

Final Call for Type Four Workshops!!



**Grab the chance
and apply
as soon as possible!**

**Application for registration as
Type Four workshops
will no longer be accepted
after 15 July 2018**



Contents

2. From the Editor: Concerted Efforts in Seeking Innovation and Change
3. Sharing: Final Call for Type Four Workshops
4. Latest Developments of Registration Schemes
5. Comics: Protection Assured by Workshop Registration
6. Know More about Trade Test
7. Tips on Tyre Fitting and Removal
8. Environmental Protection Chat Group: Be Smart in Choosing Garages for Paint Spraying
9. Facts about Registration Schemes
10. Sharing on Vehicle Engineering: Government's First Five-axle Heavy Recovery Vehicle
11. Prize Quiz for Issue No. 21
12. Training Institutes Providing Continuing Professional Development Courses for Vehicle Mechanics



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For enquiries



Concerted Efforts in Seeking Innovation and Change

Established in 2006, the Vehicle Maintenance Technical Advisory Committee (VMTAC) aims at implementing the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM) and the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW), as well as advising the Government on the pros and cons and the feasibility study of implementing the mandatory registration scheme for the vehicle maintenance trade. In order to mobilise more trade representatives in the implementation and development of the voluntary registration schemes and bring in new inputs and insights, the VMTAC re-appoints members once every two years so that new members can join to replace some of the old ones, thus injecting fresh ideas and new impetus to the VMTAC.

The VMTAC members' current term of appointment is going to expire at the end of May this year. During this term, the VMTAC actively promoted and implemented a number of new publicity activities and initiatives, including, among others, publishing a total of four issues of RVM Newsletter with a special issue; disuse of "ten-year experience" as the means for qualifying as registered mechanics; promoting the use of personal stamps for registered mechanics; producing video clips on the Practice Guidelines for Vehicle Maintenance Workshops; organising talks and visits to the "demonstration workshop" with the trade; organising the VRSVM Announcement in the Public Interest (API) Storyline and Slogan Writing Competition; and producing a new television and radio API for the VRSVM. These publicity activities and measures have helped to raise the participation rate of the two voluntary registration schemes and the service standards of the trade.

In the past two years, with the earnest co-operation between the VMTAC and the trade, the two voluntary registration schemes made very satisfactory progress in various aspects. As at end-March 2018, a total of 9 356 vehicle mechanics were registered under the VRSVM, representing an increase of 40% when compared with 6 811 registered vehicle mechanics at end-March 2016. There were 1 942 registered vehicle maintenance workshops as at end-March 2018, a rise of 140% when compared with 821 registered vehicle maintenance workshops at end-March 2016. The successful implementation of the voluntary registration schemes rests on the VMTAC's appropriate policies and the staunch support from trade members.

In addition to the theme of "Final Call for Type Four Workshops", this issue of RVM Newsletter also covers a number of topics, including data analysis of registered workshops and mechanics; environmental protection requirements to be noted by workshops when carrying out paint spraying processes; introduction of the Government's first five-axle heavy recovery vehicle by the Electrical and Mechanical Services Department (EMSD)'s Vehicle Engineering Sub-division; and sharing on complaint cases. Besides, thanks to trade members' active contribution of articles, this issue of RVM Newsletter will share members' tips on the trade test as well as tyre fitting and removal. Do not miss these interesting contents!

With the continuous advancement of the society and rapid developments in automobile technology, vehicle maintenance workshops and mechanics must also constantly seek innovation, change and improvement. I sincerely hope that we will all continue to make concerted efforts to enhance the service standards of the trade and open a new chapter for the vehicle maintenance trade.



A new series of television and radio Announcements in the Public Interest (APIs) for the Voluntary Registration Scheme for Vehicle Maintenance Workshops has been released on 1 April 2018!

WONG Teck-sun
Chief Editor

Final Call for Type Four Workshops

At the launch of the VRSVMW, the VMTAC decided to classify the workshops into four types according to their size and mode of operation, and that new applications for registration as Type Four vehicle maintenance workshops would no longer be accepted upon implementation of the scheme for three years. The VRSVMW has already come into its third year since its implementation in July 2015. As at end-March 2018, there were 1 942 workshops registered under the scheme, accounting for 67% of the total number of workshops in Hong Kong. Among them, a total of 876 were Type Four registered workshops. The figures of various types of registered vehicle maintenance workshops are available in the following table.

Type of workshops	Total no. of workshops	No. of registered workshops (%*)		Growth (no.)
		End-December 2017	End-March 2018	
Type One	103	85 (83%)	86 (83%)	+1
Type Two	120	109 (91%)	108 (90%)	-1
Type Three	1 397	854 (61%)	872 (62%)	+18
Type Four	1 262	824 (65%)	876 (69%)	+52
Total	2 882	1 872 (65%)	1 942 (67%)	+70

* Taking the total number of workshops for the relevant type of workshops as the base.

As applications for registration as Type Four workshops under the VRSVMW will no longer be accepted after 15 July this year, we are now calling on Type Four workshops which are yet to be registered to apply for registration early via different channels. In the past three months, we received enthusiastic response from trade members with a total of 84 new applications for registration as Type Four workshops, of which 52 were successfully registered. The number of applications in the first three months of 2018 is already higher than the annual figure in 2017.

The clock is ticking! We have entered the countdown stage as there are only about two months left before the close of application for registration as Type Four workshops. We hope that those workshops still taking a wait-and-see attitude will grab the last chance to register as soon as possible! I also take this opportunity to analyse and answer queries about the VRSVMW raised by trade members in a bid to remove their doubts.

Q: Will my workshop be inspected by other government departments after joining the VRSVMW?

A: Indeed, all the workshops, regardless of whether they are registered or not, shall comply with relevant local legislation, including (but not limited to) various regulations on public safety and occupational safety, fire and building safety, as well as health and environmental protection. The government departments concerned will conduct inspections in accordance with their established procedures.

Q: Will the registration of a registered Type Four workshop be affected if it is relocated to another shop located at a residential building and continues to operate there?


A: If a Type Four registered workshop is relocated to another residential building or composite building with residential portions after 15 July 2018 and continues to operate in compliance with the original registration conditions, the workshop concerned can retain its registration status as Type Four workshop. Please apply early to obtain the qualification.

With this article on “Final Call for Type Four Workshops”, I would like to once again call on workshops (including Type One, Two and Three workshops) that are still taking a wait-and-see attitude to apply for registration as soon as possible. Obtaining registration will facilitate a smooth transition of workshops to the mandatory registration system.

Register to obtain qualification and professional recognition for vehicle maintenance! Note 1

Note 1: The winning slogan of the VRSVM API Slogan Writing Competition.

Dr LEE Yiu-pui

- 1 The VMTAC decided at its 28th meeting to revise the criteria of classifying registered vehicle maintenance workshops. To demonstrate that all registered workshops have to play their part, “pledged to endeavour to abide by the Practice Guidelines for Vehicle Maintenance Workshops (Practice Guidelines)” will be listed as one of the requirements in the classification criteria for various types of workshops. For instance, the classification criteria for Type Four registered workshops include workshops that are (i) pledged to endeavour to abide by the Practice Guidelines; and (ii) situated at residential buildings or composite buildings with residential portions.
- 2 The VMTAC decided at its 21st meeting that registration applications from workshops located at residential buildings or composite buildings with residential portions would no longer be accepted upon implementation of the VRSVMW for three years (i.e. after 15 July 2018). Grab the last chance to apply as soon as possible!
- 3 **“Locate the registered mechanic’s stamp as an assurance of service quality”** — Registered mechanics should actively consider applying their personal stamps for registered vehicle mechanics on work records, receipts or work completion certificates to confirm the professional services provided and enhance public confidence. Registered mechanics who do not have their personal stamps may obtain the specification of the stamp from the Vehicle Maintenance Registration Unit (VMRU) and manufacture one for use at their own expense. Please note that you are not allowed to use the personal stamp for registered vehicle mechanics if your registration has expired or is invalid.
- 4 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


Information on the VRSVM:

Total number of vehicle mechanics	10 382 <small>Note 1</small>
Number of registered vehicle mechanics (as at end-March 2018)	9 356

Information on the VRSVMW:

Total number of vehicle maintenance workshops	2 882 <small>Note 2</small>
Number of registered workshops (as at end-March 2018)	1942

Note 1: 2016 Manpower Survey Report (updated on 25 August 2017) by the Vocational Training Council and the Automobile Training Board.

Note 2: Database of the Registration Unit (updated on 25 August 2017).

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Please provide the relevant contact details based on the above selected means of communication:

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The electronic version of RVM Newsletters is also available at the EMSD website:

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





☆ Sharing Section on Complaint Cases ☆

It was mentioned in RVM Newsletter Issue No. 19 that any person who carries out vehicle maintenance on the road or at a parking space may contravene the law. The persons-in-charge/mechanics of workshops who carry out paint spraying for vehicle bodies or polishing processes on the road may violate other legislation as well apart from the Fixed Penalty (Traffic Contraventions) Ordinance and the Road Traffic (Parking) Regulations. Here, I would like to share with you a recent case to remind everybody not to breach the law for the sake of temporary convenience!

Case:

The complaint involved a vehicle maintenance workshop which often occupied the road to carry out paint spraying for vehicle bodies and polishing processes. The work processes being complained of would pollute the nearby environment. As illegal acts were involved in this complaint and the persons concerned might have contravened the requirements of legislation regarding air pollution control/road traffic/environmental hygiene, the Registration Unit thus referred the complaint to relevant government departments for follow-up actions in accordance with the Complaint Classification and Handling Mechanism. The workshop involved in the case was not a registered workshop. However, having considered that there were two registered workshops in the vicinity of the workshop involved in the complaint, our colleagues of the Registration Unit also took the opportunity to visit the two registered workshops during their site inspection and verbally reminded the persons-in-charge of the workshops that they might be in breach of the law for occupying the road to carry out vehicle paint spraying/polishing processes or performing vehicle paint spraying processes in a residential building. Letters were subsequently issued to the two registered workshops to remind them again not to violate the relevant legislation.

Reminder:

Please bear in mind to comply with the requirements of such relevant legislation as the Air Pollution Control Ordinance, the Fixed Penalty (Traffic Contraventions) Ordinance, the Road Traffic (Parking) Regulations, and the Public Health and Municipal Services Ordinance when carrying out paint spraying for vehicle bodies or polishing processes. Besides, any person who performs vehicle paint works in buildings for residential purposes may also contravene the Buildings Ordinance.

More details of environmental protection requirements on paint spraying for vehicle bodies and polishing processes can be found on Page 8 of this Newsletter, while relevant occupational safety and health requirements will be published in the next issue. Please stay tuned!

The criterion of “ten-year experience” as the means for vehicle mechanics to obtain registration was disused on 31 December 2016. Vehicle mechanics who wish to obtain registration are now required to take the relevant craft certificate course or pass the trade test organised by the Automobile Training Board.

In this issue, we have invited Mr Wong to share his experience and tips in taking the trade test and becoming a registered vehicle mechanic and repairer.

“The trade test is divided into two parts: a practical test (workshop) and a trade knowledge test (written test). Taking the practical test is like sitting for a driving test, one must follow the steps and rules; marks will be deducted even for a minor mistake made. Therefore, adequate safety measures must be taken. Performing a behaviour which is considered dangerous may lead to mark deduction. Since some of the tools, testing instruments and analysis instruments used in the practical test were slightly different from those used in my daily work (certain instruments are rarely seen in small vehicle maintenance workshops), it took me relatively longer to complete various test items,” said Mr Wong. He also joked that he had felt the long-lost examination pressure.

The trade knowledge test is conducted by way of multiple-choice questions. Mr Wong recalled that the examination questions involved various types of proper nouns in the automobile trade, which were different from the jargons commonly used in the daily work of the trade. For instance, the term “離合器” (clutch) in the book is what trade members refer to as “極力子”. If no revision is done before the examination, you may not be able to comprehend the contents of a number of questions.

To cope with the examination, Mr Wong also enrolled in a short-term development course organised by the Vocational Training Council to acquire professional knowledge and skills on automobiles. As the saying goes, “we gain new insights by reviewing past materials”, Mr Wong agreed that the development course had been very useful to him in taking the examination after his attendance at the course.

The VMRU hopes to share the valuable experience of trade members from different backgrounds through interviews with them so that those who are interested in becoming registered vehicle mechanics will have a better understanding of the scheme, thereby facilitating them in applying to be registered mechanics. If you wish to share your work experience or thoughts, please feel free to contact us.



Tyres are one of the major vehicular fittings. Without appropriate tyres, any type of vehicles cannot perform its unique function no matter how large its horsepower and advanced its equipment are. The proper fitting and removal of tyres is certainly important; nevertheless, very few know that errors in the fitting and removal of tyres will also affect their performance.

If a tyre pressure monitoring system (TPMS) is installed in the vehicle, the position of each of the rims should be marked before replacement of tyres, and the rims should be re-fitted in the correct position according to the relevant marks during re-installation, otherwise the TPMS may go wrong.

To remove the used tyre from the rim (commonly known as “tyre ring”), we should first separate the rim from the tyre using the bead breaker of the tyre changer, during which attention should be paid to the position where the bead breaker is placed to avoid its touching the rim or the TPMS sensor. If a rigid tyre is to be removed, plastic protective cover must be installed on the bead breaker, while the rim should be fixed on the tyre changer to ensure that it will not be damaged when the tyre is being removed. If the internal clamp of a tyre changer’s turntable is used to fix the rim, both the stains on the rim and the worn internal clamp will render it difficult to hold the rim tight, which makes it easy for the rim to slip and suffer damage, eventually affecting the performance of the tyre. If the above situation happens, the rim should be fixed by way of external clamping. When using the clamp, avoid touching the balancing plate of the rim and have the plastic protective cover installed to the clamp to prevent it from damaging the rim. Observe carefully when turning the rim to ensure that it is synchronously moved with the turntable.

Tyre wax (tyre lubricant) should be used during the fitting and removal of tyres from the rims. It is highly undesirable to use soapy water or motor oil to lubricate tyres and prevent them from adhering to the rims as this often leads to the corrosion of tyres and rims. Besides, every time before installing a new tyre, the stains on the edge, side and deep groove of the rim should be removed, while the nozzles should also be replaced with new ones. It is necessary to perform leak tests as well upon installation of the tyres to ensure



their safety. Nowadays, tyres come in many different styles, usually they will have their direction of orientation indicated (or marked with outer and inner sides). Relevant instructions should be strictly observed during the installation of tyres, otherwise their performance will be affected. An ancillary robotic arm of a tyre changer should be used if run-flat tyres (RFT) are to be installed.

Tyre balancing is necessary after the tyres are filled with an appropriate level of air pressure according to the vehicle manufacturer's guidelines. Different types of tyre balancing machines are available in the market, each with its own advantages, but the most important thing is to carry out regular calibration to avoid errors in readings due to long-term use. There is also something particular about the balancing plates used on the tyres. In order not to pollute the environment, balancing plates with lead should no longer be used.

Tyre shops commonly use impact wrench to mount and dismount screws. Though this is fast, we definitely do not support the use of impact wrench as the torque is too high and will accelerate the wearing of screws, rendering them easy to be broken and causing accidents. Therefore, electric torque wrench should be used instead, with appropriate torque adjusted by the torque meter for the mounting and dismounting of tyre screws. Lastly, if the vehicle is equipped with a TPMS, remember to reset the computer record so that the driver can experience the best performance of the new tyre.

(Special thanks to Ng Mau-sun, manager of BRIDGESTONE PRO TYRE SHOP, for contributing this article to share his personal experience)

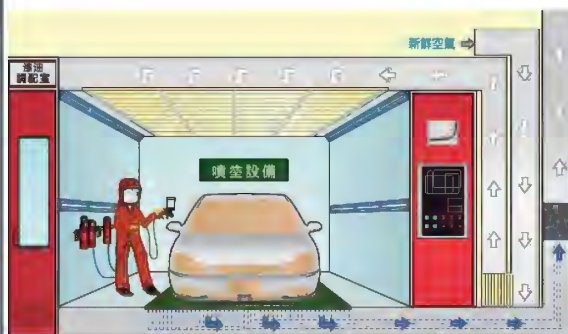


Be Smart in Choosing Garages for Paint Spraying

Smart Tips on Environmental Protection

Paint spraying will produce odour and paint mist. To reduce the impact of paint spraying on the environment and nearby residents, we should pay attention to the followings:

- Do not carry out paint spraying in non-industrial premises
- When carrying out paint spraying in the paint baking booth or workshop, the air pollution control facilities (including paint mist filtering facilities) in the paint baking booth should always be well-maintained
- If there is no paint baking booth, a designated compartment fitted with suitable exhaust fans and air pollution control facilities (including paint mist filtering facilities) should be available
- When spraying paint, the doors of the paint baking booth should be closed to avoid leakage of odour and paint mist
- Use suitably designed activated carbon absorbers to absorb air pollutants
- Use HVL environmentally friendly spray guns to reduce paint consumption
- Use water-based vehicle paints or those with low volatile organic compounds



Paint spraying should be conducted in a paint baking booth or a designated compartment in a workshop.

The VRSVM and VRSVMW have been implemented for years, I believe we are all very familiar with the contents and registration requirements of the schemes. Nevertheless, do you know which district has recorded the most number of registered workshops? Which class of registration service is the most popular? What is the average age of registered mechanics? This year marks the third anniversary of the VRSVMW, let me share with you the analysis result on the statistics of the two voluntary registration schemes as at end-2017.

Registered Workshops

Of the registered workshops, 1 237 (given that the registered mechanics they employ all belong to the same class of service) only provide one class of vehicle maintenance service, with mechanical (M) and motorcycle maintenance (S1) accounting for the majority; followed by electrical (E), body repair (B1), body painting (B2) and lubrication work (S4); while an even smaller number of registered workshops provide other single classes of vehicle maintenance service (see Table 1).

Table 1: Workshops that only provide one class of vehicle maintenance service

Class of maintenance service	No. of workshops that provide a single class of vehicle maintenance service	No. of vehicle maintenance workshops that employ one registered mechanic
Mechanical (M)	1 102	565
Electrical (E)	18	14
Body repair (B1)	22	19
Body painting (B2)	12	9
Motorcycle maintenance (S1)	64	34
Tyre work (S2)	1	0
Lubrication work (S4)	12	10
Car accessories work (S5)	6	0
Total	1 237	651

In terms of districts, more registered workshops are located in Kowloon City, Yuen Long, Eastern District, Kwun Tong and North District, while Islands District has recorded the least number of registered workshops. A detailed distribution of the workshops is shown in Table 2.

Registered Mechanics

As for registered mechanics, most of them are only registered under a single service class (see Table 3), while their age distribution is available in Table 4.

Table 3: Number of registered mechanics registered under only a single service class

Single service class	No. of registered mechanics
Mechanical (M)	6 526
Electrical (E)	760
Body repair (B1)	752
Body painting (B2)	379
Single class of specific services (S)	581
Total	8 998

Table 4: Number of registered mechanics by different age groups

Age group	No. of registered mechanics
Above 70	29
Between 61-70	866
Between 51-60	3 016
Between 41-50	3 032
Between 31-40	2 099
Between 21-30	433
Total	9 475

It is projected that the annual number of retirees in the next 20 years is about 300 (calculated based on the retirement age of 60). According to the figures at end-2017, the average age of registered mechanics in Hong Kong is 47.5 years old. Given that Hong Kong is basically in a state of full employment, we expect that new entrants to the vehicle maintenance trade will mostly be young people, who will inject new impetus to the trade while the average age of serving mechanics will continue to decline.

Table 2:

Distribution of workshops in Hong Kong

District	No. of workshops	No. of registered workshops
Hong Kong		
Eastern	240	184 (76.7%)
Wan Chai	91	64 (70.3%)
Central & Western	47	36 (76.6%)
Southern	53	39 (73.6%)
Kowloon		
Sham Shui Po	156	95 (60.9%)
Yau Tsim Mong	141	87 (61.7%)
Kowloon City	472	323 (68.4%)
Wong Tai Sin	110	83 (75.5%)
Kwun Tong	220	140 (63.6%)
New Territories		
Tsuen Wan	114	85 (74.6%)
Kwai Tsing	125	75 (60.0%)
North	207	127 (61.4%)
Tai Po	81	49 (60.5%)
Sha Tin	154	95 (61.7%)
Sai Kung	77	31 (40.3%)
Yuen Long	453	263 (58.1%)
Tuen Mun	124	83 (66.9%)
Islands	17	13 (76.5%)
Total:	2 882	1 872 (65.0%)

Following a glimpse into our daily work in the last issue, we shall detail in this issue the vehicle design and procurement work of the EMSD. To meet the needs of the daily work of various government departments, we have designed and procured specifically for them different special purpose vehicles so that they can discharge their daily duties. The design of these vehicles meets the relevant design standards, actual operational needs of the departments and safety requirements. In this issue, we are going to delight readers with the five-axle heavy recovery vehicle which was introduced to the government fleet for the first time. Both its materials used and design were carefully considered to enhance the recovery capability of the vehicle.

To complement with the infrastructure development in Hong Kong and strengthen the heavy vehicle recovery capability of the Hong Kong-Zhuhai-Macao Bridge as well as new roads and tunnels in the future, we have specially designed for and introduced to the government fleet the first five-axle heavy recovery vehicle in Hong Kong. The body of this new heavy recovery vehicle is made of light-weight aluminium alloy, which can effectively reduce the weight of the vehicle and increase its loading capacity. Equipped with the Euro VI environmentally friendly engine, the vehicle also has a new fifth axle to provide an extra loading weight of ten tonnes, bringing the total loading weight to as high as 46 tonnes. This allows the vehicle to carry out suspended towing or direct towing for a broken-down vehicle with a single axle weight up to eight tonnes or total vehicle weight up to 70 tonnes. Besides, to tie in with the actual environment of major bridges and tunnels in Hong Kong, the first, second and fifth axles of the vehicle are steered simultaneously, enabling recovery work to be carried out flexibly in narrow spaces. The vehicle combines lifting and recovery functions too. Not only can its crane make a 180-degree up-down and left-right turn, the two winches on the vehicle can each lift a side-turned heavy vehicle simultaneously and slowly lower the vehicles concerned in a loaded condition without the assistance of other recovery vehicles, allowing the road to be quickly cleared up for resumption of traffic and further shortening the time of traffic congestion. The first batch of five-axle heavy recovery vehicles are already in service in the Tsing Ma Control Area and the Tseung Kwan O Tunnel. See if you will come across them when you pass by the above places!

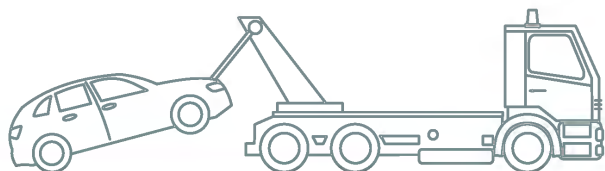


New five-axle heavy recovery vehicle



Current four-axle heavy recovery vehicle

If you want to know more about the special vehicles in the government fleet, as well as safer and more modern design of special purpose vehicles, please remember to stay tuned for “Sharing on Vehicle Engineering” in the next issue!



- Q1** What is the average age of registered mechanics at present?
- A** 47.5 years old **B** 38 years old
C 40 years old **D** 55.5 years old
- Q2** From which of the following types of workshops will registration applications not be accepted after 15 July 2018?
- A** Maintenance workshops in an industrial/factory building
B Maintenance workshops of car dealers
C Maintenance workshops in a residential building or composite building with residential portions
D Maintenance workshops in a commercial building
- Q3** Which of the following organisations organises the vehicle trade test?
- A** Automobile Training Board of the Vocational Training Council
B EMSD
C Transport Department
D Hong Kong Institute of Vocational Education of the Vocational Training Council
- Q4** In which of the following locations has Hong Kong's first five-axle heavy recovery vehicle which was introduced by the Vehicle Design and Procurement Section of the EMSD entered into service?
- A** Vehicle Services Division of the EMSD **B** Lion Rock Tunnel
C Tate's Cairn Tunnel **D** Tsing Ma Control Area
- Q5** Which of the following measures can help reduce the impact of paint spraying on the environment and nearby residents? (Please choose the most suitable answer)
- A** Do not carry out paint spraying in non-industrial premises
B Use HVLP environmentally friendly spray guns to reduce paint consumption
C Use water-based vehicle paints or those with low volatile organic compounds
D All of the above

How to participate? (Issue No. 21)

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: 15 June 2018**

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 give correct answers to all the questions.
- 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 answers 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.

Spot check mechanism on registration renewal of registered mechanics

According to the requirements of the VMTAC, the VMRU will randomly select 2% of the applicants who have successfully renewed their registration to receive work experience checks on a regular basis. Applicants are only required to submit proof of vehicle maintenance work for **not less than one and a half years** in the past three years. If registered mechanics fail to provide the required supporting documents before the specified date, **it may render their renewed registration invalid**. If you receive a letter on work experience check, please reply to the VMRU as soon as possible in order not to affect your registration.

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	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	
Qualifications Framework recognised courses	http://www.hkqr.gov.hk/HKQRPRD/web/hkqr-en/index.html	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



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

Fax: 3521 1565 / E-mail: vmru@emsd.gov.hk / Tel: 2808 3545

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