

**Fourth Meeting of the  
EEC Subgroup on Business Facilitation**

***Agenda Item 6 : Regulatory control on bulk-head doors for vans -  
Transport Department's response to UPS'  
Application to use Sprinter Vehicles  
in Hong Kong***

**Purpose**

This paper informs Members of the Transport Department's (TD) decision on the application by United Parcel Services (UPS) to use a type of light goods vehicle called Sprinter, manufactured by Daimler Chrysler and equipped with a sliding door in the partition between its goods compartment and its seating accommodation, in Hong Kong.

**Background**

2. All light goods vehicles must be equipped with a permanent partition between the goods compartment and the seating accommodation, as required under regulation 81A(1)(a) of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), which stipulates that :

*“(1) There shall-*

*(a) be in every van, permanently, between the goods compartment and the seating accommodation, a partition, which shall be of such height, width, strength, design and construction as to be capable of-*

*(i) withstanding or bearing the weight of any load the partition is likely to encounter or the van is likely to carry; and*

*(ii) acting as a protective barrier against goods in the goods compartment shifting into the seating accommodation; and*

*(b) not be any side windows in the goods compartment of any van.*

*(2) In this regulation, “van” (客貨車) means a light goods vehicle constructed with a fully enclosed body which is an integral part of the vehicle.”*

3. According to regulation 4 of Cap. 374A, the Commissioner for Transport may exempt any vehicle or class of vehicle from the provisions of Cap. 374A or of any part thereof, if he considers that it would be in the public interest to do so.

4. UPS has applied to TD to use Sprinters in Hong Kong. The Department of Justice has advised that Sprinters with a sliding door in the partition cannot fit the requirements set out in reg. 81(A)(1) of Cap. 374A.

5. According to UPS, using Sprinters will enhance safety as drivers would not need to be exposed to moving traffic when they leave or enter the vehicle. Each Sprinter has 1.5 times the capacity of a Toyota Hi-Ace van currently used by UPS, which means greater efficiency in scheduling and operations for delivery. The gradual introduction of Sprinters will also reduce UPS's number of on-road vehicles by 20% over five years, which will mean a cleaner environment.

### **TD's Decision**

6. Having carefully considered all the information submitted by UPS and after a demonstration of the operation of the sliding door and a detailed briefing session by UPS and the vehicle's manufacturer on 12 January 2005, TD in consultation with the Police, is prepared to grant exemption from regulation 81(A)(1)(a) of Cap. 374A to allow UPS to use Sprinters in Hong Kong, subject to UPS's agreement to comply with the conditions set by TD and the Police to enhance safety, such as installation of additional safety devices, bringing the Sprinters to TD for inspections to ensure that the sliding door operates properly, affixing a label issued by TD on the windscreen of the vehicle to facilitate the Police's enforcement work, updating of training and instruction manuals for staff that will operate Sprinters in Hong Kong and passing them to TD for comments, right for TD to revoke the exemption in case of malpractice, etc. The justification for the exemption, if granted, will be that it will facilitate business development and help enhance Hong Kong's position as an international logistics hub given UPS's position in the global logistics business.

Transport Department  
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