
STATUTORY INSTRUMENTS

1977 No. 2103**ROAD TRAFFIC****The Minibus (Conditions of Fitness, Equipment and Use)
Regulations 1977***Made - - - - 15th December 1977**Laid before Parliament 6th January 1978**Coming into Operation 27th January 1978***ARRANGEMENT OF REGULATIONS****PART I****PRELIMINARY**

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SCHEDULE**PART I****FIRE EXTINGUISHING APPARATUS****PART II****FIRST AID EQUIPMENT**

The Secretary of State for Transport, in exercise of his powers under section 3(1) and (4) of the Minibus Act 1977(a) and section 40(1) and (3) of the Road Traffic Act 1972(b), and of all other enabling powers, and after consultation with representative organizations in accordance with the provisions of section 199(2) of the said Act of 1972 and with bodies and persons in accordance with the provisions of section 3(3) of the said Act of 1977, hereby makes the following Regulations:—

PART I**PRELIMINARY***Commencement and Citation*

1. These Regulations shall come into operation on 27th January 1978 and may be cited as the Minibus (Conditions of Fitness, Equipment and Use) Regulations 1977.

(a) 1977 c. 25.

(b) 1972 c. 20.

*Interpretation***2.—(1) In these Regulations—**

“emergency exit” means an exit which is provided for use only in case of emergency;

“entrance” means any aperture or space provided to enable passengers to board the vehicle;

“exit” means any aperture or space provided to enable passengers to leave the vehicle;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit but does not include any space in front of a seat or a row of seats which is required only for the use of passengers occupying that seat or that row of seats;

“minibus” means a vehicle which is within the provisions of section 1(1) of the Minibus Act 1977;

“overall length” means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of—

- (a) any starting handle,
- (b) any hood when down,
- (c) any telescopic fog lamp when extended,
- (d) any snow-plough fixed in front of a vehicle, and
- (e) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 305 millimetres; and

“single-decked vehicle” means a vehicle on which no part of a deck or gangway is placed vertically above another deck or gangway.

(2) For the purpose of these Regulations, in determining when a minibus is first used, the date of such first use shall be taken to be such date as is the earliest of the undermentioned relevant dates applicable to that vehicle:—

(a) in the case of a vehicle registered under the Roads Act 1920(a) the Vehicles (Excise) Act 1949(b), the Vehicles (Excise) Act 1962(c) or the Vehicles (Excise) Act 1971(d), the relevant date is the date on which it was first so registered; and

(b) in each of the following cases—

(i) in the case of a vehicle which is being or has been used under a trade licence as defined in section 16 of the Vehicles (Excise) Act 1971 (otherwise than for the purposes of demonstration or testing or of being delivered from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles to premises of a distributor of vehicles, dealer in vehicles or purchaser thereof, or to premises of a person obtaining possession thereof under a hiring agreement or hire purchase agreement),

(ii) in the case of a vehicle being a vehicle which has been used on roads outside Great Britain and which has been imported into Great Britain,

(a) 1920 c. 72.

(b) 1949 c. 89.

(c) 1962 c. 13.

(d) 1971 c. 10.

- (iii) in the case of a vehicle being a vehicle which has been used otherwise than on roads after being sold or supplied by retail and after being registered,
- (iv) in the case of a vehicle which has belonged to the Crown or which has been used or appropriated for use for naval, military or air force purposes, and
- (v) in the case of a vehicle which has belonged to a visiting force or a headquarters within the meaning of Article 3 of the Visiting Forces and International Headquarters (Application of Law) Order 1965(a);

the relevant date is the date of manufacture of the vehicle.

In sub-sub-paragraph (iii) of this paragraph "sold or supplied by retail" means sold or supplied otherwise than to a person acquiring solely for the purpose of resale or re-supply for a valuable consideration.

(3) Any reference in these Regulations to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

(4) The provisions of the Regulations in Part IV of these Regulations are in addition to and not in derogation of the provisions of any other Regulations made or having effect as if made by the Secretary of State under section 40 of the Road Traffic Act 1972.

(5) The Interpretation Act 1889(b) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

Application

3.—(1) Part II of these Regulations, except Regulations 16, 23 and 24 shall apply—

- (a) with effect from the end of the period of 5 years from the date on which these Regulations come into operation to any minibus first used before the date on which these Regulations come into operation, and
- (b) with effect from the end of the period of 3 years from the date on which these Regulations come into operation to any minibus first used on or after the date on which these Regulations come into operation.

(2) Regulations 16, 23 and 24 and Parts III and IV of these Regulations shall apply to every minibus.

Exemptions

4.—(1) This Regulation applies to a minibus in respect of which—

- (a) a type approval certificate has been issued by the Secretary of State under Regulation 5 of the Motor Vehicles (Type Approval) Regulations 1973(c) (which provides for the issue of such a certificate in respect of a vehicle which is approved as a type vehicle where it conforms to certain requirements as to design, construction, equipment and marking) or by the competent authority of any member State other than the United Kingdom under a provision of the law of that State which corresponds to the said Regulation 5; or
- (b) a certificate of conformity has been issued by the manufacturer of the vehicle under Regulation 6 of those Regulations (which provides for the

(a) S.I. 1965/1536 (1965 II, p. 4462).

(b) 1889 c. 63.

(c) S.I. 1973/1199 (1973 II, p. 3610).

issue of such a certificate in respect of a vehicle where it is manufactured so as to conform with a type vehicle in respect of such of the said requirements as apply in relation to that vehicle) or under a provision of the law of any member State other than the United Kingdom which corresponds to the said Regulation 6.

(2) Where in the case of any minibus to which this Regulation applies the type approval certificate or, as the case may be, the certificate of conformity in question has been issued by reason of the vehicle's conforming to the requirements of a Community Instrument specified in column 2 of the table set out below (the Instruments there specified being the Community Instruments which are referred to in Part I of Schedule 2 to the said Regulations of 1973, as amended(a), and which contain requirements with respect to the design, construction, equipment and marking of vehicles or their components) and the vehicle is first used on or after the date specified opposite to that Directive in column 3 of the said table, then the Regulations which are specified opposite to that Instrument in column 4 of the said table shall not apply to that vehicle.

(3) In paragraph (1) above 'member State' has the same meaning as in Regulation 3(1) of the said Regulations of 1973.

TABLE

1 Item No.	2 The Community Instrument to whose requirements the vehicle must conform	3 Date on or after which the vehicle is first used	4 Regulations from which the vehicle is exempted
1	Council Directive 71/320/EEC of 26th July 1971(b) (relating to the braking devices of certain categories of motor vehicles and their trailers)	1st July 1973	7 and 11 (in so far as that Regulation relates to brake connections)
1A	Council Directive 71/320/EEC of 26th July 1971 (relating to the braking devices of certain categories of motor vehicles and their trailers) as amended by Commission Directive 74/132/EEC of 11th February 1974(c)	1st October 1974	7 and 11 (in so far as that Regulations relates to brake connections)
1B	Council Directive 71/320/EEC of 26th July 1971 (relating to the braking devices of certain categories of motor vehicles and their trailers) as amended by Commission Directive 74/132/EEC of 11th February 1974 and by Commission Directive 75/524/EEC of 25th July 1975(d)	1st January 1976	7 and 11 (in so far as that Regulation relates to brake connections)

(a) The only relevant amending instrument is S.I. 1976/316 (1976 I, p. 852).

(b) O.J. L202, 6.9.1971, p. 37 (S.E. 1971 (III), p. 746).

(c) O.J. L74, 19.3.1974, p. 7.

(d) O.J. L236, 8.9.1975, p. 3.

PART II

REGULATIONS RELATING TO THE CONDITIONS AS TO THE
FITNESS OF MINIBUSES*Stability*

5.—(1) The stability of a minibus shall be such that the point at which overturning occurs would not be passed if, when the vehicle is complete, fully equipped for service and loaded with weights placed in the correct relative positions to represent the driver and a full complement of passengers, the surface on which the vehicle stands were tilted to either side to an angle of 35 degrees from the horizontal.

(2) For the purpose of ascertaining whether the requirements of paragraph (1) above have been complied with, the height of any stop used to prevent a wheel of the vehicle from slipping sideways shall not be greater than two-thirds of the distance between the surface upon which the vehicle stands before it is tilted and that part of the rim of that wheel which is then nearest to that surface when the vehicle is loaded in accordance with the said requirements.

(3) For the purpose of this Regulation 63.5 kilograms shall be deemed to represent the weight of one person.

Suspension

6. Every minibus shall be—

- (a) fitted with an efficient suspension system so designed and constructed that there is no excessive body sway, and
- (b) so constructed or adapted that a failure of a spring, torsion bar or other resilient component of the suspension system is not likely to cause the driver to lose directional control of the vehicle.

Brakes

7.—(1) Save as provided in Regulation 4 and in paragraph (2) below, all brakes with which a minibus is required to be fitted shall act directly on the wheels of the vehicle and not through the transmission gear.

(2) Paragraph (1) above shall not apply to a brake operated by a hand lever without the intervention of any hydraulic, electric or pneumatic device if—

- (a) no universal joint is interposed between any such brake and the wheel or wheels so braked;
- (b) the failure of any part through or by means of which the force necessary to apply the brake to any wheel is transmitted would not cause that wheel to become detached from the vehicle; and
- (c) all the wheels of the vehicle are fitted with brakes all of which are operated by one means of operation.

(3) The brakes of one of the braking systems with which a vehicle is required to be fitted shall be applied by pedal.

Steering

8. The steering mechanism of a minibus shall be so constructed that no overlock shall be possible and that the wheels shall not in any circumstances foul any part of the vehicle.

Fuel tanks, carburettors etc.

9.—(1) No part of any fuel tank of a minibus or of any apparatus for the supply of fuel shall be placed in the compartments or other spaces provided for the accommodation of the driver or passengers.

(2) All fuel tanks of a minibus and all apparatus supplying fuel to the engine of a minibus shall be so placed or shielded that no fuel overflowing or leaking therefrom can fall or accumulate upon any woodwork forming part of the vehicle or upon any other part of the vehicle or fitting thereto with the result that it might readily be ignited or so that it can fall into any receptacle where it might accumulate.

(3) The filling points for all fuel tanks of a minibus shall be accessible only from the outside of the vehicle.

(4) A device shall be provided on every minibus by means of which the supply of fuel to any carburettor or, in the case of a fuel injection pump, to the injection nozzles, can be readily cut off, and the following requirements shall be complied with in respect thereof, that is to say—

- (a) in the case of a vehicle not fitted with an engine having a fuel injection system—
 - (i) the means of operation shall at all times be readily accessible from the outside of the vehicle,
 - (ii) the means of operation shall at all times be readily visible from the outside of the vehicle, and
 - (iii) the “off” position of the means of operation shall at all times be clearly marked on the outside of the vehicle; and
- (b) in the case of a vehicle fitted with an engine having a fuel injection system—
 - (i) the position of the means of operation shall at all times be clearly marked on the outside of the vehicle, and
 - (ii) the means of operation shall at all times be—
 - (a) readily accessible from the outside of the vehicle, and
 - (b) clearly indicated.

Exhaust pipe

10. The exhaust pipe of a minibus shall be so fitted or shielded that no inflammable material can fall or be thrown upon the pipe from any other part of the vehicle, and so that it is not likely to cause a fire through proximity to any inflammable material on the vehicle, and the outlet of the pipe shall be either at the rear or on the offside of the vehicle, and far enough to the rear to prevent so far as practicable fumes from entering the vehicle.

Locking of nuts

11. Save as provided in Regulation 4, all moving parts of a minibus and all parts subject to severe vibration which are connected by bolts or studs and nuts shall be fastened by lock nuts, or by nuts and efficient spring or lock nut washers, or by castellated nuts and split pins, or by some other efficient device to prevent their working or coming loose.

Electrical equipment

12.—(1) All electrical apparatus and circuits in a minibus shall be so constructed and installed as to guard adequately against the risk of electric shock or outbreak of fire.

(2) Where the voltage exceeds 100 volts in one or more of the electrical circuits in a minibus there shall be connected in each pole of the main electrical supply which is not electrically connected to earth a manually operated isolating switch which—

- (a) is capable of disconnecting all such circuits from the main electrical supply,
- (b) is not capable of disconnecting any electrical circuit supplying the lamps carried for the purposes of section 68 of the Road Traffic Act 1972 (which provides for lamps showing certain lights to be carried by vehicles during the hours of darkness), and
- (c) is located inside the vehicle in a position readily accessible to the driver.

(3) In this Regulation any reference to an electrical circuit is a reference to an electrical circuit not being a high tension ignition circuit or a circuit within a unit of equipment.

Number, position and size of entrances and exits

13.—(1) Every minibus the fuel tank of which is placed behind the rear wheels shall be provided—

- (a) on the nearside of the vehicle, with at least one exit (not being an emergency exit) which may also be an entrance, and
- (b) on either the offside or the rear face of the vehicle, with an emergency exit.

(2) Every minibus the fuel tank of which is not placed behind the rear wheels shall be provided either—

- (a) (i) on the nearside of the vehicle, with at least one exit (not being an emergency exit) which may also be an entrance, and
- (ii) on either the offside or the rear face of the vehicle, with an emergency exit, or
- (b) on the rear face of the vehicle, with an exit which is also an entrance and which complies in all respects with the requirements specified in these Regulations as to emergency exits, except the requirement specified in Regulation 16(1)(a).

(3) Every exit with which a minibus is provided in accordance with the requirements of paragraphs (1) and (2) above shall be not less than 1.17 metres high and not less than 530 millimetres wide.

(4) No entrance to a minibus other than the driver's entrance shall be on the offside of the vehicle.

(5) A grab handle to assist passengers to board or alight from the vehicle shall be fitted to every entrance and every exit (other than an emergency exit) with which a minibus is provided in accordance with paragraphs (1) and (2) above.

Access to exits

14.—(1) Save as provided in paragraph (2) below, there shall be unobstructed access from every seat in a minibus to every exit with which a minibus is provided in accordance with these Regulations.

(2) The requirements specified in paragraph (1) above shall not apply to—

(a) the driver's seat, or

(b) any seat which is placed beside the driver's seat if there is unobstructed access to that seat by means of an entrance other than the driver's entrance.

Doors

15.—(1) Every door of a minibus shall operate so as not to obstruct clear access to any entrance or exit from inside or outside the vehicle.

(2) Means shall be provided for holding every entrance and exit door of a minibus securely in the closed position, and where any such door is capable of remaining open when the vehicle is in motion or of being accidentally closed by the movement of the vehicle, means shall also be provided for holding that door securely in the open position.

(3) Every entrance and exit door of a minibus shall be provided with at least two devices for operating the means for holding the door securely in the closed position, one (but not more than one) of such devices shall be provided on the outside of the vehicle, one of such devices may be provided on the inside of the vehicle for use in circumstances of normal operation only by the owner of the vehicle or by a person authorised in that behalf by such owner, and all such devices shall comply with the requirements specified in paragraph (4) below.

(4) The requirements referred to in paragraph (3) above are as follows:—

(a) every device shall be easily accessible to a person of normal height;

(b) every device which is not placed on the door in respect of which it is provided shall be so placed as to be readily associated with that door, and so that a person of normal height may conveniently operate the device without risk of being injured by movement of the door; and

(c) every device shall be so designed that, subject to the provision of paragraph (7) below, a single movement of it will allow the door in respect of which it is provided to be readily opened.

(5) The method of operation of every device mentioned in paragraph (3) above, the position of every such device which is not placed on the door in respect of which it is provided, and the direction and points of application of any manual effort required to open any door of a minibus shall be clearly indicated.

(6) Every means mentioned in paragraph (2) above and every device mentioned in paragraph (3) above shall be so designed and fitted that they are unlikely to become dislodged or be operated accidentally.

(7) A minibus shall not be deemed to fail to comply with the requirement specified in sub-paragraph (c) of paragraph (4) above by reason only of the fact that, for the purposes of securing the vehicle when unattended, any entrance or exit door has been fitted with a supplementary lock if the lock is so designed and constructed that a single movement of any device mentioned in the said sub-paragraph, and which is a device provided on the inside of the vehicle, will at all times allow that door to be readily opened.

Marking, positioning and operation of emergency exits

16.—(1) Every emergency exit of a minibus shall—

- (a) both on the inside and on the outside of the vehicle be clearly marked as an emergency exit,
- (b) be fitted with doors which—
 - (i) open outwards, and
 - (ii) are not fitted with any system of power operation, and
- (c) be readily accessible to passengers.

(2) Every emergency exit with which a minibus is required by Regulation 13 to be provided shall be situated so that passengers can step directly out of the vehicle.

(3) All the means of operation of every door fitted to an emergency exit of a minibus shall be clearly indicated, and every such means of operation as is fitted on the outside of the vehicle shall be readily accessible to persons of normal height outside the vehicle.

Seats

17.—(1) No seat shall be fitted to any door of a minibus.

(2) A length of at least 405 millimetres measured horizontally along the front of each seat fitted in a minibus shall be allowed for the accommodation of a seated passenger, and in the case of a continuous seat fitted with arms for the purpose of separating the seating spaces, being arms so constructed that they can be folded back or otherwise put out of use, the seat shall be measured for the purposes of this paragraph as though it were not fitted with arms.

(3) Where any seat is so placed in a minibus that a passenger seated on it is liable to be thrown through any entrance or exit or down any steps, an

effective screen or guard shall be placed so as to afford adequate protection against that occurrence to a passenger occupying that seat.

- (4) The supports of all seats shall be securely fixed in position.

Driver's accommodation

18.—(1) Every minibus shall be so designed that the driver, when sitting in his seat, has adequate room and can readily reach and operate the controls.

(2) The controls of every minibus shall be so placed as to allow reasonable access to the driver's seat.

(3) The accommodation for the driver of every minibus shall be so arranged as to afford adequate protection from the weather.

(4) Means shall be provided (where necessary) in every minibus to prevent artificial light from the interior of the vehicle from incommoding the driver, and, in respect of any window placed on that side of the centre line of the vehicle occupied by the driver, the means so provided shall be capable of being operated by the driver when in his seat.

(5) Where access to the seat of the driver of a minibus is obtained from the offside of the vehicle—

(a) an opening in the side of the vehicle shall be provided which shall have a clear width of not less than 455 millimetres except where this dimension cannot be provided by reason only of the presence of a portion of the wheel arch in that opening, and

(b) a step shall be provided on the vehicle at a convenient position and height adjacent to the opening if the lowest point of the sill of that opening is more than 690 millimetres from ground level when the vehicle is unladen.

(6) Where a separate and enclosed compartment is provided for the driver of a minibus and access to the driver's seat is obtained from the offside of the vehicle, an emergency exit shall be provided (otherwise than on the offside of that compartment) which shall be readily accessible to the driver and shall have a clear opening with dimensions of not less than 530 millimetres by 455 millimetres.

Luggage racks

19. All luggage racks fitted in every minibus shall be so designed and constructed that any article placed thereon, if it becomes dislodged whilst the vehicle is in motion, is not likely to fall on the driver or interfere with his control of the vehicle.

Artificial internal lighting

20. Every minibus shall be provided with internal lighting adequate to illuminate the exits.

Ventilation

21. Adequate ventilation shall be provided for the driver and all passengers in every minibus.

Guarding of transverse windows or panels

22.—(1) All transverse windows or panels fitted to a minibus shall, if not constructed of safety glass, safety glazing or specified safety glass, be adequately protected against the likelihood of breakage in the event of passengers being thrown against them.

(2) In this Regulation the expressions “safety glass”, “safety glazing” and “specified safety glass” have the same meanings as are assigned to them in Regulation 24A(12) of the Motor Vehicles (Construction and Use) Regulations 1973(a) as amended(b).

Overall length

23. The overall length of a minibus shall not exceed 7 metres.

Single decks

24. Every minibus shall be a single-decked vehicle.

General construction

25.—(1) Every minibus shall comply in all respects with such of the requirements as to the construction, weight and equipment of motor vehicles contained in any regulations for the time being in force under section 40 of the Road Traffic Act 1972 as are applicable to the vehicle, and the vehicle, including all bodywork and fittings, shall be soundly and properly constructed of suitable materials and in good and serviceable condition, and of such design as to be capable of withstanding the loads and stresses likely to be met with in the normal operation of the vehicle.

(2) No minibus shall be constructed or adapted as to be incapable of being fitted with a lighting system which complies in all respects with the requirements of the Road Traffic Act 1972 or of any regulations for the time being in force under that Act, and no minibus shall be fitted with a lighting system which is so constructed or adapted as to be incapable of complying with those requirements.

PART III**REGULATIONS RELATING TO THE EQUIPMENT OF MINIBUSES***Markings*

26. Every minibus shall be marked with readily legible characters not less than 25 millimetres in height painted either—

(a) on the inside of the vehicle so as to be readily visible from outside the vehicle or,

(b) on the rear or nearside of the outside of the vehicle

indicating the maximum number of passengers which it is adapted to carry.

(a) S.I. 1973/24 (1973 I, p. 93).

(b) The relevant amending instrument is S.I. 1977/792 (1977 II, p. 2247).

Fire extinguishing apparatus

27.—(1) There shall be carried by every minibus suitable and efficient apparatus for extinguishing fire which—

- (a) is of one or more of the types specified in Part I of the Schedule to these Regulations,
- (b) is readily available for use, and
- (c) is clearly marked with—
 - (i) the name and address of the manufacturer or vendor thereof, and
 - (ii) the appropriate British Standards Institution specification number.

(2) The apparatus referred to in paragraph (1) of this Regulation shall at all times be maintained in good and efficient working order.

First aid equipment

28.—(1) There shall be carried by every minibus and maintained in a good condition a receptacle which—

- (a) contains the items specified in Part II of the Schedule to these Regulations,
- (b) is suitable for the purpose of keeping the said items in good condition,
- (c) is readily available for use, and
- (d) is prominently marked as a first aid receptacle,

(2) The items specified in Part II of the Schedule to these Regulations shall at all times be maintained in good condition and shall—

- (a) in so far as they consist of materials for dressings and bandages (including cotton wool) be those designated in, and of a grade or quality not lower than the standards prescribed by, the current British Pharmaceutical Codex, and
- (b) in so far as they consist of instruments and appliances be of a reliable quality and suitable design and construction.

PART IV**REGULATIONS RELATING TO THE USE OF MINIBUSES***Obstruction of entrances, exits and gangways*

29. No person shall, while passengers are being carried by a minibus, cause or permit any unnecessary obstruction to any entrance or exit or gangway of the vehicle.

Obstruction of driver

30. No passenger in a minibus shall unnecessarily obstruct the driver or divert his attention from controlling the vehicle.

Body maintenance

31. No person shall use a minibus while it is carrying passengers or cause or permit it to be so used unless all its windows are maintained in clean and good condition.

Filling of petrol tank

32. While the engine of a minibus is running no person shall cause or permit the filler cap fitted to the petrol tank of the vehicle to be removed or petrol to be put into its petrol tank.

Carriage of inflammable or dangerous substances

33.—(1) No person shall use or cause or permit to be used any minibus by which any highly inflammable or otherwise dangerous substance is carried unless that substance is carried in containers so designed and constructed, or unless the substance is so packed, that, notwithstanding an accident to the vehicle, it is unlikely that damage to the vehicle or injury to passengers carried by the vehicle will be caused.

(2) The requirements of this Regulation are in addition to and not in derogation of the requirements of regulations made under the Petroleum (Consolidation) Act 1928(a) or under any other Act.

Drawing of Trailers

34. No minibus shall be used to draw a trailer unless all the passengers of the vehicle have access to an exit on the nearside of the vehicle.

William Rodgers,
Secretary of State for Transport.

15th December 1977.

THE SCHEDULE

PART I (See Regulation 27)

FIRE EXTINGUISHING APPARATUS

- (a) a foam-producing fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Foam Type (Chemical) and numbered B.S. 740: Part I: 1948;
- (b) a foam-producing fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Foam Type (Gas Pressure) and numbered B.S. 740: Part II: 1952;
- (c) a soda acid chemical fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Water Type (Soda Acid) and numbered B.S. 138: 1948;
- (d) a water fire extinguisher complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Water Type (Gas Pressure) and numbered B.S. 1382: 1948;
- (e) a bromochlorodifluoromethane (B.C.F.) fire extinguisher with a nominal liquid capacity of 3 lbs. or two such extinguishers having an aggregate such capacity complying in all respects with the specification issued by the British Standards Institution in respect of Portable Fire Extinguishers of the Halogenated Hydrocarbon Type and numbered B.S. 1721: 1968.

PART II (See Regulation 28)

FIRST AID EQUIPMENT

- (i) 2 ounce bottle Sal Volatile (with an amount of dose, method of administration and a warning "NOT TO BE ADMINISTERED IN CASE OF HAEMORRHAGE" printed on the label).
- (ii) Antiseptic cream which embodies acriflavine or aminoacridine.
- (iii) One constrictive bandage.
- (iv) One large sterilised dressing suitable for burns and wounds (not less than 75 millimetres \times 75 millimetres).
- (v) Three medium sterilised wound dressings (gauze and wool or lint and wool not less than 50 millimetres \times 50 millimetres).
- (vi) Sterilised cotton wool 50 grams.
- (vii) Three roller bandages 75 millimetres \times 5 metres.
- (viii) Two triangular bandages.
- (ix) One roll of surgical strapping (not less than 25 millimetres \times 2.5 metres or 10 millimetres \times 4.5 metres).
- (x) One pair of rustless scissors.
- (xi) One box of large strong safety pins.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

1. Minibuses being used in accordance with the provisions of the Minibus Act 1977 will be subject to the Motor Vehicles (Construction and Use) Regulations 1973. But, being deemed not to be public service vehicles, these minibuses will not be subject to the Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations 1972 which impose requirements, in addition to the requirements of the Motor Vehicles (Construction and Use) Regulations 1973, with which public service vehicles must comply.

2. These Regulations specify requirements with which, in addition to the requirements of the Motor Vehicles (Construction and Use) Regulations 1973, minibuses being used in accordance with the provisions of the Minibus Act 1977 must comply.

3. Part II of these Regulations (which relates to conditions as to the fitness of minibuses), apart from Regulation 16 (which deals with the marking, positioning and operation of emergency exits), Regulation 23 (overall length) and Regulation 24 (which limits minibuses to single deck vehicles) shall apply—

- (a) with effect from the end of the period of 5 years from the date on which these Regulations come into operation to any minibus first used before that date, and
- (b) with effect from the end of the period of 3 years from the date on which these Regulations come into operation to any minibus first used on or after that date.

Regulations 16, 23 and 24, and Parts III and IV of these Regulations (which deal respectively with the equipment of minibuses and with the use of minibuses) shall apply to every minibus.

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