Tips on the Trade Test

Contents

(2) From the Editor: Year-end Review of the Scheme's Development

Time flies, 2018 has passed in a flash. During the year, we have not only overcome a number of challenges since the launch of the Voluntary Registration Scheme for Vehicle Maintenance Workshops (VRSVMW), but also implemented different initiatives and organised various promotional activities to enhance the understanding of members of the public and the trade on the VRSVMW. With the staunch support from the trade, the registration rate of vehicle maintenance workshops stands steady at over 70%, while that of vehicle mechanics has reached 90%. We now take this opportunity to review the implementation of the VRSVMW last year:

- Registration applications from workshops located at residential buildings or composite buildings with residential portions (Type Four workshops) were no longer accepted after 15 July 2018. During the year, the Vehicle Maintenance Registration Unit (VMRU) called on workshops to apply for registration before the deadline via different means and channels, including issuing invitation letters, notification cards of reminder and RVM Newsletter, sending mobile messages, organising talks and visits, as well as visiting Type Four workshops which were yet to be registered. In 2018, the VMRU received new applications for registration from a total of 154 Type Four workshops and completed processing most of these applications.

- The VMRU has added more appropriate contents to the newly revised Practice Guidelines for Vehicle Maintenance Workshops (Practice Guidelines) published in July 2018, including the directions and procedures of safety practices to be noted when handling vehicle batteries and maintaining electric vehicles (EVs) and hybrid vehicles (particularly work on high-voltage section). Also in July, the VMRU started stepping up audit inspections of registered mechanics and registered workshops. As at end-2018, the VMRU completed inspecting a total of 1 108 registered workshops and 1 339 registered mechanics. The first round of inspections is expected to complete by August 2019, covering a total of nearly 2 000 registered workshops. For trade members who have yet to comply with the requirements of the Practice Guidelines and the Code of Conduct, the VMRU will provide appropriate directions and support so that they can make improvements, thereby enhancing the service standards and professional image of the trade.

Looking ahead, as the criterion of ten-year work experience plus 20 hours of continuing professional development as the means for applying as registered vehicle mechanics has been disused, this issue of RVM Newsletter features "Tips on the Trade Test" to encourage registration from more mechanics by way of the trade test or taking the relevant craft certificate course. Other contents include Final Call for the Four-Panel Photo Story Telling Competition and the annual Continuing Professional Development Quiz long-awaited by trade members. Besides, I would like to thank the Productivity Council for contributing an article to this Newsletter for the first time to share the new technology of vehicle-to-everything (V2X), which has enriched the contents of the Newsletter.

Lastly, let us bid farewell to the past year and usher in a more promising new year. On behalf of the RVM Newsletter Editorial Working Group, I wish all of you success, prosperity and thriving business in the new year!

Mr YIP Sui-pong, Ponthey
Chief Editor

(3) Sharing: Tips on the Trade Test (1)

The criterion of "ten-year work experience" as the means for vehicle mechanics to obtain registration under Mechanical Services (M), Electrical Services (E) or Body Services (B) was disused on 31 December 2016. Serving vehicle mechanics who have yet to obtain registration or renew their registration may choose to take the trade test to fulfill the basic qualification requirement for applying as registered vehicle mechanics. However, in view of the fact that the trade test may be relatively unfamiliar to vehicle mechanics, this issue specially features an interview with Mr Wong Ka-ming, an examiner of the trade test for the automobile industry from the Vocational Training Council (VTC), so that we can get to know from Mr Wong some of the contents and arrangements of as well as tips for passing the test.

Q: Why does the automobile industry implement the trade test?

A: The trade test is implemented to reflect the skill level expected of a competent vehicle mechanic. The objectives of implementing the trade test and certification system by the automobile industry are fourfold: (1) to set standards for skilled workers; (2) to help the industry in selecting and hiring suitable skilled talents; (3) to facilitate the acquisition of recognised qualification by those who have not received formal training and enhance the status of skilled workers; and (4) to establish a skills hierarchy for the career advancement of skilled workers.

Q: The vehicle maintenance trade covers a wide range of service areas. What is the scope of assessment of the trade test for the automobile industry, Mr Wong? What are the requirements for taking the trade test?

A: The trade test for the automobile industry is divided into four scopes of assessment by type of work, including (1) vehicle body repairers, (2) vehicle electricians, (3) vehicle mechanics and (4) vehicle painters. Candidates may select any type of work for assessment as necessary. In addition, candidates are required to have sufficient work experience or completed apprenticeship of the relevant type of work before they can sit for the test.

Q: In what way is the test conducted? What is the passing criteria?

A: The trade test consists of (1) a trade knowledge test (written test) and (2) a practical test (workshop). The written test is in the form of multiple choice questions. Candidates are required to answer at least half of the multiple choice questions correctly in order to pass. For the practical test of workshops (take the assessment of mechanics as an example), each candidate has to complete a specific practical assignment with a time limit of about six hours, including six long questions and eight short questions. Candidates are required to obtain passing results in four long questions and four short questions in order to achieve an overall pass.

Candidates are required to pass both the trade knowledge test and the practical test to achieve an overall pass in the trade test. They are allowed to accumulate their practical test

results for two consecutive attempts. The practical test results will be reset if a candidate still fails after two consecutive attempts.

Want to know more tips on the trade test? Please stay tuned for the next issue of RVM Newsletter. Those who are interested in taking the trade test may download the guidebook and application form at the following website of the VTC's Trade Test Registry:
http://ttr.vtc.edu.hk/en/guideline.html

Vehicle Maintenance Registration Unit, EMSD

(4) Final Call for the Four-Panel Photo Story Telling Competition

This is the final call for the Vehicle Maintenance Technical Advisory Committee's Four-Panel Photo Story Telling Competition, submissions to which will close on 28 February 2019. Participation is simple. Participants just need to capture four photos to create a four-panel story; captions could be used to enrich the story plot. They may e-mail their entries and the completed entry forms to vmru@emsd.gov.hk, or submit them by post or in person to the VMRU of the Electrical and Mechanical Services Department (EMSD). Prizes are attractive, the champion, first runner-up and second runner-up will receive supermarket coupons that worth HK$5,000, HK$3,000 and HK$1,500 respectively. Last chance to participate!

(1) Open Group (Hong Kong Permanent Residents)

Create a four-panel story with four photos to express your vision of an ideal registered vehicle maintenance workshop/registered vehicle mechanic, or share your experience of patronising registered vehicle maintenance workshops. The following is a sample story for your reference:

Mechanic: Welcome to our vehicle maintenance workshop, which is registered under the Voluntary Registration Scheme for Vehicle Maintenance of the EMSD.

Customer: I'll count on you then.
Mechanic: No worries!

Mechanic: See, this part is replaced. You may check against the maintenance record form.
Customer: Yea (nodding satisfactorily)

Customer: Thank you so much!
Mechanic: You're welcome. Have a good day!

(2) Master Group (Registered Vehicle Mechanics)

Create a four-panel story with four photos to share the daily work and good practice in a vehicle maintenance workshop. The following is a sample story for your reference:

Mechanic: Now we have to fix it this way. Please pay attention.
Apprentice: OK.

Mechanic: Be cautious and perform a thorough check for the car.

Apprentice: Let me do a comprehensive check for the car using the computer system.

Apprentice: Finally, complete the maintenance record form for reference by the customer.

Participants are encouraged to upload the photos of their submitted entries on their personal social media platforms (e.g. Facebook, Instagram, etc.) after submission of their entries. They are then welcome to make an appointment with the VMRU at 2808 3545 during office hours (from 9:00 am to 4:30 pm on Mondays to Fridays) on or before 29 March 2019 to redeem a souvenir.

Winning entries may be used for production of publicity materials to promote the Voluntary Registration Scheme for Vehicle Maintenance.

Participants may visit the following website for the latest information on the Voluntary Registration Scheme for Vehicle Maintenance:
https://www.emsd.gov.hk/en/supporting_government_initiatives/registration_scheme_for_vehicle_maintenance/index.html

(5) Latest Developments of the Registration Schemes and Practice Guidelines for Vehicle Maintenance Workshops

Information on the Voluntary Registration Scheme for Vehicle Mechanics (VRSVM):	
Total number of vehicle mechanics	10 382[Note 1]
Number of registered vehicle mechanics (as at end-December 2018)	9 323
Information on the VRSVMW:	
Total number of vehicle maintenance workshops	2 822[Note 2]
Number of registered workshops (as at end-December 2018)	2 115

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

Note 2: Database of the VMRU (updated on 5 July 2018).

Key Points of the Revised Practice Guidelines for Vehicle Maintenance Workshops (Continued)

Following the previous issue of RVM Newsletter which introduces the guidelines for handling retired vehicle batteries as well as matters to note on the maintenance of electric vehicles and hybrid vehicles in the latest revised Practice Guidelines, this article continues to take a look at other amendments to the Guidelines:

Handling Potentially Dangerous Goods, Toxic Substances and Dangerous Goods

A storage area in compliance with the legislative requirements shall be provided in a vehicle maintenance workshop for the storage of chemical waste, such as waste lubricating oil, waste vehicle batteries/retired vehicle batteries, etc. Retired vehicle batteries shall be properly packed, labelled and stored at a designated area in the workshop.

Moreover, to encourage waste reduction at source, workshops should, when selecting materials, try as far as possible to use refillable refrigerant cylinders or gas cylinders which can be returned to the supplier for refilling. If disposable refrigerant cylinders are used, please use up all the gas and open the valve to ensure there is no remaining pressure in the gas cylinder, then remove the safety valve and affix a label on the cylinder to indicate it is an empty cylinder before sending it to a suitable waste recycler for disposal.

The Practice Guidelines also encourage vehicle maintenance workshops to require the collector/recycler to receive waste rubber tyres, otherwise, workshops shall apply for the "Disposal of Special Waste at Landfills Admission Ticket" in accordance with the Guidelines for Admission Ticket System of the Environmental Protection Department for disposal of waste rubber tyres at landfill sites. If the storage of rubber tyres of a vehicle maintenance workshop is in excess of the maximum quantity, the workshop-in-charge shall send a notice in writing to the Dangerous Goods Division of the Fire Services Department within 48 hours. The workshop-in-charge shall apply for a dangerous goods licence from the Dangerous Goods Division of the Fire Services Department prior to storage or use of dangerous goods in excess of the exempt quantity.

For details of the latest revised Practice Guidelines, please visit the following EMSD website:
https://www.emsd.gov.hk/filemanager/en/content_651/Practice_Guidelines_for_Vehicle_Maintenance_Workshops.pdf

(6-7) Questions for 2018 Continuing Professional Development Quiz

Q1. Which of the following devices transfers the power of a refuse collection vehicle's engine to the hydraulic pump?

A. Rear differential
B. Gearbox
C. Power take-off
D. Clutch

Q2. Which of the following is not a chemical waste that may be generated by a vehicle maintenance workshop?

A. Waste tyre
B. Waste oil filter
C. Waste refrigerant cylinder
D. Waste lubricating oil

Q3. According to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes compiled by the Environmental Protection Department (EPD), which of the following is not a requirement on the storage area of chemical waste?

A. The enclosure walls and partitions of the storage area are constructed out of an impermeable material
B. Every container of chemical waste should bear an appropriate label
C. Indicate the English words "CHEMICAL WASTE" and Chinese characters "化學廢物" clearly and boldly in blue on a white background
D. Store incompatible chemical wastes separately

Q4. Which of the following is not covered in the definition of "advantage" under section 9 of the Prevention of Bribery Ordinance (Cap. 201)?

A. Any gift
B. Loan
C. Favour
D. Provision of food or drink for consumption on the occasion when it is provided

Q5. Pursuant to the requirements under the Ozone Layer Protection (Controlled Refrigerants) Regulation, which of the following measures shall be taken by those who recover or recycle controlled refrigerants?

A. Operate the equipment according to the instructions of the recovery machine manufacturer
B. Maintain proper and detailed refrigerant consumption records
C. Use refrigerant recovery machines approved by the EPD to recover and re-use refrigerants
D. All of the above

Q6. Which of the following is not a maintenance task that Competent Persons (Class 6) with silver cards are qualified to perform?

A. Fuel system equipped with an internal fuel pump
B. Replacement of LPG fuel tank
C. Replacement of vaporiser
D. Replacement of pressure regulator

Q7. Which of the following is an application scenario of vehicle-to-vehicle (V2V) communication in V2X?

A. Crossroad warning
B. Steering assist
C. Close-range hazard warning
D. All of the above

Q8. Which of the following is a damage to the natural environment caused by the use of non-environmental friendly refrigerants (such as CFC-12) in older cars?

A. Excessive carbon dioxide in the atmosphere
B. Destruction of the ozone layer
C. Formation of acid rain
D. Reduced visibility

Q9. Which of the following is a matter to note on the maintenance of EVs and hybrid vehicles?

A. Protection against radiation risks
B. Protection against high voltage risks
C. Protection against leakage of flammable gas risks
D. Protection against high gas pressure risks

Q10. Which of the following is a matter to note during tyre fitting and removal?

A. Use tyre wax (tyre lubricant)
B. Replace the nozzles Remove the stains on the edge, side and deep groove of the rim
C. Replace the nozzles
D. All of the above

Reply Slip

2018 Continuing Professional Development Quiz Answer Slip

To : Vehicle Maintenance Registration Unit
Fax No. : 3521 1565
E-mail : vmru@emsd.gov.hk

Assessment criteria: There are ten questions in total. Participants who give correct answers to four to six questions earn one CPD hour. Those who give correct answers to seven questions or above earn two CPD hours.

How to participate: Please complete the form below, with the correct answers circled, and send it to the VMRU of the EMSD by fax or e-mail as soon as possible. The VMRU will give a reply to every participant upon completion of assessment, confirming the CPD hour(s) he/she earns.
Deadline: 30 April 2019

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.
6	A. B. C. D.
7	A. B. C. D.
8	A. B. C. D.
9	A. B. C. D.
10	A. B. C. D.

Name: _____
Vehicle Mechanic Registration No: VM_____
E-mail Address: _____
Contact Tel. No.: _____

Results of the prize quiz in RVM Newsletter Issue No. 23

The ten winners who answered all the questions correctly and were drawn by lottery are:
WONG Ka Bo, WONG Chiu Wing, HO Kin Pang, CHENG Kwan Ho, CHAN Kwok Chung, LI Hung Fei, MOK Wai Yin, NG Hung Mou, HO Kam Shing and YU Chi Wai

The answers of the prize quiz in RVM Newsletter Issue No. 23 are as follows:

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

(8) Results and Highlights of the Smart Vehicle Mechanic Quiz Competition

The Voluntary Registration Scheme for Vehicle Maintenance Smart Vehicle Mechanic Quiz Competition, jointly organised by the EMSD, the Vehicle Maintenance Technical Advisory Committee and the Pro-Act Training and Development Centre, was held at the VTC Kwai Chung Complex on the evening of 13 December 2018. The Competition received an enthusiastic response and attracted participation from about 90 mechanics.

The evening was packed with varieties of programmes. A tea party was arranged by the organiser to receive the participants before the start of the competition, providing an opportunity for trade members and colleagues from the VMRU to exchange with each other. After Ir Madison TANG, guest of the Competition, delivered the welcoming speech, the organiser then invited Mr YUEN Wai-ming from the Institute of the Motor Industry Hong Kong to introduce to participants the updated qualification framework of the Hong Kong automobile industry and vocational qualifications pathway, as well as Mr NG Tsz-wai from the Corruption Prevention Department of the Independent Commission Against Corruption to share on the integrity management of vehicle maintenance, so that trade members would have a better understanding of professionalisation of the trade and the challenges of integrity management.

Officially kicking off at 8 pm that evening, the Smart Vehicle Mechanic Quiz Competition consisted of multiple-choice questions and written-answer questions, in which the participant getting the highest score was the champion. The venue was filled with excitement, and the participating mechanics were all fully focused on answering the questions. The champion was finally revealed after an exciting competition! The list of winners is as follows:

Prize	Registered Vehicle Mechanic and Registration Number	Respective Registered Vehicle Maintenance Workshop
Champion	CHAN Chung Man VM0008013	Dah Chong Hong (Motor Service Centre) Limited
1st Runner-up	YIP Lai Hing VM0071157	Power Moto Services Limited
2nd Runner-up	PUN Kin Fan VM0037182	Sime Darby Motor Services Limited
Merit Prize	CHAN Cho Kin VM0023826	Hong Kong Fire Services Department - Kowloon Workshop
Merit Prize	KWONG Kam Lam VM0118324	MTR Corporation Limited (Tai Po)
Merit Prize	MOK Ka Ki VM0102093	Hyundai Hong Kong Co. Limited
Merit Prize	LEE Kun Ho VM0082546	Chung Loung Garage
Merit Prize	WONG Ming Cheung VM0120648	Hong Kong Exhaust Emission Laboratory Limited
Merit Prize	LEUNG Chung Fai VM0114168	Hong Kong Exhaust Emission Laboratory Limited
Merit Prize	CHEUNG Siu Ting VM0017200	Hong Kong Fire Services Department - Kowloon Workshop
Merit Prize	NG Yue Kei VM0116393	Wan Luen Company
Merit Prize	WEI Chi Holt, Norman VM0116053	Hong Kong Exhaust Emission Laboratory Limited
Merit Prize	TSANG Fat Wang VM0030480	MTR Corporation Limited (Tai Po)

Congratulations to the winners! All other participants will receive a three-hour CPD certificate and a souvenir.

(9) Latest Developments of Electric Vehicles

Electric Vehicles (EVs) were available earlier than vehicles that use internal combustion engines and fossil fuels, and they were very popular. Nevertheless, for various reasons such as technical drawbacks (e.g., the relatively short range of EVs due to limitations of battery technology) and commercial pressure, vehicles using fossil fuels gradually became mainstream in the early 20th century.

The Paris Agreement signed in 2015 indicates that transportation is the main cause for the emission of greenhouse gases (GHG). It is estimated that by 2030, the total GHG emissions in relation to transportation will increase to about 43% from the current 23%. As such, the Agreement specifically suggests that the wide use of EVs to replace 20% of fossil fuel vehicles by 2030 will hopefully contain global warming to within two degrees Celsius prior to industrialisation. It is the responsibility of every country to limit carbon emissions through the use of electric, hybrid or fuel cell vehicles in order to meet the target of net zero emissions in the second half of the 21st century as set by the International Energy Agency. A number of countries and regions, such as Norway, the Netherlands, Germany, the United Kingdom and France, etc., have successively announced their policy of banning fuel-engined vehicles, and plan to gradually prohibit the sale of such vehicles after 2025. Besides, many large vehicle manufacturers have also announced timetables to end the production of fuel-engined vehicles and will invest more resources in the development of EV technology.

Battery, motor and control (commonly known as the "three-electric system") are the core technologies of EVs. Take battery as an example. Significant improvements in such aspects as the energy density, service life and safety of batteries were seen in the past two decades. Regarding the cost, a consultancy study points out that the price of battery pack fell from US$1,000/kWh in 2010 to US$227/kWh in 2016, representing a drop of 77% during the period. The report estimates that the price of battery pack will further drop to US$190 by 2020 and reach US$100 in 2030. As the conditions for the development of EVs (in terms of technology and cost) become more mature, coupled with continuous breakthroughs in digital technology, it will not be long before we see the wider and more comprehensive use of EVs.

Mr LAW Ko-ming
The Institute of the Motor Industry Hong Kong

(10) Sharing on Vehicle Engineering: Bridge Inspection Vehicles

Bridges of various sizes are built in Hong Kong, such as the Tsing Ma Bridge, Stonecutters Bridge and Ting Kau Bridge. The Tsing Ma Bridge was once the longest suspension bridge carrying both road and rail traffic in the world. However, have we ever thought about how engineers ensure that these magnificent constructions are secure and safe behind the scene? In this issue, we are going to introduce to readers the bridge inspection vehicles specially designed for these bridges.

Bridge inspection vehicles play an important role in bridge inspection and maintenance work. Their special design enables engineers to perform thorough inspection and maintenance in complex bridge environments. As engineers have to conduct detailed inspection at different locations of the bridge subject to the type of incident, the operational safety of bridge inspection vehicles is thus extremely important. These vehicles are custom-made according to international standard (BS EN 280 - Mobile elevating work platforms - Design calculations - Stability criteria - Construction - Safety - Examinations and Tests), their work platform adopts a basket platform design so that they can operate safely under different conditions to ensure the safety of engineers. In addition, the vehicles are designed with rotating towers which can operate with the adjustable hydraulic arm, enabling the platform to move in a narrow environment on the bridge as well as facilitating engineers to conduct inspection and maintenance of the bridge. Bridge inspection vehicles are also equipped with standby generators, which can serve as backup hydraulic systems for the vehicles when failure of the power take-off occurs.

To complement the operation of the Tsing Ma Control Area and the Tsing Sha Control Area, the Highways Department and the EMSD are in the process of purchasing two additional bridge inspection vehicles for the two control areas. The purchase of the said vehicles is still in the procurement stage. Upon commencement of service, they can ensure the safe operation of the four bridges in the Tsing Ma Control Area and the Tsing Sha Control Area in emergencies. They can also be swiftly deployed to the scene to protect public safety while expediting the handling of accidents, thereby reducing the inconvenience caused to the public.

Vehicle Engineering Sub-division, EMSD

(11) New Technology of Vehicle-to-Everything (V2X)

V2X is a large system network for wireless communication based on an intra-vehicle network, an inter-vehicle network and vehicular mobile Internet. Through advanced sensor technology, communication technology, network technology, data processing technology, auto control technology etc., V2X can achieve smart synergy among people, vehicles, roads and environments. With vehicle safety as the main axis, the operation of V2X is divided into V2V, vehicle-to-roadside equipment/infrastructure (V2R/V2I), vehicle-to-network (V2N), vehicle-to-pedestrian (V2P) communications and so on according to different communication targets.

The entire operational process starts from data acquisition by sensors (such as speed sensor and accelerometer, GPS satellite positioning system for vehicles, tachograph, etc.) on the vehicle, followed by information exchange with the external environment (such as roadside equipment, infrastructure or other vehicles) via wireless communication devices and storage on the cloud platform. Through big data analysis, the cloud platform processes bulk data into useful information and sends it to the required terminal system, which consolidates the scattered information received from each source and provides functional services to consumers through the user interface to achieve such objectives as smart traffic management, smart dynamic information services and smart vehicle control.

The application of V2V adopts a diffusion model of information dissemination, and the vehicle itself can serve as both the sender and the receiver. The vehicle sends out information relevant to driving, including information on geographic location, speed, braking, steering, etc., which is diffused for dissemination to other vehicles as reference, while the receiver can use the required information for calculation and provide driving assistance to the driver. Hence, the application scenarios of V2V include close-range hazard warning, steering assist application, crossroad warning, emergency vehicle passage and adaptive cruise control application, etc.

The application of V2R/V2I, on the other hand, constitutes part of a smart transportation system. Information such as weather, real-time traffic conditions, emergency conditions and traffic control messages can be provided through message exchange between vehicles and roadside equipment as well as infrastructure. Such information may also assist in building a regional traffic usage database to offer advice to pedestrians when they are planning their routes. Besides, traffic lights at crossroads can also achieve smart signal conversion, thus saving the waiting time of pedestrians. The application scenarios of V2R/V2I include regional transport services information, smart parking management, ETC application and electronic number plates, etc.

(12) 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 The Association is organising continuing professional development courses on 3, 10 and 17 March 2019. For details, please visit the above website or call the Association for enquiry.	2575 5544	
Pro-Act Training and Development Centre (Automobile)	http://www.proact.edu.hk/proact/html/en/centres-and-programmes/automobile/about/index.html 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/en/ The Institute of the Motor Industry Hong Kong (IMIHK), formerly known as the Institute of the Motor Industry (IMI) - Hong Kong Branch, brings the mission and vision of the IMI to the Hong Kong automobile industry. After the handover in 1997, the IMI - Hong Kong Branch applied to be renamed the IMIHK in Hong Kong. Eligible members of the trade are welcome to join the IMIHK or enrol in its courses or talks.	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	http://www.oshc.org.hk/eng/main/index.html	2311 3322	
The Society of Operations Engineers (Hong Kong Region)	http://www.soe.org.hk/	2617 0311	
Qualifications Framework recognised courses	https://www.hkqr.gov.hk/HKQRPRD/web/hkqr-en/	2836 1700	

Gentle Reminder

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

Acknowledging Receipt of Applications for Registration

The VMRU will, upon receipt of new applications for registration or applications for renewal of registration submitted by vehicle mechanics or owners of vehicle maintenance workshops, issue reply slips to acknowledge receipt of such applications. If an applicant has not received a reply from the VMRU within 30 days after submitting the form, please contact the VMRU of the EMSD immediately.

For enquiries on the contents of the RVM Newsletter, please contact the VMRU of the EMSD.
Fax: 3521 1565
E-mail: vmru@emsd.gov.hk
Tel.: 2808 3545

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