

"Sample Workshop" Officially Opened

RVM Newsletter (Issue No. 18)

1. From the Editor

Equipped with Both Software and Hardware
to Enhance the Service Standards of the Trade

The building of the “Sample Workshop” was finally completed after several months of preparation. The first talk on “Voluntary Registration Schemes for Vehicle Maintenance” and the visit to the “Sample Workshop”, jointly organised by the Electrical and Mechanical Services Department (EMSD) and the trade on 28 July, saw an encouraging response. In addition to showcasing the basic facilities to be installed in a registered workshop with real workshop set-up and props, the “Sample Workshop” also presents the key points of the Practice Guidelines using different exhibition panels to refresh and update our knowledge on vehicle maintenance.

Indeed, having only basic facilities (hardware) is not enough, “software” is equally important. With the continuous advancement of the society and rapid developments in automobile technology, vehicle maintenance workshops and practitioners must keep pace with the times. Workshops should ensure that adequate facilities have been installed, while practitioners should be equipped with the necessary skills and knowledge to carry out the maintenance work. They should also pay attention to and comply with relevant regulations so as to provide the public with better quality maintenance services.

In order to let readers learn more about both the software and hardware aspects, this issue of RVM Newsletter, which introduces relevant publicity activities under the theme of “Sample Workshop”, is very informative. Besides, a number of topics are also covered in this issue, including the unfair trade practices as referred to in the Trade Descriptions Ordinance; how to package, label and store chemical waste properly; latest updates on maintenance training of the automobile industry; knowledge about and maintenance tips on motorcycles; and sharing from a practitioner. Needless to say, the registration and latest developments of the two voluntary registration schemes are included as well. The Editorial Working Group would like to express its appreciation to the trade, other government departments and relevant organisations for their active contribution in sharing the latest information and technology of the trade, as well as reminding readers of the regulations related to vehicle maintenance workshops. This not only enhances awareness of the regulations among vehicle maintenance workshops and practitioners, but also improves the

standards of vehicle maintenance services.

Although the vehicle maintenance trade is faced with a number of challenges, I still have full confidence in its development and hope that we can continue with our efforts. The Editorial Working Group will keep on gathering various information to help readers equip themselves on both “hardware” and “software” fronts, thereby enhancing the service standards and professional image of the trade.

WONG Teck-sun
Chief Editor

2. Sharing: “Vehicle Maintenance Trade – Turning Challenges into Opportunities”

The number of vehicles in Hong Kong has been on the rise in recent years. As at the end of last year, the total number of registered vehicles exceeded 810 000, and the vehicles were getting younger. Take private cars as an example, about 50% of them are aged less than seven years. Given the steady growth in the number of electric vehicles and that they are generally of younger age, the demand for maintenance services does not see a significant increase even with the continuous rise in the number of registered vehicles. As a result, there is increasingly intense competition in the vehicle maintenance trade.

There are a number of challenges in operating vehicle maintenance workshops. The ever-heightening requirements of relevant legislation have placed pressure on the operation of such workshops. Very often, small scale workshops have to rely on word-of-mouth as well as comprehensive services and excellent maintenance skills in order to win customers' confidence and be referred to new customers. The Voluntary Registration Scheme for Vehicle Mechanics and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW) implemented by the Government can enhance the service standards and professional image of the vehicle maintenance trade. Not only can a successfully registered workshop display the certificate and signage issued under the VRSVMW as identification that its service quality has reached the relevant standard for attracting customers, the voluntary registration schemes may also facilitate the transition of registered workshops and mechanics to the mandatory registration system in the future.

At present, over 60% of the workshops and 90% of the mechanics in Hong Kong have been registered successfully. It is expected that the legislative work on the implementation of the mandatory registration system will start soon. While it takes several years for the law to come into effect from the commencement of legislative procedures, early registration not only helps enhance service standards, but also facilitates the transition of workshops and mechanics from the voluntary registration schemes to the mandatory registration system. After 15 July 2018, applications from workshops located at residential buildings or composite buildings with residential portions as registered workshops will no longer be accepted. Members of the trade still taking a wait-and-see attitude may seize the opportunity to register as soon as possible!

To ensure service quality, registered workshops shall meet the requirements of the Practice Guidelines for Vehicle Maintenance Workshops

(Practice Guidelines) on such areas as technology, environmental protection, safety, staff training, services and documentation. The building of the "Sample Workshop" introduced in the last issue of newsletter has been completed. In addition to displaying the basic facilities required for a registered workshop with real workshop set-up and props, the "Sample Workshop" also presents key points of the Practice Guidelines with illustrations using exhibition panels set up at the venue for visitors to learn about the relevant requirements. The Electrical and Mechanical Services Department will organise, together with representatives from the trade, a number of talks and visits to the "Sample Workshop" to facilitate participants to refresh and update their knowledge. I appeal to your active participation in the above activities by completing and returning the enrolment slip on page 8 of this newsletter.

While enhancing service standards and mastering new technologies are the ways to success, early registration as a registered workshop is the first step to developing quality and competitive services.

Dr LEE Yiu-pui

3. Latest Developments of the Registration Schemes

1. Reminder: Disuse of “ten-year experience” as the means for qualifying as registered vehicle mechanics.
The criterion of “ten-year experience” as the means for vehicle mechanics to obtain registration was disused on 31 December 2016. After that day, serving vehicle mechanics who have yet to obtain registration or renew their registered status are required to submit certificates of relevant skills issued by the Automobile Training Board or relevant craft certificates or higher qualification certificates issued by local training organisations or equivalent organisations as qualifications of registered mechanics.
2. We are now inviting applications for the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW). For details, please refer to the EMSD website:
https://www.emsd.gov.hk/en/supporting_government_initiatives/registration_scheme_for_vehicle_maintenance/voluntary_for_vehicle_maintenance_workshops/index.html
3. Members of the public may search for information on registered vehicle maintenance workshops at the EMSD website:
https://www.emsd.gov.hk/en/supporting_government_initiatives/registration_scheme_for_vehicle_maintenance/voluntary_for_vehicle_maintenance_workshops/list_of_registered_vehicle_maintenance_workshops/index.html
4. The Vehicle Maintenance Technical Advisory Committee decided at its 21st meeting that applications for registration from workshops located at residential buildings or composite buildings with residential portions will no longer be accepted upon implementation of the VRSVMW for three years (i.e. after 15 July 2018).
5. Vehicle mechanics applying for renewal of registration are required to complete 20 hours of continuing professional development (CPD) within the registration period and provide relevant proof. There were 3 358 renewal applications in 2017. Late applications will result in unnecessary delay and may lead to loss of validity of the registration. Therefore, mechanics applying for renewal of registration should complete the 20 hours of CPD and the application form for renewal of registration as early as possible.

Notes to Mechanics on Submitting Renewal Applications

Before submitting an application, the mechanic should ensure that the application form has been completed and signed, and is enclosed with a CPD form bearing the chop of the company to which he/she belongs or the organisation that provides the training.

Information on the number of registered vehicle mechanics:

Number of vehicle mechanics in 2016	9 476 ^{Note1}
Number of registered vehicle mechanics (as at end-July 2017)	9 458

Information on the VRSVMW:

Number of workshops which have applied to join the VRSVMW	1 965
Number of registered workshops (as at end-July 2017)	1 865

Note1 2016 Manpower Survey Report by Automobile Training Board.

4. Mini Theatre of Environmental Protection: Proper Packaging, Labelling and Storage of Chemical Waste

Scenario: Conversation between Mr Lee, instructor of a vehicle paint spraying class, and trainees in class

Mr Lee: Hi everyone. Today I am going to talk about vehicle paint spraying skills. Let me ask you a very important question before we start. Do you know what kinds of chemical waste are generated by your garage?

Trainee A: (Haha) Sir, this lesson is about paint spraying, waste paint must be one of them!

Trainee B: Waste lubricating oil too. But, Sir, how important is this question?

Mr Lee: Very important! We may end up in prison if we do not know clearly about and strictly follow the law on the packaging, labelling and storage of chemical waste.

Trainee B: What? To be jailed? Sir, please tell us more about it.

Mr Lee: Just last year, a recycling site used inappropriate containers to store chemical waste, and no warning panels were placed at the storage area. The responsible person was sentenced to two weeks' imprisonment, luckily suspended for 12 months.

(Trainees were stunned.)

Mr Lee: Garages generate lots of chemical waste. Apart from waste paint and waste lubricating oil, there are also vehicle batteries, refrigerants, solvents and so on.

Trainee A: What is the correct way of handling them?

Mr Lee: Chemical waste must be stored in appropriate containers affixed with labels, and different types of chemical waste should be put in their respective containers. The storage area of containers must meet the requirements as well. Lastly we must find a licensed chemical waste collector to collect the chemical waste, and keep the relevant collection records properly.

Trainee B: Is it a must to use licensed collectors? This means we have to pay money!

Mr Lee: Yes, it is a crime to use unlicensed collectors, so don't do it. According to the "polluter pays" principle, vehicle owners have the responsibility to bear the cost for the disposal of chemical waste. You are just doing business, there is no need to take risks!

Trainee A: You are right, but it takes a lot of work.

Mr Lee: The legal requirements simply aim to ensure safety and protect the environment. Think about it, if the chemical waste in your garage is stored in inappropriate containers, it will be very dangerous in case of leakage. What's more, vehicle maintenance is a professional trade. To be professional, we must do our part and comply with the law to protect the environment. Okay, let me start with.....

Environmental Protection Department

Smart Tips on Environmental Protection

The requirements on the storage area of chemical waste as stipulated in the Waste Disposal (Chemical Waste) (General) Regulation are as follows:

- such area shall not be used for any purpose other than the storage of chemical waste;
- such area shall be enclosed on at least three sides by a wall, partition fence or a similar device;
- such area shall not obstruct the escape routes;
- where such area is not within a building, it shall be provided with a roof and locked;
- where containers of chemical waste in liquid form are stored in such area, its floor or surface shall be impermeable and there shall be a spill catcher device; and
- such area shall display a warning panel "CHEMICAL WASTE 化學廢物" indicated in red words on a white background.

For details, please refer to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes compiled by the Environmental Protection Department (EPD). The Code of Practice has been uploaded to the EPD website at https://www.epd.gov.hk/epd/english/environmentinhk/waste/guide_ref/guide_cwc_sub3.html.



5. Mini Theatre of Customs and Excise: [Criminal Liability Incurred from Unfair Trade Practices](#)

To build positive word-of-mouth, apart from having professional skills, vehicle maintenance workshops must also provide services in an honest and reliable manner in order to win customers' confidence.

A car owner requested a vehicle mechanic to arrange replacement of original brake pads for his saloon car. When picking up his car, the car owner was told by the vehicle mechanic that its original brake pads had been replaced, and that the wordings "original brake pads replaced" were clearly stated on the receipt. Later, the owner found that there were problems with the brake performance of his car, so he returned it to the original manufacturer for inspection. After inspection, the car owner was informed by the manufacturer's staff that the unsatisfactory brake performance of his car was a result of the non-original brake pads previously replaced. The car owner thus immediately returned to the garage and clarified it with the vehicle mechanic.

Car owner: I requested the replacement of original brake pads. Why did you replace those of another brand for me?

Vehicle mechanic: I have already replaced the original brake pads for you. What is wrong with that?

Car owner: I took the car to the original manufacturer for inspection just now, and was told the car's brake pads were from another manufacturer instead of the genuine ones.

Vehicle mechanic: How could that be?

Car owner: It is clearly stated on the inspection report from the original manufacturer that the brake pads of my car are not genuine goods, and their staff has taken photos as well, it could in no way be a mistake! Can you provide the receipt of the materials purchased to prove that the brake pads are original goods?

Vehicle mechanic: Ah...

According to the Trade Descriptions Ordinance, traders should not give any false or to a material degree misleading product information to consumers. In the above story, the vehicle mechanic made false information and misstatements to the consumer in respect of the products provided in the course of trade, such acts may thus constitute the offence of false claims of goods.

Customs and Excise Department

Two-wheeler Rider (1)

It has been over 130 years since the first motorcycle was unveiled in 1885. In Hong Kong, motorcycles are commonly known as motorbikes, but no matter what they are called motorcycles, motorbikes or locomotives, all refer to vehicles with two wheels. In fact, the first prototype motorcycle was developed by installing an engine on a bicycle, while the wheel frame was made of wood. One can imagine the design was very simple and primitive then. Today, motorcycles are equipped with a large number of electronic components to facilitate safe driving, such as the anti-slip system, anti-lock braking system, anti-wheelie device as well as constantly-adjusted electronic front and rear shock absorbers.

Motorcycles can be divided into a number of categories, including: (1) cruisers, where riders' feet can be stretched forward in a leisure way and they can lean their upper bodies backward slightly when

driving; (2) standards, mainly used on road sections in urban areas and with wider tires, are more comfortable to riders as their rider posture will be more upright and their upper bodies do not need to lean too far forward when driving; (3) scooters, which can navigate the narrow streets and alleys in urban areas. While Italian brands of scooters adopted the design of manual transmission in the past, 80% of the products now have adopted a continuously variable transmission (CVT), the design of which is very simple yet highly practical, with two sets of different “pulleys” to make the rubber belt change in order to offer different speeds and modes of driving; (4) sport bikes, the most popular among motorbike fans. The electronic safety device mentioned above is applied for use in the civilian version of standards and scooters from sport bikes; (5) off-road trials, which are more often used in off-road sections, adopt longer shock absorber and larger wheel frame designs to facilitate driving on rugged roads; and (6) new dual-sports, whose appearance is similar to off-road trials. The rider posture will be more upright when driving, just like that of driving standards. With the performance of sport bikes and the comfortability of cruisers, dual-sports can cope with different road conditions and are suitable for travelling afar. We will discuss the future development of the motorcycle system in the coming issue.

To be continued.....

Hong Kong Motorcycle Chamber of Commerce

6. Latest Updates on Maintenance Training of the Vehicle Trade

With rapid developments in automobile technology and increasing requirements of the society on the vehicle trade, talent training and development of the vehicle maintenance trade has become vitally important. In view of this, the Vocational Training Council (VTC) has launched a three-year collaborative training programme with a Swedish commercial vehicle manufacturer. It will provide a set of new training equipment for commercial vehicles to be placed in the Pro-Act Training and Development Centre (Automobile) at the VTC Kwai Chung Complex in the next three years for training maintenance apprentices of the vehicle trade and nurturing new blood for the trade. In addition, the equipment can be used to support future public training programmes and seminars organised by the VTC to facilitate dissemination of latest information and skills on vehicle maintenance to the trade, thereby enhancing the skill level of practitioners and coping with the rapid developments in automobile technology. The global vehicle trade is facing a shortage of professional maintenance personnel, and Hong Kong is no exception. The said vehicle manufacturer will be devoted to assisting the VTC in the formulation of a sustainable transportation solution.

The above training equipment is developed based on the latest commercial vehicles, including, among others, a truck's instrument panel console, engine, gearbox, brake, vehicle body, electronics, suspension management system, etc. The advantage of this set of training equipment is that it can display all the elements and components a system should possess in a two-dimensional way, as well as demonstrate the connection between components (such as signals and circuits, etc.) in a clear and simple manner, thus providing effective and comprehensive assistance to the teaching of vehicle maintenance skills. Besides, the set of training equipment, which is also equipped with components meeting the latest Euro VI emission standards, is extremely helpful for teaching relevant knowledge and skills of one of the most stringent emission standards in the world, and can prepare for the implementation of Euro VI emission standards in Hong Kong in the future.



Vehicle maintenance personnel of the trade are advised to pay close attention to the programme information to be published by the Pro-Act Training and Development Centre (Automobile) in the future.



(From left) Photo of Dr LEE Yiu-pui, Chairman of the Institute of the Motor Industry Hong Kong, Mr TAI Tak-him, Deputy Director of Electrical and Mechanical Services (Trading Services), Mr Carl-Fredrik ZACHRISSON, Managing Director of Scania (Hong Kong) Limited, Dr LIU Sai-lok, Academic Director of the Engineering Discipline of VTC, Mr MOK Wai-chuen, Assistant Director (Air Policy) of the Environmental Protection Department, and Mr YEUNG Tin-chung, Head of Information and Communications Technology Cluster of the Hong Kong Science and Technology Parks Corporation

Pro-Act Training and Development Centre (Automobile)
of the Vocational Training Council

7. Sharing from a Practitioner: Looking Back upon the Past

Time flies! Mr YUEN Ying-tseuk from the Vehicle Maintenance Registration Unit (VMRU) has already served in the vehicle maintenance trade for more than 40 years. He is going to retire this year. Today, we have especially invited Mr Yuen to share with us his stories at work over the years.

Reporter: It is not easy at all to have worked in an industry for more than 40 years, Inspector Yuen.

What impressed you most throughout all these years?

Inspector Yuen: I joined a bus company as a mechanic apprentice in the 1970s and subsequently took up different positions, including quality control, bus testing, new bus assembly as well as vehicle inspection and licensing. I was most impressed when I participated in the installation of the first air-conditioned double-decker bus in Hong Kong. I joined the Electrical and Mechanical Services Department in the early 1990s and was responsible for such works as maintenance, painting, procurement and modification of different types of vehicles in government departments. At present, I am mainly tasked with the registration of vehicle maintenance workshops and the implementation of the Voluntary Registration Scheme for Vehicle Maintenance Workshops.

Reporter: What changes have taken place in the vehicle maintenance trade so far?

Inspector Yuen: Over the past 40 years, I have witnessed continuous improvements in the reliability, safety and comfortability of vehicles, and a number of changes have also taken place in the trade, such as the emergence of automatic transmission, the evolution of fuel injection devices and diesel vehicles, and the popularisation of liquefied petroleum gas vehicles, hybrid vehicles and electric vehicles, etc. Vehicle maintenance has also evolved from the use of traditional and general maintenance tools in the past to the diagnosis of the conditions and performance of different types of vehicles with computers and other advanced tools. Therefore, maintenance personnel nowadays have to be versatile and continuously acquire new maintenance knowledge and skills.

Reporter: What are your views on the development of the vehicle maintenance trade?

Inspector Yuen: Indeed, when I was still an apprentice, we already considered it necessary to have a mechanic registration system, as we thought it would be a kind of recognition to maintenance personnel and could enhance our professional image through taking skill tests or obtaining certificates by attending courses at designated educational and training

institutions for qualifying as registered vehicle mechanics. I believe practitioners will also welcome the coming of the mandatory registration system.

Reporter: Lastly, would you provide some “tips for work” to new entrants of the trade?

Inspector Yuen: In my opinion, apart from seeking self-advancement and continuously absorbing new knowledge, maintenance practitioners who have newly joined the trade and workshop owners must also actively pursue professional skills to keep up with the times. Besides, they should have a certain level of understanding of various regulations in order to contribute towards safety and environmental protection. I also hope that they can provide their views to the VMRU and the Vehicle Maintenance Technical Advisory Committee, thereby raising the service standards of the trade.

Thank you for the sharing from Mr Yuen, and we wish him a happy retirement.



8. Invitation to Participate in the Talks on “Voluntary Registration Schemes for Vehicle Maintenance” and Visits to the “Sample Workshop”

The **Voluntary Registration Scheme for Vehicle Maintenance Workshops** has been accepting applications from owners/persons-in-charge of vehicle maintenance workshops since 15 July 2015, with a view to further enhancing the service standards and professional image of the vehicle maintenance trade.

To enable more owners/persons-in-charge of workshops and mechanics to understand the contents and relevant requirements of the voluntary registration schemes, the Electrical and Mechanical Services Department (EMSD) is organising a number of **talks on “Voluntary Registration Schemes for Vehicle Maintenance” and visits to the “Sample Workshop”** in September and October 2017, with details as follows:

Location	Date	Contents	Time	Number of seats
EMSD Headquarters Building Room 1036, 1/F, 3 Kai Shing Street, Kowloon Bay	15 September 2017 (Friday)	1. Talk ♦ Key points of the Practice Guidelines for Vehicle Maintenance Workshops (representatives from EMSD) ♦ Sharing from trade representatives	7:15 pm to 9:30 pm (Registration will start at 6:45 pm with light refreshments served)	40 per session
	20 October 2017 (Friday)	2. Visit to the “Sample Workshop” and the “EMSD Vehicle Maintenance Workshop”		

We welcome active participation from members of the trade. Seats are reserved on a first-come-first-served basis. Interested parties may complete the enrolment slip below and send it to the EMSD by **fax at 3521 1565**, **e-mail at vmru@emsd.gov.hk** or **whats app at 5301 3434**. For enquiries, please contact Ms NG Yuk-wa of the Vehicle Maintenance Registration Unit (Tel: 2808 3329).

Notes:

- 1) To facilitate arrangement, please enrol for participation as soon as possible. The deadline for enrolment is **two** working days before the scheduled talk.*
- 2) Light refreshments will be served at the activity.*
- 3) Attendees of the activity will receive a certificate of three-hour continuing professional development and a souvenir.*

Talks on “Voluntary Registration Schemes for Vehicle Maintenance”
and Visits to the “Sample Workshop” *

Enrolment Slip

Name of workshop/company	Name (person-in-charge/owner/ mechanic)	Registration number of mechanic (if applicable)	Contact number (Mobile)	Date
Example: ABC Vehicle Maintenance Company	Chan Tai Man (Owner)	VM0108888	XXXXXXXX	20/10

**Please use a separate sheet of paper if space is not sufficient.*

9. Prize Quiz for Issue No. 18

Prize Quiz (Issue No. 18)

Q1. What was the number of registered vehicle mechanics as at end-July 2017?

- A. 1 960
- B. 9 458
- C. 9 478
- D. 1 879

Q2. After _____, applications from workshops located at residential buildings or composite buildings with residential portions as registered workshops will no longer be accepted.

- A. 31 December 2016
- B. 15 July 2017
- C. 3 March 2018
- D. 15 July 2018

Q3. Which of the followings is the requirement on the storage area of chemical waste under the Waste Disposal (Chemical Waste) (General) Regulation?

(Please choose the most suitable answer)

- A. Such area shall not obstruct the escape routes
- B. Such area shall be enclosed on at least three sides by a wall, partition fence or a similar device
- C. Such area shall not be used for any purpose other than the storage of chemical waste
- D. All of the above

Q4. If a registered vehicle maintenance workshop has to change its address as the one appeared on the business registration certificate is different from the actual address of the workshop, which of the followings cannot be used as a supporting document?

- A. Tenancy agreement
- B. Rental receipt
- C. Hong Kong Identity Card
- D. Oath

Q5. What kind of activities will be organised by the Electrical and Mechanical Services Department together with representatives from the trade?

- A. New training programme on commercial vehicles
- B. Talks on the Voluntary Registration Schemes for Vehicle Maintenance and visits to the "Sample Workshop"
- C. Training and Development Seminar
- D. Training programme on electric vehicles

How to participate? (Issue No. 18)

Please complete the form below, circle the correct answers, and send it to the Vehicle Maintenance Registration Unit of the Electrical and Mechanical Services Department by fax or e-mail (fax: 3521 1565 or e-mail: vmru@emsd.gov.hk).

Deadline: 22 September 2017

Question	Answer
1	A. B. C. D.
2	A. B. C. D.
3	A. B. C. D.
4	A. B. C. D.
5	A. B. C. D.

Name: _____ Vehicle Mechanic Registration No.: **VM** _____

E-mail Address: _____ Contact Telephone No.: _____

- Each winner will receive a souvenir. As there are ten souvenirs in all, the winners will be decided by lottery if more than ten participants answer all the questions correctly.
- Only registered vehicle mechanics with valid registration may participate, each not more than once in each quiz.
- The decision of the Vehicle Maintenance Registration Unit on the quiz will be final.
- The correct answers and list of prize winners will be announced in the next issue of the RVM Newsletter. Prize winners will also be notified by the Vehicle Maintenance Registration Unit individually.

Result of the prize quiz in RVM Newsletter Issue No. 17

The answers of the prize quiz in RVM Newsletter Issue No. 17 are as follows:

Question	1.	2.	3.	4.	5.
Answer	B	B	C	D	D

The ten winners who answered all the questions correctly and were drawn by lottery are:
SUEN Ka Shing, LUK Chun Wah, FUNG Kwun Kit, FUNG Kwok San, WONG Chun Fai,
TANG Chi Chung, TANG Moon Chuen, LO Ha Man, TAM Kwok Him and KWAN Kwong Fai

10. Training Institutes Providing Continuing Professional Development Courses for Vehicle Mechanics (in random order)

Name of training institute	Website / Contents	Enquiry Tel. No.	QR Code
Traffic Services Employees Association	http://www.facebook.com/tseahk	2575 5544	
Pro-Act Training and Development Centre (Automobile)	http://www.pro-act.edu.hk/automobile The Certificate in Vehicle Mechanical Repair and Certificate in Vehicle Painting and Body Repair programmes# run by the Pro-Act Training and Development Centre (Automobile) may serve as another means for qualifying as registered vehicle mechanics. Mechanics who are interested in enrolling in the above programmes may visit the Centre's website. <small># For details and latest developments of the programmes, the information issued by the Pro-Act Training and Development Centre shall prevail.</small>	2449 1310	
Hong Kong Vehicle Repair Merchants Association Limited	https://www.facebook.com/HKVRMA/	2399 7977	
Hong Kong Vehicle Repairing Industry Employee General Union	http://www.vrunion.hk	2626 1927	
Occupational Safety and Health Council	https://eform.oshc.org.hk/course/eng/course/CourseDetail.asp?CoulD=463	2311 3322	
The Society of Operations Engineers (Hong Kong Region)	http://www.soe.org.hk/events.asp	2617 0311	
Qualifications Framework recognised courses	http://www.hkqr.gov.hk	2836 1700	

The Institute of the Motor Industry Hong Kong (IMIHK) will organise the 2017-2018 training and development seminars to provide continuing professional development courses for members of the trade. Details of the seminars are as follows:

Location: Pro-Act Training and Development Centre (Automobile)

Room 213-214, Level 2, VTC Kwai Chung Complex, 13-19 San Kwai Street, Kwai Chung, New Territories

For enquiries, please visit the IMIHK website (<http://www.hkimi.org.hk>).



Date	Time	Topic	Speaker
9 September 2017	9:30 am to 12:00 noon	(i) The Government's programme and focus of vehicle examination (ii) Testing and starting of special purpose vehicles	Mr Julian CHEUNG Ir Madison TANG
16 December 2017		Functions of the testing software for vehicle structure	Ir FUNG Man-keung and colleagues
17 March 2018		Recent developments of electric vehicles	Mr LAW Ko-ming

Gentle Reminder

The contents in each issue help you catch up on the development of the registration scheme, acquire hours of continuing professional development, and enhance the quality of service. Please stay tuned!

Each issue can be downloaded from the EMSD website at:

https://www.emsd.gov.hk/en/supporting_government_initiatives/registration_scheme_for_vehicle_maintenance/publications_and_circulars/rvm_newsletter/index.html



Any person who parks a vehicle on the road or occupies a parking space for vehicle maintenance may contravene Section 4 of the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and Section 27 of the Road Traffic (Parking) Regulations (Cap. 374C). Do not violate the law for the sake of temporary convenience!

Procedures for Changing the Information of Vehicle Maintenance Workshops/Registered Mechanics

Owners/persons-in-charge of registered vehicle maintenance workshops who wish to change the workshop's address or contact number may send such information as the name, registration number, new and old addresses or contact numbers as well as business registration certificate of the workshop to the EMSD Vehicle Maintenance Registration Unit by fax (fax number: 3521 1565). If the address on the business registration certificate is different from the actual address of the workshop, please provide valid supporting documents for using the site where the workshop is located, such as tenancy agreements and rental receipts (one may consider making an oath/a declaration at the District Office if the above-mentioned supporting documents are not available).

Registered vehicle mechanics who wish to change their personal information (such as correspondence address or contact number) may send such information as their name, registration number as well as new and old personal addresses or contact numbers to the EMSD Vehicle Maintenance Registration Unit by fax (fax number: 3521 1565).

For enquiries, please contact Mr HO Wing-fai (workshop registration) at 2808 3542 or Mr KO Wai-tak (mechanic registration) at 3155 4527.

For enquiries on the contents of the RVM Newsletter, please contact the EMSD Vehicle Maintenance Registration Unit.

(Fax: 3521 1565 / E-mail: vmru@emsd.gov.hk / Tel: 2808 3867)

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