



API Storyline and Slogan Writing Competition on Voluntary Registration Scheme for Vehicle Mechanics

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For enquiries

Continuous Enhancement to Promote the Overall Image of the Trade

A total of four talks on the Voluntary Registration Scheme for Vehicle Maintenance and visits to the “Sample Workshop” have been held successfully with enthusiastic response, attracting participation of more than 220 members of the trade. During the events, the trade members participated actively in discussions and interacted with the speakers. After the talks, they also visited the “Sample Workshop” and the Vehicle Maintenance Workshop of the Electrical and Mechanical Services Department (EMSD). Visits to the “Sample Workshop” have enabled members of the trade to learn more about the basic conditions and related requirements for becoming a registered workshop, while visits to the EMSD’s workshop have allowed them to look at the vehicle maintenance devices and facilities equipped at a large-scale maintenance workshop in order to consider further optimising the conditions of their workshops. This issue of RVM Newsletter covers the highlights of the talks and visits, as well as the key points shared by guest speakers on different topics, so that those who have missed the above activities can have the opportunity to know some tips for the operation of workshops while those who have attended can revisit the moments of the events.

It was mentioned in the previous issue of RVM Newsletter that readers should equip themselves on both “software and hardware” fronts so as to meet the new challenges of the future. Apart from encouraging self-enhancement among members of the trade, we should also actively promote the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW) and the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) to people outside the trade to enhance the owners’ and the public’s understanding of the schemes and to promote the overall image of the vehicle maintenance trade. Following the launch of a series of television and radio Announcement in the Public Interest (API) for the VRSVMW in 2016, the Vehicle Maintenance Registration Unit will produce a new series of television and radio API for the VRSVM in the first quarter of 2018 to replace the old version so as to enhance public recognition of the scheme as well as public understanding of its latest developments. To tie in with the promotion work, we will also organise an API Storyline and Slogan Writing Competition to unleash your creativity to come up with a unique storyline and slogan for the API.

In addition to the theme of “API Storyline and Slogan Writing Competition”, this issue of RVM Newsletter also covers a number of topics, including the registration and latest developments of the two voluntary registration schemes; updates on the total number of vehicle maintenance workshops and mechanics in Hong Kong; highlights of visits to the “Sample Workshop” and summary of sharing sessions; requirements for sewage treatment in workshops; sharing on complaint cases; and knowledge about and maintenance tips on motorcycles. Besides, the Occupational Safety and Health Council contributes an article in RVM Newsletter for the first time, featuring the safety of vehicle maintenance work and the requirements of the Occupational Safety and Health Ordinance. With a wide range of contents, this issue of RVM Newsletter is good for leisure reading!

The Editorial Working Group would like to express its gratitude to the trade, other government departments and relevant organisations for their staunch support and invite you to continue your active contribution. Your participation and sharing will make RVM Newsletter more informative and interesting.

WONG Teck-sun
Chief Editor



Updating the Total Number of Vehicle Mechanics and Vehicle Maintenance Workshops in Hong Kong

We have all along reviewed the effectiveness of the registration schemes and the support to the schemes from the trade based on such data as the percentages of (i) the number of registered mechanics in the total number of vehicle mechanics in Hong Kong and (ii) the number of registered workshops in the total number of vehicle maintenance workshops in Hong Kong. According to the information obtained earlier, the number of vehicle mechanics in Hong Kong totalled 9 476, which was the total number of vehicle mechanics (including trainee mechanics) in 2016 as projected in the 2016 Manpower Survey Report of the Automobile Industry by the Vocational Training Council (VTC), while the total number of vehicle maintenance workshops in Hong Kong was 2 722, the data adopted since the implementation of the VRSVMW in July 2015. With an increase in the total number of vehicle mechanics and vehicle maintenance workshops in Hong Kong, the figures have to be updated accordingly.

Total number of vehicle mechanics in 2017

The VTC's Manpower Survey Report of the Automobile Industry is updated every other year. According to the information on the number of practitioners in 2017 as estimated in the 2016 Report and the number of trainee mechanics in 2017 as estimated by the VTC, the total number of persons (based on projection) employed as vehicle mechanics (including trainee mechanics) in 2017 should be 10 382.

Latest total number of vehicle maintenance workshops

Based on the information provided by different government departments and that of new vehicle maintenance workshops registered by the Registration Unit, as well as the cancellation of registration of workshops which have winded up since the implementation of the VRSVMW, the total number of vehicle maintenance workshops in the Registration Unit's database as at 31 July 2017 increased to 2 882.

In order to show more accurately the percentages of registered mechanics and workshops in the total number of mechanics and workshops, the Vehicle Maintenance Technical Advisory Committee (VMTAC) decided at its 27th meeting (25 August 2017) that the data of 10 382 and 2 882 would be adopted as the total number of vehicle mechanics and vehicle maintenance workshops in Hong Kong respectively, and the registration rates would be calculated based on the updated data (i.e. 10 382 vehicle mechanics and 2 882 vehicle maintenance workshops). Besides, the VMTAC will update the total number of mechanics every two years and that of workshops annually according to the above calculation method.

The percentages calculated based on the current and updated number of mechanics and workshops are set out in the following tables:

Mechanics – as at 31 August 2017

Number of registered mechanics	Percentage in the total number of mechanics	
	Current total (9 476)	Updated total (10 382)
9 498	100%	91.5%

Workshops – as at 31 August 2017

Number of registered workshops	Percentage in the total number of workshops	
	Current total (2 722)	Updated total (2 882)
1 870	68.7%	64.9%
Number of mechanics employed	Market share	
	Current total (9 476)	Updated total (10 382)
8 132	85.8%	78.3%

After the update, the participation rate of registered mechanics in the registration scheme is over 90%, while that of registered workshops exceeds 70% as calculated based on the market share (i.e. the number of mechanics employed by registered workshops in the total number of mechanics). The successful implementation of the voluntary registration schemes hinges on the support from and participation of trade members. I very much hope that we will all work together to create more opportunities for the vehicle maintenance trade!

Dr LEE Yiu-pui

4 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 to qualify as registered mechanics.
- 2 We are now inviting applications for the 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 The VMTAC 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).



Information on the number of registered vehicle mechanics:

Number of vehicle mechanics in 2017	10382 (Note1)
Number of registered vehicle mechanics (as at end-September 2017)	9498

Information on the VRSVMW:

Number of workshops which have applied to join the VRSVMW	1975
Number of registered workshops (as at end-September 2017)	1870

Note1 2016 Manpower Survey Report by the VTC and the Automobile Training Board.

★ Sharing Section on Complaint Cases ★

On receiving complaints against registered workshops, the Registration Unit will classify and handle them in accordance with the Complaint Classification and Handling Mechanism. Registered workshops should accept the complaint handling mechanism and the decisions made under the mechanism. As the complaint cases often involve failure of registered workshops to provide services which meet customers' expectations or comply with the requirements of the Practice Guidelines, with the nature of some of them highly relevant to everybody, they are worth sharing so that you can learn from them and avoid making the same mistakes. In this issue, we would like to share with you a recent case first to let you revisit the regulations and requirements that registered vehicle maintenance workshops should comply with and take note of.

Case

The complaint was against some of the vehicle maintenance workshops in a certain district (without specifying which workshop), alleging that there were workshops which often parked vehicles on the road and in metered parking spaces for carrying out maintenance. Such an act caused obstruction and inconvenience to nearby traffic and road users. As this case involved illegal acts, the Registration Unit thus referred the complaint to the relevant department (the Police) for follow-up in accordance with the Complaint Classification and Handling Mechanism. Meanwhile, the Registration Unit checked the register of registered workshops and sent letters to the three registered workshops in the district to remind them that they might violate the law if they carry out vehicle maintenance in a public place or metered parking space.

Reminder: Any person who parks a vehicle on the road or occupies a metered parking space for carrying out 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). Violation of the the relevant provisions may result in a fine of \$320 or \$5,000 respectively upon conviction. Apart from the mechanics at the scene, the owner or person-in-charge of the workshop may also be prosecuted. You are advised not to cut corners and break the law!

Good Practice in Wastewater Treatment by Vehicle Mechanics

Scenario: Mr and Mrs Chan had a tyre blowout on the highway...

Mrs Chan: You're so smart, sweetie. You can even replace an exploded tyre on your own. Do you feel exhausted in such hot weather?

Mr Chan: No, not at all! I've replaced the tyre with a spare one, but it can be used for a short time only. We need to go to the tyre shop and get a normal tyre as soon as possible.

Mrs Chan: What? We still need to go to the tyre shop? There are many garages nearby, but such places are wet and dirty!

Mr Chan: No worries! The environment of garages is much better nowadays. In the old days, those garages offering car washing services would park the car by the roadside and clean it using a hose, leaving soap bubbles and wastewater across the street. It caused not only water wastage but also environmental pollution.

Mr Chan: Now, there are garages which specialise in car washing and have planned ahead in a holistic manner before starting the business. Apart from car washing facilities, they have also set up other pollution control equipment, such as wastewater intercepting facilities around the washing area to avoid egress of wastewater. Besides, the wastewater is treated before being discharged into the sewer, thus causing no pollution.

Mrs Chan: The weather is so hot. Have a drink of water before you go on.

Mr Chan: Thanks. Well, some garages will provide car washing services after repair. They will not spray water over the car with a hose. Instead, they will use a bucket to contain water and a piece of towel to wipe the car, and pour the wastewater into the toilet after use. This not only keeps the place from getting wet but also helps save water. There are a car wash and several garages next to the tyre shop I visit frequently, and the environment is fairly clean. Don't worry.

Mrs Chan: All right then, let me have a look there.



Smart Tips on Environmental Protection

(1) Garages are preferably located in industrial premises. The wastewater generated should be discharged into communal sewers through treatment devices such as petrol interceptors and sedimentation tanks.

(2) Open-air garages shall be paved with concrete slabs, and provided with drainage equipment and ancillary treatment facilities.

(3) When washing your car, you should conserve water and control the amount of detergent and chemicals used. You may use a bucket to contain water and clean the vehicle with a towel. The wastewater should be discharged into the sewer.

(4) Wastewater discharged from garages is subject to regulation under the Water Pollution Control Ordinance. If there is a need to discharge wastewater, the person-in-charge should apply to the Environmental Protection Department for a wastewater discharge licence.

Can you spot any irregularities in the picture?



(Answers can be found in this issue.)

Environmental Protection Department

Introduction to the Occupational Safety and Health Ordinance (Chapter 509 of the Laws of Hong Kong)

- On: Chuen Gor, did you know that a vehicle maintenance workshop of our trade had received a suspension notice from the Labour Department?
- Chuen: I've heard about it. But I have no idea what has happened there?
- On: There is hearsay that while a mechanic was removing a tyre, it suddenly blew out and hit his head. He was lucky that he only got a minor injury. But how come the Labour Department has the right to issue such a notice?
- Chuen: It is because the Occupational Safety and Health Ordinance (Chapter 509 of the Laws of Hong Kong) empowers the Commissioner for Labour to issue improvement notices and suspension notices to prevent workplace activities from posing immediate danger to employees.
- On: Chuen Gor, I've heard people talking about Chapter 509 on a few occasions. What is it all about?
- Chuen: In brief, Chapter 509 of the Laws of Hong Kong provides that employers and occupiers of premises have a general duty to ensure the safety and health of all employees and persons working in the premises and to improve the working environment. So far as reasonably practicable, the employers must provide or maintain plant and systems of work that are safe; ensure the safe use, handling, storage or transport of plant or substances; provide such information, instruction, training and supervision as may be necessary to ensure safety; provide or maintain safe means of access to and egress from the workplace; and provide a safe and healthy working environment. The occupiers must, so far as reasonably practicable, ensure that the workplace and the means of access to and egress from the workplace as well as the plant or substances kept at the workplace are safe and healthy.
- On: In addition to these, is there any legal responsibility that the employees should take note of?
- Chuen: Yes, of course. The employees while at work have the responsibility to take care of the safety and health of other people at the workplace. They must also co-operate with the employers and occupiers of premises to implement measures to ensure safety and health at work. But if you want to go deeper, you can visit the websites of the Occupational Safety and Health Council and the Labour Department for relevant information.
- On: Chuen Gor, I've got it. It's always rewarding to chat with you. As the saying goes, "a conversation with a wise man is better than ten years of study".
- Chuen: Oh, I'm flattered!



Smart Tips on Occupational Safety:

Tyre inflation is a very common task in the industry. Mechanics tend to take it lightly and forget to take safety measures when performing the task. In fact, inflated tyres contain a lot of energy, which can be as high as ten times atmospheric pressure. If the components are improperly installed, the air pressure inside the tyres will become too high, resulting in tyre blowout, explosion or the flying off of components. The force can be as powerful as a grenade that people in the surrounding area may be seriously injured or even killed. Therefore, mechanics should take note of the following points to avoid such an accident.

- ☆When inflating or replacing a tyre, ensure that the engine has been switched off and the parking brake is pulled;
- ☆Do not perform maintenance work such as welding or cutting on a wheel that is still fitted with a tyre because the heat may increase the air pressure in the tyre to an extent that may cause bursting of the tyre;
- ☆When inflating a tire, check whether the air hose connection is proper, and use an accurate pressure gauge to measure the air pressure, which is strictly prohibited from exceeding the maximum level specified by the manufacturer;
- ☆Protect the mechanics with tyre inflation protective covers; and
- ☆When using compressed air to move the tools, employees are required to wear protective goggles to prevent the compressed air from blowing the dust and scraps into their eyes.



For details, please refer to "Work Safety Hints on Car Repairing"
published by the OSHC. The publication has been uploaded to the website of the OSHC:
http://www.oshc.org.hk/oshc_data/files/books/2016/CB955C.pdf



Occupational Safety and
Health Council



In the last issue, we talked about various models of motorcycles, which are structurally composed of parts such as two wheels, an engine, a frame, and a shock absorber. Compared with the previous models, the current models are of course better in various aspects, and it is worthwhile to study their parts in depth and further master the maintenance skills. In the past, the machinery of a motorcycle only included parts such as piston, middle cylinder, and camshaft. While this engine combination is still adopted for current motorcycles, a great diversity of materials is used to tie in with their production, making the piston, crankshaft, etc. of the engine lighter and more durable. In the past, a carburettor was used in supplying fuel, and the mechanical design was relatively simple where various levels of fuel atomisation could be produced by simply adjusting or replacing the main and auxiliary nozzles. Yet today, about 90% of the motorcycles on the market have adopted a fuel injection system. This system analyses the degree of opening of the throttle valve, the vehicle speed, the oxygen content in the air, etc. with the aid of computer. After relevant data is obtained, the fuel and air are mixed and atomised to achieve the best combustion effect, which is not only fuel saving and environment friendly, but also prevents the generation of undesirable chemicals or toxic substances from insufficiently burnt fuel. As mentioned above, the nozzle of a carburettor is replaceable, so is that of a fuel injection system. The manufacturer has prepared different nozzles (with a much wider coverage than carburettors) for replacement according to the atmospheric pressure and temperature of different places. Besides, the fuel injection system makes use of computer to monitor the changes in various aspects, and provides appropriate amount of fuel for atomisation.

At present, each motorcycle is equipped with an electronic control unit to monitor the electronic system, fuel injection, etc. of the motorcycle. The electronic safety system mentioned in the last issue relies on a multi-axis gyroscope, which is like the balancing gyro built into a smart phone, but with more precise functions. The gyroscope can sense the tilt of the motorcycle, the change in gravity during braking and the power output so as to assist the rider in controlling the motorcycle so that the rear wheel does not slip easily and the front wheel does not come off the ground during hard acceleration, thereby reducing danger. The manufacturer upgrades these electronic systems regularly, and each model of motorcycle has its own set of maintenance and adjustment methods. Nowadays, brand agents will send staff to the main factory to attend practical training and learn from the engineers there the methods of maintaining new models or adjusting the electronic system.

In fact, the anti-lock braking system (ABS) on motorcycles has been used in private cars for more than 30 years, and was introduced by some manufacturers to motorcycles only in the recent decade. With the implementation of the new legislation on Euro IV in 2017, all motorcycles with an engine capacity of more than 125 cc must be equipped with the ABS for compliance with the new standard. This shows that great importance is attached to this safety system. Some people may think that the ABS is unnecessary, but with advances in technology, it is, in my view, absolutely helpful for motorcyclists. Take the prevailing international motorcycle races as an example, participants also use the ABS. Who would dare to say that this system is ineffective? Mountain motorcycles also need the ABS, that's for sure. Those who are familiar with mountain motorcycles know that the ABS will hinder their control because constant activation of the system on sand roads will make it difficult to control the mountain motorcycles during braking, and the riders will have to drive in a way that the rear wheel will slide along the road. Therefore, a button is added to the motorcycles on the market at present, with which the riders can switch off the ABS of the rear wheel so that they can be in full control of their motorcycles on different types of roads. In addition to the commonly seen two-wheeled models, a number of three-wheeled models can also be found on the road in recent years. Among them are those with the design of two front wheels and one rear wheel, which are also classified as motorcycles, and come in varied sizes with some even having a "canopy". In this connection, higher and more professional standards of maintenance are required.

The simpler the machine, the greater the possibility of failure if it is not properly maintained. As motorcyclists are outside the motorcycles when riding, the risk of accidents is much higher than driving private cars, and so is the casualty rate. Therefore, it is of paramount importance to ensure the safety of motorcycles. When you are riding your motorcycle on the road and enjoying the fun of riding, don't forget to arrange proper maintenance for the vehicle.



Hong Kong Motorcycle Chamber of Commerce

Voluntary Registration Scheme for VEHICLE MECHANICS



Content : to write a storyline and/or a slogan for the production of a new series of announcement of public interest for the Voluntary Registration Scheme for Vehicle Mechanics



Storyline Writing Competition

Rule: written in either Chinese or English in not less than 500 words



Supermarket cash
coupons worth
HK\$5,000



Supermarket cash
coupons worth
HK\$3,000



Supermarket cash
coupons worth
HK\$1,500

* Each of the awardees will receive a merit certificate.

Slogan Writing Competition

Rule: written in Chinese and may include colloquial terms



Supermarket cash
coupons worth
HK\$3,000



Supermarket cash
coupons worth
HK\$2,000



Supermarket cash
coupons worth
HK\$1,000

* Each of the awardees will receive a merit certificate.



Eligibility:
Hong Kong Permanent Residents



Submission Deadline:
15 December 2017
(Friday)

Details of the Competition and the entry
form are available on the EMSD website:
<http://www.emsd.gov.hk/>



In order to familiarise trade members with the basic conditions and related requirements for becoming a registered workshop, the EMSD held four talks on the Voluntary Registration Scheme for Vehicle Maintenance cum visits to the Sample Workshop on 28 July, 11 August, 15 September and 20 October 2017. The events were successfully held and met with enthusiastic response, attracting participation of more than 220 trade members. It was a rare occasion that everyone could share experience and insights in a relaxed and interactive manner. We have captured some highlights of the events and the key points on different topics shared by guest speakers. Let's relive the exciting moments of the events!



Mr Lam Hing-cheong (left), Chairman of the Environment Vehicle Repairers Association Limited, and Mr Raymond Yeung (right), Chairman of the Hong Kong Vehicle Repair Merchants Association Limited, shared with trade members the tips for operating workshops.

Tips for operating workshops

- ★ Provide **appropriate personal protective equipment**, including protective goggles, gloves, safety shoes, masks, earplugs, safety harness (if working at height), etc., to isolate workers from chemicals, heat or other hazards in the working environment; new personal protective equipment is ultra-lightweight, easy to use, and not expensive;
- ★ Provide **appropriate maintenance equipment**, arrange for regular inspection, testing and maintenance to keep such equipment and facilities in good working condition;
- ★ Take **public interest** and **environmental protection** into account, keep the interior and exterior of the workshop clear of obstruction, respect pedestrian and road users; get familiarised with the characteristics of the waste, and handle and recycle the waste in accordance with statutory requirements;
- ★ Develop **an effective workflow**, **keep good records**, properly plan monthly, weekly and daily work schedule; properly handle, keep and update the required documents and maintenance records; make good use of technology by using mobile phone apps to instantly process quotations and invoices in a fast and convenient manner so as to enhance operational efficiency.

Benefits of participating in the VRSVMW

- ★ Successfully registered workshops can display the certificate and signage issued under the scheme to signify that their service quality has reached relevant standards so as to attract customers. In addition, the scheme can help the registered workshops migrate to the mandatory registration system in the future.
- ★ Starting from 15 July 2018, new application for registration as a Type Four workshop will no longer be accepted. Therefore, trade members should seize the opportunity to register as early as possible.
- ★ If you still remain on the sidelines, you will ultimately miss this opportunity to apply for registration as a registered workshop. This will incur unnecessary delays when you migrate to the mandatory registration system in the future.



Dr Ringo LEE Yiu-pui, Chairman of the Institute of the Motor Industry Hong Kong, analysed the benefits of participating in the VRSVMW and gave a brief introduction on the equipment of mobile vehicle workshops.

Mobile Vehicle Workshops

- ★ Mobile vehicle workshops can serve vehicle owners in remote rural areas and have become more and more popular in China.
- ★ Mobile vehicle workshops are well equipped with such equipment as lifts, wheel rim balancing machines, electric tyre changers, on-board inverters, air compressors, etc.
- ★ The persons in charge of the sample workshop can send out quotations, work orders, receipts and other documents through mobile phones in a simple and convenient manner.



In the Q&A session, the trade members actively asked questions and exchanged experience and views. Some of the questions and responses are extracted below for your reference.

Q:

After 15 July 2018, will the registration status of a registered Type Four workshop be affected if it is relocated to a shop in a residential building?

A:

After 15 July 2018, unless new instructions are given by the VMTAC, the registration status of the registered Type Four workshop will be retained if it still complies with the conditions and requirements of its original registration after relocation (i.e. (1) it possesses a valid business registration certificate; (2) its vehicle working bay is equipped with a fixed cover; (3) it employs at least one vehicle mechanic with valid registration and pledges to abide by the Practice Guidelines for Vehicle Maintenance Workshops).

Q: Can a registered mechanic be listed under a number of registered workshops?

A: Under the VRSVMW, a registered mechanic can only be listed under one registered workshop.

Q: Will a workshop be inspected by other government departments as a result of participating in the VRSVMW?

A: All workshops, whether registered or not, must observe the relevant local laws, including (but not limited to) various regulations in respect of public safety and occupational safety, fire and building safety, health and environmental protection. Other relevant government departments will conduct inspections in accordance with their established procedures.

(The above arrangement is only applicable to the VRSVMW. Whether the arrangement is applicable under the mandatory registration system depends on the requirements of the mandatory registration system.)

Q: How to meet the requirements of continuing professional development under the VRSVM?

A: A registered mechanic must have a record of at least 20 hours of continuing professional development in the previous three-year registration period. Training/courses/activities that help registered mechanics enhance their technical competence or upgrade their personal skills and knowledge for enhancing the service standard of the vehicle maintenance trade, such as training/courses related to vehicle maintenance, contribution to RVM Newsletter, and technical visits relevant to the automobile industry, etc., are accepted as meeting the requirements of continuing professional development. For details, please refer to the

EMSD website: http://www.emsd.gov.hk/filemanager/en/content_648/CPD_Options.pdf



All the events were well-received, each attracting more than 50 attendees from the trade.



Trade members visited the "Sample Workshop" to get to know the basic conditions and related requirements for becoming a registered workshop.



Trade members visited the vehicle maintenance workshop of the EMSD to learn about the vehicle maintenance devices and facilities of a large-scale maintenance workshop. The experience helped them to consider further optimising the conditions of their workshops.

11 Prize Quiz for Issue No.19

19th Issue

- Q1** What was the number of registered vehicle mechanics as at end-September 2017?
A 8 131 **B** 9 476 **C** 9 498 **D** 10 382
- Q2** If a vehicle maintenance workshop needs to discharge wastewater, which government department shall the person-in-charge of the workshop apply to for a wastewater discharge licence?
A Drainage Services Department **B** Environmental Protection Department
C Electrical and Mechanical Services Department **D** Water Supplies Department
- Q3** Which of the following ordinances empowers the Commissioner for Labour to issue improvement notices and suspension notices to prevent workplace activities from posing immediate danger to employees?
A Factories and Industrial Undertakings Ordinance (Cap. 59)
B Occupational Safety and Health Ordinance (Cap. 509)
C Dangerous Goods Ordinance (Cap. 295) **D** Fire Safety (Buildings) Ordinance (Cap. 572)
- Q4** Which activity will be organised by the Electrical and Mechanical Services Department to create a unique storyline for the television and radio API under the theme of the Voluntary Registration Scheme for Vehicle Maintenance Workshops?
A API Storyline Writing Competition **B** Slogan Writing Competition
C TV API Shooting Competition **D** API Storyline and Slogan Writing Competition
- Q5** Starting from 15 July 2018, new application for registration as a _____ workshop will no longer be accepted by the Vehicle Maintenance Registration Unit.
A Type One **B** Type Two **C** Type Three **D** Type Four

How to participate? (Issue No.19)

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: 3521 1565** or **e-mail: vmru@emsd.gov.hk**.

Deadline: 1 December 2017

Question	Answer			
Q1	A	B	C	D
Q2	A	B	C	D
Q3	A	B	C	D
Q4	A	B	C	D
Q5	A	B	C	D

Name: _____

Vehicle Mechanic Registration No.: VM _____

E-mail Address: _____

Contact Tel. 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 RVM Newsletter. Prize winners will also be notified by the Vehicle Maintenance Registration Unit individually.

Answers to the mini quiz on environmental protection on page 5

Don't clean the vehicle (minibus) with an overly wet cleaning rag.
 Don't rinse the vehicle (private car) directly with a hose.
 Don't rinse the vehicle (taxi) directly with water from a container.
 Don't pour wastewater into the storm water drain.

Results of the prize quiz in RVM Newsletter Issue No. 18

The answers of the prize quiz in RVM Newsletter Issue No. 18 are as follows:

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

The ten winners who answered all the questions correctly and were drawn by lottery are:

GONG Chun Lung	HO Kam Shing	HO Kin Pang
SHAM Kwok Chiu	LEUNG Tsz Kin	LEUNG Wai Ming
PUN Kin Fan	TANG Kwong Ming	TANG Kwong Ho
TANG Moon Chuen		

Providing Continuing Professional Development Courses for Vehicle Mechanics (in random order)

Name of Training Institute	Website/Contents	Enquiry Tel. No.	QR Code
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**Traffic Services
Employees
Association**

<https://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 programme# 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 programme may visit the Centre's website.

For details and latest developments of the programme, the information issued by the Pro-Act Training and Development Centre shall prevail.

2449 1310



**The Institute of the
Motor Industry
Hong Kong**

<http://www.hkimi.org.hk>

The Institute is organising a training and development seminar at the VTC Kwai Chung Complex from 9:30 am to 12:00 noon on 15 September and 15 December 2018 (Saturdays) to provide members with continuing professional development. For details, please visit the above website or call the enquiry telephone number.

2625 5903



**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>

2393 9955



**Occupational Safety
and Health Council**

<https://eform.oshc.org.hk/course/tchi/course/CourseDetail.asp?Could=463>

2311 3322



**The Society of
Operations Engineers
(Hong Kong Region)**

<http://www.soe.org.hk/>

2617 0311



**Courses recognised
by Qualifications
Framework (QF)**

<http://www.hkqr.gov.hk>

2836 1700



Gentle Reminder

The contents in each issue help you catch up on the development of the registration scheme 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



Points to Note for Mailing Application Forms / Supplementary Documents

When posting application forms or supplementary documents, please ensure that the mail item bears sufficient postage by weight to enable smooth delivery. If the postage is insufficient, Hongkong Post will return the mail item to the sender. Mail items with no return address will be disposed of without opening. In order to avoid unnecessary delays, please ensure that the mail item bears sufficient postage and a return address before posting.

For enquiries on the contents of the RVM Newsletter, please contact the EMSD's VMRU.

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