 100 ft. No provision was made for sites or buildings which *front* on an open space but which are separated from it by a street. Regulation 8 of the new Regulations provides that where a site or a building *fronts* or *abuts* on an open space the height of any building on such site shall be determined by the Building Authority.

Lighting and Ventilation.

Regulation 13 rescinds regulation 26 of the Principal Regulations and replaces it by four new regulations dealing with the lighting and ventilation of rooms used for habitation and offices. The main changes here are that:—

- (a) Light and air are required to be provided within the boundary of the lot.
- (b) Provision has been made for the maximum distance that any part of a room may be from the window affording it the light and air required under these regulations.
- (c) The requirements of Regulation 26(4) have been amended and provision has now been made for the minimum amount of light and air to be provided for domestic or office rooms ventilating into open or enclosed courtyards by laying down the maximum angle between the sill of the window and the top of the opposite wall.

Regulations 16 to 18. Regulations 29, 31 and 32 of the Principal Regulations have been rescinded and replaced by two new regulations which provide that:—

- (a) Offices which do not comply with the minimum requirements for natural lighting and ventilation may be permitted provided that they have adequate mechanical ventilation and artificial lighting.

- (b) No such concession is granted in the case of domestic rooms.
- (c) Water closets and kitchens must normally be provided with natural ventilation. (Note:—The Building Authority may grant a modification under section 29 of the Buildings Ordinance to permit mechanical ventilation and artificial lighting to water closets or kitchens provided he is satisfied with the system of mechanical ventilation).
- (d) In the case of offices five changes of air per hour are required in place of the three changes per hour under the Principal Regulations.

(Secretariat BL1/741/52)

BUILDING (ADMINISTRATION) REGULATIONS, 1959.

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BUILDINGS ORDINANCE, 1955.

(No. 68 of 1955).

BUILDING (ADMINISTRATION) REGULATIONS, 1959.

In exercise of the powers conferred by section 26 of the Buildings Ordinance, 1955, the Governor in Council has made the following regulations—

PART I.

Preliminary.

1. These regulations may be cited as the Building (Administration) Regulations, 1959, and shall come into operation on the 1st day of January, 1960. Citation and commencement.

2. In these regulations—
 “register of authorized architects” means the register kept under section 3 of the Ordinance. Interpretation.
(68 of 1955).

PART II.

Authorized Architects.

3. (1) No person shall be included in the register of authorized architects unless he has one of the following qualifications— Qualifications for inclusion in register.

(a) membership, other than students, probationers or graduates of—

(i) the Royal Institute of British Architects:

Provided that any person being in possession of a certificate showing that he has passed all examinations necessary for election to corporate membership but who, not being of British nationality, is ineligible for election, shall be deemed to be qualified by this regulation; or

(ii) the Institution of Civil Engineers; or

(iii) the Institution of Structural Engineers; or

(iv) the Institution of Municipal and County Engineers (Municipal Division after 1948); or

(v) the Royal Institution of Chartered Surveyors (Building Division);

and has had in cases (iv) and (v) at least two years such practical experience, as may be approved by the Building Authority, under a practising architect, surveyor or civil engineer after election to membership;

(b) registration as an architect in the United Kingdom;

(c) membership of any other architects' or engineers' association or institution recognized by the Building Authority, and has

had not less practical experience under a practising architect, surveyor or civil engineer than that required under sub-paragraph (a) for a like qualification;

(d) a degree in—

(i) architecture from a university or school recognized by the Building Authority, and has had in addition to the university or school course, not less than two years' practical experience under a practising architect:

Provided that if the Hong Kong University School of Architecture be recognized by the Royal Institute of British Architects or if the Governor were satisfied that the standard of the School is equivalent to that required by such Institute, the period of practical experience shall be one year and thereafter the candidate shall pass an examination in Professional Practice and Practical Experience similar to that required by such Institute;

(ii) engineering from a university or school recognized by the Building Authority, and has had in addition to the university or school course, not less than four years' practical experience under a practising civil engineer:

Provided that if the Hong Kong University School of Engineering be recognized by the Institution of Civil Engineers or if the Governor were satisfied that the standard of the School is equivalent to that required by such Institution, then the period of practical experience shall be three years and thereafter the candidate shall be required to pass a Professional Interview similar to that required by such Institution;

(e) three years' articulated pupilage or such other training of not less than three years' duration as may be approved by the Building Authority followed by six years' practical experience under a practising architect or civil engineer and has attained the age of thirty years;

(f) fifteen years' practical experience under a practising architect or civil engineer and has attained the age of thirty-five years.

(2) In all cases practical experience of one year shall have been obtained within the last three years preceding the date of application.

Requirements upon application for inclusion in register.

4. (1) Every person making application to be included in the register of authorized architects shall—

(a) produce, to the Building Authority, documentary evidence to prove compliance with the requirements of regulation 3;

(b) satisfy the Building Authority, at a professional interview, of his suitability for inclusion in the register; and

(c) where the application is made under the proviso to sub-paragraph (i) or (ii) of sub-paragraph (d) of paragraph (1) of

regulation 3 or under sub-paragraph (e) or (f) of paragraph (1) of the said regulation, pay the prescribed fee and pass an examination.

(2) Every professional interview shall be conducted by the Building Authority and every examination held by an examination board appointed by the Building Authority.

5. No authorized architect shall act as a contractor or deal in building materials or receive any payment, commission, advantage or benefit of any kind whatsoever, either directly or indirectly, from any contractor, sub-contractor or supplier of building materials or other goods used in or in connexion with any building works or street works without disclosing the fact, in writing, to his client.

Authorized architect not to act as contractor, etc. without disclosure to client.

PART III.

Plans, certificates and notices.

General.

6. (1) Every notice, form, certificate, plan or other document required by the Ordinance or regulations made thereunder to be sent to the Building Authority shall be sent to him by post or by delivering the same to his office during office hours.

Delivery of notices, plans, etc.

(2) Where any plans submitted to the Building Authority for his approval or the building works or street works shown thereon do not comply with the provisions of the Ordinance or regulations, there shall be payable, by the authorized architect, the prescribed fee in respect of every further submission to the Building Authority of such plans:

Provided that such fee shall not be payable where the Building Authority is satisfied that a further submission of any plans was occasioned by a *bona fide* misinterpretation of the provisions of the Ordinance or regulations.

7. Every notice, form, certificate or other document prescribed for the purposes of the Ordinance and regulations shall be clearly and correctly completed to supply the information required therein and shall be duly signed.

Completion of notices, etc. and signature thereon.

Plans.

8. (1) The plans and details set out hereunder are prescribed, for the purposes of the Ordinance and regulations, in respect of Building works—

Prescribed plans in respect of building works.

(a) plans of every floor and of the roof of the building, on which there shall be shown full dimensions, the thickness of walls, the position of all windows, soil fitments, waste fitments and water storage tanks, and the intended use of every part of the building;