

**For discussion
on 25 March 2014**

Legislative Council Panel on Transport

Private Driving Instructors' Licences

Purpose

This paper reports the outcome of the consultation with the driving instructor trade regarding the review on the issuing mechanism of Private Driving Instructors' ("PDI") licences and the way forward.

Background

2. To briefly recapitulate, the Government adopts a two-pronged approach for driver training in view of the traffic situation in Hong Kong. On the one hand, we promote off-street driver training through the establishment of designated driving schools ("DDS") to reduce traffic congestion caused by on-street driver training. On the other hand, we maintain a sufficient supply of PDI for on-street driver training provided that such activities will not aggravate the traffic situation or cause road safety concerns.

3. The Transport Department ("TD") reviews biennially the need to issue new PDI licences. If a review shows that the number of valid PDI licences falls below the benchmark¹ of a particular group of PDI licences (being 1 050 for Group 1, 130 for Group 2 and 230 for Group 3)² by 10%, the Commissioner for Transport ("Commissioner") will consider issuing new PDI licences for that particular group. In so doing, the Commissioner is required to take into account the following factors set out

¹ A comprehensive review on driver training policy was conducted in 1999. As part of the review, the PDI licences were regrouped from seven groups into the current three groups, and the numbers of valid PDI licences then prevailing for the three groups have been used as benchmarks to trigger consideration by the Commissioner of the need to issue new PDI licences.

² Group 1 - private cars and light goods vehicles;
Group 2 - public light buses, private light buses, public buses and private buses;
Group 3 - medium goods vehicles, heavy goods vehicles and articulated vehicles.

in the Road Traffic (Driving Licences) Regulations (Cap. 374B) (“the Regulations”) -

- (a) prevailing traffic conditions;
- (b) policy adopted for driver training; and
- (c) the demand of learner drivers to receive driving instructions from PDI in respect of that group of motor vehicles.

4. Pursuant to the Regulations, if new PDI licences are to be issued, the Commissioner should invite the public to apply for them. If the total number of applications received exceeds the number of new PDI licences to be issued, the TD will draw lot to determine the order in which the applications are to be dealt with. Eligible applicants will be invited to take the driving instructor’s test conducted by TD according to their orders as determined by the lot. The Commissioner has no power to issue new PDI licence direct, or give any priority, to any individual or particular groups of individuals.

5. As regards Restricted Driving Instructors (“RDI”) employed by organisations such as DDS and franchised bus companies, their driving instructor’s licences are subject to a condition that they shall only give driving instruction on behalf of a driving school or other organisation. In considering a request for issuing new RDI licences from a DDS/organisation, TD will take into account factors such as the supply and demand for driver training and the wastage of RDI in the driving school/organisation, etc. With TD’s approval, the driving school/organisation will then submit applications for RDI licences to TD on behalf of its employees. TD will check the driving records of the applicants and arrange driving tests to assess their eligibility for obtaining RDI licences.

Consultation on Issuing Mechanism

6. In response to the concerns of some driving instructor groups over the issuing mechanism of PDI licences, the TD has earlier put forth nine options (at **Annex I**) for discussion with the trade. We have made clear to both the Panel on Transport (“Panel”) and the trade that while we have an open mind on all these options, any change to the status quo would need the clear and firm support of stakeholders.

7. At the Panel meeting on 19 July 2013, the Government briefed Members on the nine options. Upon the Panel's invitation, 50 deputations (including groups and individuals) attended the meeting to provide their views on the nine options. Their views have been summarized by LegCo Secretariat as an appendix to the minutes of the Panel meeting on 19 July 2013. A copy of which is reproduced at **Annex II**. Of the 50 deputations, 34 clearly indicated the options they supported – 25 supported Option 1; seven supported Option 3; one supported Option 3 or Option 6; and one supported Option 6. The remaining 16 deputations expressed their comments and concerns on the subject without indicating clear support to any options. As the views on whether and how the existing issuing mechanism should be changed remained diverse, the Administration undertook to continue to collect views of the driving instructor trade after the meeting, and report back to the Panel in early 2014.

8. Since the Panel meeting on 19 July 2013, TD has been continuing its efforts to gather views from the stakeholders, i.e. the PDI trade, RDI and DDS, through various channels. Views collected are summarised in paragraphs 9 and 10 below. Copies of the submissions received by TD after the meeting of 19 July 2013 are at **Annex III**.

9. Views from the PDI trade remain diverse. Five PDI associations³ and the 貨櫃運輸業職工總會 (GP1 私人駕駛教師組) (previously known as 方案一大聯盟) representing Group 1 PDI prefer to maintain the status quo (i.e. Option 1), whereas the other associations representing Group 2 and 3 PDIs⁴ support either Option 3 or Option 6. The two associations representing private driving schools⁵ employing PDI have no preference between Option 1 and Option 3. All PDI associations support maintaining the prevailing benchmarks for PDI licences of the three groups, whereas most of the associations would like TD to resume the issuing of new PDI licences as soon as possible as there is market demand.

³ The five PDI associations are the Kowloon Motor Driving Instructors' Association, the Driving Instructors Merchants Association, the Motor Transport Workers General Union, the Hong Kong Motor Car Driving Instructors' Association and the Driving Instructors Association.

⁴ The other associations representing Group 2 and 3 PDIs include the Public & Private Commercial Driving Instructors' Society, the Hong Kong Society of Articulated Vehicle Driving Instructors, the Hong Kong Commercial Vehicle Driving Instructors Association and the Hong Kong Driver's Training Association.

⁵ The two associations representing private driving schools are the Hong Kong Driving Instructors' Association and the Hong Kong Kowloon Goods Vehicles, Omnibuses and Minibuses Instructors Association.

10. As regards the RDI sector, the Hong Kong School of Motoring Driving Instructors Union maintains their position to lift all the restrictions on RDI licences for serving RDI, whereas the 駕駛導師權益關注組 claiming to represent a group of ex-RDIs prefers Option 3 or Option 3(A). The proprietors of the four DDS, namely the Quality Driver Training Centre and the Hong Kong School of Motoring, express no preference on any of the nine options but have objected to Option 6. They also opine that there is a need to maintain a steady supply of RDI for the smooth operation of DDS.

Way Forward

11. Given that there is no consensus among the stakeholders of the driving instructor trade after extensive consultations, it is considered prudent that the Government should continue with the current mechanism (i.e. Option 1) to issue new PDI licences which are much in demand. The existing issuing mechanism of PDI licences is indeed based on the consensus reached by the driving instructor trade back in 1999. Having been implemented for more than a decade, the existing mechanism has proven to be simple and effective in bringing in new blood for the PDI trade. When new PDI licences were last issued in 2009, a total of 33 000 applications were received by TD for 460 new PDI licences, and most of the applicants did not hold any types of driving instructor s' licences. This showed a strong interest from the public to enter the driving instructor trade. The existing mechanism provides an equal and fair opportunity for all interested parties to enter into the trade.

12. The Commissioner has decided that new PDI licences should be issued to the three groups based on the outcome of the biennial review in 2012 (i.e. issuing 212, 32 and 43 new PDI licences for Group 1, Group 2 and Group 3 respectively) as announced at the Panel meeting on 19 July 2013. TD will invite applications in the third quarter of 2014. Advertisements will be published in the newspapers nearer the time. Based on previous experience, there will likely be a large number of applications and in that event the order in which the applications are to be dealt with will be determined by lot, as stipulated in the Regulations. Eligible candidates will be arranged to sit for the driving instructor's tests. It is expected that the first batch of new PDI licences will be issued in the fourth quarter of 2014. Looking ahead, TD will continue its biennial review of PDI licences and maintain close liaison with stakeholders in the trade to listen to their views.

Advice Sought

13. Members' views are invited on the paper.

**Transport Department
Transport and Housing Bureau
March 2014**

Options for revising the issuing mechanism of PDI licences^{Note}

Option 1:	Maintaining the status quo (i.e. both the existing issuing mechanism of new PDI licences and the benchmarks of the three groups remain unchanged)
Option 2:	Maintaining the benchmarks; new PDI licences for issue to be equally shared among (i) PDI of other groups; (ii) serving and former RDI and (iii) members of the public
Option 2 (A):	Similar to Option 2 but grouping PDI and RDI into one group; new PDI licences to be equally shared by (i) driving instructors (“DI”) (including PDI of other groups, serving and former RDI) and (ii) members of the public
Option 3 :	Maintaining the benchmarks; new PDI licences to be equally shared among (i) PDI of other groups and (ii) serving and former RDI. If there are any PDI licences in any group left after applications by PDI and RDI, members of the public will be invited to apply
Option 3 (A):	Similar to Option 3 but grouping PDI and RDI into one group
Option 4 :	Maintaining the benchmarks; new PDI licences to be issued to serving and former RDIs only
Option 5 :	Maintaining the benchmarks; new PDI licences to be issued under this review to be equally shared among (i) PDI of other groups and (ii) serving and former RDI. All new PDI licences to be issued in next biennial review would be allocated to members of the public and so forth
Options 5(A):	Similar to Option 5, but grouping PDI and RDI into one group
Option 6:	Maintaining the existing grouping of PDI but removing the benchmarks of each group (i.e. no restriction on the number of PDI licences). Interested and qualified person can apply for PDI licence at any time

Note

It was stated in the trade consultation document issued in June 2013 that if an applicant would like to apply for new PDI licences in the capacity of PDI, RDI or former PDI/RDI under Options 2 to 5(A), he/she should fulfil the following -

- (i) For an applicant who would like to apply in the capacity of PDI, he/she has to be a holder of valid PDI licence. In case his/her PDI licence has expired for 3 years or less, the applicant may renew the licence first in order to be qualified; or
- (ii) For an applicant who would like to apply in the capacity of serving RDI, he/she has to have at least 3 years of experience as RDI and is holding a valid RDI licence or a RDI licence with expiry date of 3 years or less. A serving RDI who has less than 3 years of experience as RDI will not be qualified; or
- (iii) For an applicant who would like to apply in the capacity of former PDI/ RDI (i.e. his/her licence has expired for more than three years), he/she may only apply for new PDI licence of the same group as in his/her previous licence.

Panel on Transport

Meeting on Friday, 19 July 2013, at 9:00 am

Private Driving Instructor's Licences

Summary of views and concerns expressed by deputations/individuals

Session I

No.	Name of deputation/individuals	Major views and concerns
1.	Hong Kong School of Motoring Driving Instructors Union	<ul style="list-style-type: none"> ● the "two-pronged approach" of the current driver training policy should be cancelled as the issuance of Restricted Driving Instructor ("RDI")'s Licence had facilitated designated driving schools ("DDS") to employ driving instructors at low cost ● the current mechanism was unfair to RDIs as they were not allowed to provide driving instructions after leaving the driving school
2.	Hung Chun Driving School	<ul style="list-style-type: none"> ● the "two-pronged" approach should be cancelled ● strongly objected to giving priority to RDIs for applying for Private Driving Instructor ("PDI")'s licences ● driving instructors should be free to work in the driving school or in the private market
3.	Hong Kong Kowloon Goods Vehicles, Omnibuses and Minibuses Instructors Association	<ul style="list-style-type: none"> ● in support of the current mechanism of issuing PDI licences, i.e. dealing with eligible applications in accordance with their priorities determined by drawing of lots

No.	Name of deputation/individuals	Major views and concerns
4.	Kwun Tong Driving School	<ul style="list-style-type: none"> ● in support of the current mechanism of issuing PDI licences and the adoption of "two-pronged approach" ● did not object to RDI licence holders to obtain PDI licences after serving a driving school for three years ● disagreed to allowing driving instructors to hold RDI and PDI licences at the same time as it would create management difficulties of driving schools
5.	Hong Kong Commercial Vehicle Driving Instructors Association [LC Papers Nos. CB(1)1513/12-13(01) and CB(1)1643/12-13(09)]	<ul style="list-style-type: none"> ● in support of Option 3, which allowed new PDI licences to be equally shared among (i) PDIs of other groups and (ii) serving and former RDIs ● the three existing PDI groups should be merged into one
6.	Hong Kong Motor Car Driving Instructors' Association Limited [LC Paper No. CB(1)1513/12-13(02)]	<ul style="list-style-type: none"> ● in support of Option 1, i.e. maintaining the status quo ● the existing three PDI groups should be maintained ● holders of different groups of PDI licences and RDI licences should need to go through the same processes as other applicants, including drawing of lots and driving test
7.	前駕駛學院導師	<ul style="list-style-type: none"> ● dissatisfied with the Administration's policy which was in favour of the Hong Kong School of Motoring

No.	Name of deputation/individuals	Major views and concerns
8.	駕駛關注堂	<ul style="list-style-type: none">● in support of Option 1● dissatisfied with the insufficient consultation on the review on the issuing mechanism of new PDI licences
9.	方案一大聯盟	<ul style="list-style-type: none">● in support of Option 1● new PDI licences should be issued through an open and fair system by drawing of lots
10.	Mr TAM Chi-wing	<ul style="list-style-type: none">● in support of Option 1● disagreed to giving priority to holders of RDI licences on application for PDI licences
11.	港粵司機團體	<ul style="list-style-type: none">● in support of Option 1● other experienced drivers would be deprived of the opportunity to apply for new PDI licences if priority was given to holders of RDI licences
12.	師傅牌關注組	<ul style="list-style-type: none">● in support of Option 1● Hong Kong citizens should be given equal opportunity to apply for PDI licences
13.	Mr LUK Chun-yip	<ul style="list-style-type: none">● in support of Option 1

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> ● the current mechanism by drawing of lots was fair
14.	Mr LAU Wing-hoi [LC Paper No. CB(1)1643/12-13(07)]	<ul style="list-style-type: none"> ● in support of Option 1 ● resources would be over-concentrated on the existing PDIs under Options 2 to 5 ● the existing mechanism by drawing of lots would allow new entrants to the trade and enhance the image of PDIs
15.	Mr YU Fu-cheong	<ul style="list-style-type: none"> ● in support of Option 1 ● the current mechanism by ballot was open and fair to all eligible applicants; and had been functioning well for more than ten years
16.	Mr HO Chun-pong [LC Paper No. CB(1)1643/12-13(04)]	<ul style="list-style-type: none"> ● in support of Option 1 ● the current mechanism by drawing of lots was open and fair
17.	Mr LAM Wai-pong	<ul style="list-style-type: none"> ● in support of Option 1 ● the current mechanism by drawing of lots was open and fair
18.	Mr Mark CHUI Wai-yin	<ul style="list-style-type: none"> ● it was unfair to give priority to RDIs to apply for PDI licences ● the qualifications of holders of PDI licences were recognized through driving test conducted by Transport Department ("TD") under the current mechanism

No.	Name of deputation/individuals	Major views and concerns
19.	Public and Private Commercial Driving Instructors' Society [LC Paper No. CB(1)1513/12-13(03)]	<ul style="list-style-type: none"> ● suggested to issue new PDI licences to serving driving instructors of other groups ● the current policy was contradictory as it disallowed PDIs of Groups 2 and 3 to provide driver instructions to learner drivers of Group 1 while it allowed learner drivers to obtain the qualification of driving the 1st class of vehicles after passing the driving test of large vehicles
20.	Yau Kei Driving School	<ul style="list-style-type: none"> ● with their rich experience in providing driving instructions, PDIs of Groups 2 and 3 should be allowed to provide driving instructions to learner drivers of Group 1 vehicles
21.	Public and Private Light Buses Driving Instructors' Society	<ul style="list-style-type: none"> ● in support of Option 3 under which public resources for arranging drawing of lots and driving tests could be saved ● the rich experience of serving PDIs and RDIs would safeguard public safety
22.	Hong Kong Society of Articulated Vehicle Driving Instructors [LC Paper No. CB(1)1643/12-13(05)]	<ul style="list-style-type: none"> ● in support of Option 3 under which public resources could be saved ● new PDI licences should be shared among serving driving instructors with more than three years' training experience
23.	Hong Kong Driver's Training Association	<ul style="list-style-type: none"> ● in support of Option 3 ● with their rich experience in providing driving instructions, PDIs of Groups 2 and 3 should be issued with new PDI licences in Group 1

No.	Name of deputation/individuals	Major views and concerns
24.	駕駛導師權益關注組	<ul style="list-style-type: none"> ● in support of Option 3 or Option 6 (maintaining the existing grouping of PDIs but removing the benchmarks of each group) ● in support of issuing new PDI licences by drawing of lots
25.	Mr Joshua LI Ka-on	<ul style="list-style-type: none"> ● in support of Option 1 ● other options, which would give priority to serving PDIs of other groups and RDIs in applying for new PDI licences, were unfair

Session II

No.	Name of deputation/individuals	Major views and concerns
26.	Driving Instructors Association [LC Paper No. CB(1)1643/12-13(06)]	<ul style="list-style-type: none"> ● the consultation conducted by TD was insufficient ● in support of Option 1 under which new PDI licences would be issued in a fair, impartial and open manner
27.	Lam Kui Driving School	<ul style="list-style-type: none"> ● new PDI licences should be allocated to those experienced and serving driving instructors for the sake of public safety
28.	交通業及教車評議會	<ul style="list-style-type: none"> ● All holders of driving licences with three-year driving experience should be eligible for applying for PDI licence
29.	Lai Shui Yung Driving School	<ul style="list-style-type: none"> ● in support of Option 3 ● experienced driving instructors would facilitate learner drivers to obtain driving licences easily

No.	Name of deputation/individuals	Major views and concerns
30.	Driving Instructors Merchants Association Limited	<ul style="list-style-type: none"> ● the current mechanism by drawing of lots was fair, impartial and open.
31.	Mr Zachary WONG Wai-yin, Yuen Long District Councillor	<ul style="list-style-type: none"> ● RDI licences should be cancelled
32.	Kowloon Motor Driving Instructors' Association	<ul style="list-style-type: none"> ● in support of Option 1 ● all interested people should be allowed to apply for PDI licence through the drawing of lots
33.	港九駕駛教師聯會 [LC Paper No. CB(1)1513/12-13(06)]	<ul style="list-style-type: none"> ● in support of Option 1 ● disagreed to converting RDI licences to PDI licences as it was easier to obtain the former ● although holders of Groups 2 and 3 PDI licences had rich experience in teaching learner drivers with three-year driving experience, they did not have experience in teaching those without any driving experience in Group 1
34.	Hong Kong Driving Instruction Club	<ul style="list-style-type: none"> ● TD should review the situation that there was indeed a shortage of driving instructors in the last decade because some of the licence holders were not practising as driving instructors
35.	Tak On Driving School Ltd	<ul style="list-style-type: none"> ● there was a serious shortage of driving instructors in the market

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> ● the Administration should increase considerably the number of PDI licences
36.	Driving School Training Centre [LC Paper No. CB(1)1643/12-13(08)]	<ul style="list-style-type: none"> ● in support of Option 1 ● the current mechanism by drawing of lots should be maintained
37.	好易學	<ul style="list-style-type: none"> ● in support of Mr Albert CHAN's suggestion of de-regulating the number of PDI licences. However, some issues, including the "two-pronged" approach, monopoly of DDS, and existence of RDI licences, had to be resolved before implementation of the proposal ● in support of Option 1
38.	Town	<ul style="list-style-type: none"> ● in support of Option 1, which was fair and open ● all eligible Hong Kong people, including serving RDIs, should be allowed to get the PDI licences through drawing of lots and passing of driving tests
39.	LC Club Limited	<ul style="list-style-type: none"> ● in support of Option 1 ● the current mechanism, which was fair, impartial and open, should be maintained
40.	L-PASS	<ul style="list-style-type: none"> ● in support of Option 1

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> ● the current mechanism, which was fair, impartial and open, should be maintained to allow new entrants to the trade
41.	YK Drive to pass	<ul style="list-style-type: none"> ● in support of Option 1, which allowed any eligible members of the public to apply for PDI licences through drawing of lots
42.	Mr CHIU Man-leong, Sha Tin District Councillor	<ul style="list-style-type: none"> ● drivers' driving standard was much related to the standard of driving instructors ● in support of Option 3 under which the standard of driving instructors would be enhanced to ensure road safety
43.	Mr NGAN Wai-man [LC Paper No. CB(1)1643/12-13(02)]	<ul style="list-style-type: none"> ● the restrictions imposed on RDI licences should be removed ● only PDI licences should be issued
44.	Mr SIU Ka-kin	<ul style="list-style-type: none"> ● all applicants for RDI licences should undergo an interview apart from attending written and road tests ● the restrictions imposed on RDI licences should be removed
45.	Mr WONG Po-ki	<ul style="list-style-type: none"> ● the current mechanism of issuing PDI licences by drawing of lots was fair
46.	Mr LI Ka-leung, Sai Kung District Councillor	<ul style="list-style-type: none"> ● in support of Option 3 ● road safety should be the prime consideration of TD in issuing new PDI licences

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none">● holders of PDI licence should be required to provide driving instructions to learner drivers
47.	Motor Transport Workers General Union	<ul style="list-style-type: none">● in support of Option 1, which was fair and impartial● apart from being experienced, a driving instructor should also be polite and observant
48.	Lee Kin Driving School Limited [LC Paper No. CB(1)1513/12-13(04)]	<ul style="list-style-type: none">● in support of Option 6 as there was a shortage of driving instructors in the market
49.	The Lion Rock Institute (HK)	<ul style="list-style-type: none">● the restrictions on the number of PDI licence should be removed● any competent drivers should be allowed to apply for PDI licence
50.	EC PASS [LC Paper No. CB(1)1643/12-13(03)]	<ul style="list-style-type: none">● in support of Option 1● the current mechanism by ballot was fair, impartial and open● the Administration could consider imposing conditions on the licence of DDS which must improve the remuneration packages of RDIs

港九駕駛教師聯會

地址：葵涌葵俊苑葵裕閣3401室 電話：94803318

致 香港特別行政區
行政長官 梁振英先生：

就運輸署增發駕駛教師執照一事，民間八成人士反對抽籤，已多次向政府開會表達訴求，公平、公開、公正地讓每位有志入行的市民都有機會參加考試。

本聯會多次向政府反映有關建議，但署方態度僵化，無助之下，希望求助 特首 梁振英先生，令全港市民得到公平、公開、公正的公民權利。

我們的訴求是公平公開，取消限量發牌，能夠真正讓全港合資格市民能夠參與考試。現行的抽籤制度，令大量有能力成為教車師傅的人士，因為沒有中籤而不能參加考試，出現大量滄海遺珠的情況。

現時駕駛教師政策錯誤了十多年。例如只持有私家車駕駛執照的考生，經GP2及GP3師傅學車考牌，合格後可加簽輕型貨車牌，但教授他們的師傅卻不能任教輕型貨車。等如父母無居留權，但出生兒子有居留權，實在匪夷所思。如GP2及GP3師傅不能教輕型貨車，應考商用車輛的考生都不應加簽輕型貨車牌。

雖然公開發牌會令師傅牌持有人大幅增加，但學車人士不會因此增多，師傅人數仍然會由市場調節，表現未如理想的師傅會被市場自然淘汰。

現時1050個師傅當中，執業者不到四成，師傅嚴重不足，學車供求失衡。運輸署的抽籤政策，實在好心做壞事，應從速檢討。

再者，當更多有能力的人士考獲師傅牌，在良性競爭下，有助教學質素全面提升。學車人士有更多選擇，共同締造多贏局面。

最後，懇請 特首 梁振英先生為教車業界主持公道，向有關部門轉達訴求，將過去的基準數目取消，全面公開發牌，讓所有有志入行的人士，都有機會通過嚴格的考核而入行。

祝 工作愉快！

香港駕駛教師從業員協會：胡慶盛

香港貨櫃車教師公會：馬桂華

公共及私家商用車教師公會：馬興忠

聯會召集人：馬興忠

94803318

共敬上

28-2-2014

致：運輸署署長
楊何蓓茵女士

有關私人駕駛教師執照事宜

何署長：

運輸署於 2013 年 7 月 19 日提交立法會的交通事務委員會就有關發出 287 個教授駕駛教師的空缺，提出六個方案。

現呈上現職於市場任教的 65 位駕駛教師的親筆簽名信，要求 貴署參照「第三方案」，發出私人駕駛教師執照的空缺配額，由有經驗的駕駛教師教導初學者，提升學車者水平，更可解決 貴署過去十多年來的錯誤決定。

此外，懇請 貴署將現時三類駕駛教師執照合而為一，全面提升教授駕駛教師的資歷，加強道路使用者的安全。

如有任何查詢，請賜電 98881318 與本人聯絡。

祝工作愉快！

現職教授駕駛教師代表



鄭楚光 敬上

二零一四年二月二十七日

強烈要求運輸署還駕駛學院導師一個公道

至運輸署：

因香港道路越來越繁忙，運輸署想限制學車人士在指定地區學車，所以在 1972 年永久停發私人駕駛導師牌，至 1983 年引進駕駛學院；當時政策是希望停發私人導師牌後漸漸淘汰私人教車師傅，直到 1999 年運輸署改變政策，改行雙軌制，於是重發私人駕駛導師牌。

由於法例，所有教車人士都要經運輸署考試及格才可領取駕駛導師執照，之後才可以教車；所以所有入職駕駛學院的駕駛導師都要通過運輸署駕駛考驗及格才可領取執照。但因當時運輸署停發教車師傅牌，所以入職駕駛學院的駕駛導師執照都加入限制事項，只可在駕駛學院任教。

這條不平等限制，當年入職所有同事皆接受，因當年運輸署不再發私人教車師傅牌；直到 2003 年運輸署重發私人教車師傅牌運輸署是否應該取消該不平等限制事項呢？況且，當年所有入職駕駛學院的導師是經運輸署嚴謹考核，包括筆試、面試、私家車及輕型貨車駕駛試四關及格；但 2003 年起重發的私人教車師傅牌只考筆試及輕型貨車駕駛試，連最重要之面試都沒有考，嚴謹程度遠遠不及學院導師，所以運輸署是否對學院導師不公平，雖要還學院導師一個公道呢？況且在 2003 年及 2009 年考取私人教車執照的部分師傅是經學院的精英導師訓練才考取及格，為何那些人可領取私人教車師傅牌？而訓練那些人的學院精英，已經運輸署最嚴謹考核，仍然得不到運輸署發牌，運輸署是否欠學院導師一個公道？

香港駕駛學院全體導師上

27-01-2014

貨櫃運輸業職工總會

Container Transportation Employees General Union

地址：九龍佐敦渡船街 28 號寶時商業中心 5 字樓

TEL : 2780 0381 FAX : 2782 4329

致運輸署駕駛教師聯繫小組

黃志光總運輸主任/駕駛事務：

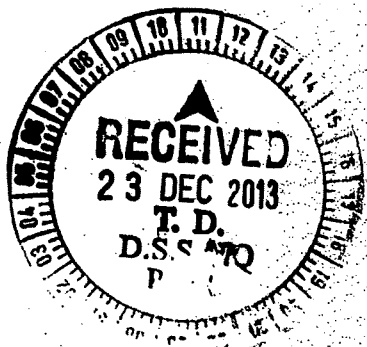
本會屬下 GP1 私人駕駛教師小組（簡稱 GP1 組）已於早前成立，截至今年 11 月底已有 163 名教車師傅加入該小組，本會也於今年 9 月 18 日致函貴署申請加入駕駛教師聯繫小組，而在申請期間 GP1 組的成員積極配合貴署增補所需資料，祈望能盡快加入可以直接向貴署反映業界的意見及訴求。

在靜候貴署的正式回覆同時，GP1 組現對貴署早前就更改發出駕駛教師牌照制度事宜表達本組的立場及意見。GP1 組的全體成員一致支持現行的發牌制度，並認為對各方較為公平，包括全港市民以及過去兩度抽籤落空的數萬名準師傅，還有依法正途考獲駕駛教師資格的業界等等。另外，據知政府在駕駛訓練政策上一直推行雙軌制，以減輕路面負荷，此舉經時間證明是行之有效的。另一方面，GP1 組祈望貴署在諮詢改變發牌制度事宜上能盡可能聽取真正受影響的擁有師傅牌的駕駛教師意見，同時不能屈服於暴力抗爭者，為現行法例作最後把關，使公平公正以及行之有效的制度能夠延續，讓合資格市民得到公平抽籤的機會。有勞之處，謹此謝忱。

此致 順祝

身體健康 工作順利

副本抄送立法會鄧家彪議員



貨櫃運輸業職工總會

主席：卓輔明

GP1 私人駕駛教師小組

召集人：陳迪手

2013 年 12 月 20 日

致：運輸署署長
楊何蓓茵女士

有關私人駕駛教師執照事宜

何署長：

運輸署於本年7月19日提交立法會的交通事務委員會就有關發出287個教授駕駛教師的空缺，提出九個方案，其中「方案三」的內容，我是全力支持的，因為可以維持三個組別的基準不變，並將新發出的私人駕駛教師執照配額，平均分配給(1)駕駛教師(包括私人駕駛教師及現任受限制駕駛教師申請)，並建議將私人駕駛教師和受限制駕駛教師合而為一個類別。

為着全港道路安全，學車者權益，提升教授駕駛教師的資歷，是刻不容緩；我建議日後新的應考者須有五年駕駛經驗，同時持有3組私人駕駛教師類別下所有車輛的駕駛執照，確保有豐富路面常識，才能全面教授初學者應付路面上的突發應變。

本人簽署此函，全力支持 貴署所提出「方案三」，懇請 貴署明白，由有經驗的駕駛教師教導初學者，絕對能提升學車者水平，加強道路使用者安全！

現職教授駕駛教師 姓名：鄭林光 簽署：Jo

駕駛執照號碼：F216 XXX(9) 類別：GP31 1

簽署日期：3日/10月/2013年