

立法會
Legislative Council

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**LegCo Panel on Transport and
LegCo Panel on Environmental Affairs**

**Minutes of Joint meeting held on
Thursday, 16 December 1999, at 2:30 pm
in the Chamber of the Legislative Council Building**

Members present : LegCo Panel on Transport

- * Hon Mrs Miriam LAU Kin-ye, JP (Chairman)
Hon Edward HO Sing-tin, SBS, JP
- * Ir Dr Hon Raymond HO Chung-tai, JP
Hon Mrs Selina CHOW LIANG Shuk-ye, JP
Hon CHAN Kam-lam
- * Hon Andrew CHENG Kar-foo
Hon FUNG Chi-kin

LegCo Panel on Environmental Affairs

Hon Christine LOH (Chairman)
Hon HUI Cheung-ching (Deputy Chairman)
Hon Ronald ARCULLI, JP
Hon Emily LAU Wai-hing, JP

(* Also members of the LegCo Panel on Environmental Affairs)

Non-Panel member : Hon James TIEN Pei-chun, JP
attending

Members absent : LegCo Panel on Transport

- * Hon LAU Kong-wah (Deputy Chairman)
- Hon Albert HO Chun-yan
- Hon LEE Wing-tat
- Hon LEE Kai-ming, SBS, JP
- * Hon CHAN Wing-chan
- Hon Andrew WONG Wang-fat, JP
- Hon LAU Chin-shek, JP
- Hon TAM Yiu-chung, GBS, JP
- Dr Hon TANG Siu-tong, JP

LegCo Panel on Environmental Affairs

Hon Martin LEE Chu-ming, SC, JP
Prof Hon NG Ching-fai
Hon Margaret NG
Hon CHEUNG Man-kwong
Dr Hon LEONG Che-hung, JP
Hon Mrs Sophie LEUNG LAU Yau-fun, JP
Hon WONG Yung-kan
Hon CHOY So-yuk
Hon LAW Chi-kwong, JP

(* Also members of the LegCo Panel on Environmental Affairs)

Public officers attending : **Planning, Environment and Lands Bureau**

Mr Howard CHAN
Principal Assistant Secretary (Environment)

Transport Bureau

Mr Brian LO
Principal Assistant Secretary for Transport

Environmental Protection Department

Mr TSE Chin-wan
Assistant Director of Environmental Protection (Air)

Electrical & Mechanical Services Department

Mr WONG Sek-cheung
Senior Engineer (Gas Systems)

Transport Department

Mr Thomas THUMB
Assistant Commissioner for Transport

Vocational Training Council

Mr MAK Ping-fun
Assistant Executive Director (Industrial Training)

Mr WONG Chun-keung
Manager of Automobile Industry Training Centre

Hong Kong Police Force

Mr I J STENTON
Chief Superintendent of Police (Traffic)

Attendance by invitation : **Better Environment Hong Kong**

Mr Steve CHOI
Director

Environmental Vehicle (Taxi) Repairs Association Ltd.

Mr LAM Hing-Cheong
Chairman

Mr LEUNG Yiu-fat

Hong Kong Automobile Association

Mr KAN Kin-chuen
General Manager

Hong Kong Right Hand Drive Motors Association Ltd.

Mr FUNG Ip-keung
Chairman

**Hong Kong Vehicle Repair Merchants
Association Ltd**

Mr Ringo LEE
Chairman

Mr Sam FOK
Vice Hon Secretary

**Hong Kong Institute of Vocational Education
(Lee Wai Lee) Vocational Training Council**

Ir. Iain Seymour-HART
Head of Department of Automotive Engineering

The Institute of the Motor Industry Hong Kong

Mr TANG Wing-hong, Madison
Executive Committee

The Motor Traders Association of Hong Kong

Mr Wilson MOK
Chairman

Mr Mike RUSHWORTH
Vice Chairman

Mr Godfrey TSANG
Crown Motors Ltd

Mr Michael LEE
Zung Fu Co Ltd

Mr Johnson LI
Universal Cars Ltd

Mr Jeff HESELWOOD
MTA Consultant

Individual

Mr David Mckirdy

Clerk in attendance : Mr Andy LAU

Chief Assistant Secretary (1)2

Staff in attendance : Miss Irene MAN
Senior Assistant Secretary (1)6

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I Election of Chairman

Ms Christine LOH was elected Chairman of the joint meeting.

II Control of diesel vehicle emissions – vehicle maintenance and vehicle testing

Presentation by individuals/deputations

2. The Chairman invited the deputations to present their views on the control of diesel vehicle emissions.

Better Environment of Hong Kong

(LC Paper No.CB(1)605/99-00(01)(English version only))

3. Mr Steve CHOI, Director of Better Environment of Hong Kong, said that since the introduction of the chassis dynamometer in September 1999, many vehicles were found to have failed the smoke emission test. He attributed the low passing rate to four factors: the passing requirement being too high; the premature wear and tear of diesel vehicles due to lack of proper maintenance over the years; poor skills of vehicle mechanics in vehicle repair workshops; and low quality diesel. He suggested that the Administration should identify the source of the problem by doing more research on the subject. Mr CHOI was also concerned with the passing rate having risen up to about 80% upon relaxation of the standard of the smoke emission test in November 1999, and was worried that air quality had been compromised by a lowering of the standard. In addition, he pointed out that many diesel vehicles in Hong Kong had been worn out and had not undergone proper maintenance over the past years. For instance, pre-Euro 1 diesel vehicles imported before 1995 had to be retrofitted with catalytic converters and particulate traps. He requested the Administration to provide the maintenance trade with the facilities required for locating vehicle problems. He suggested the establishment of a centralized diagnostic testing centre to serve the vehicle repair workshops and saw the need for more research by the Administration to enhance cost-effectiveness.

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Environmental Vehicle (Taxi) Repairers Association Ltd.

(LC Paper No.CB(1)637/99-00 (tabled at the meeting and circulated to members after the meeting))

4. Mr LAM Hing-cheong, Chairman of Environmental Vehicle (Taxi) Repairers Association Ltd., expressed support for the introduction of environmental protection measures on vehicles but pointed out that the Administration had not informed the maintenance trade about the introduction of the chassis dynamometer. The trade also lacked relevant maintenance information on vehicle repairs which would meet the requirements of the smoke emission test. Therefore, he requested the Administration to set up a maintenance information centre and provide more chassis dynamometers for the trade.

Hong Kong Automobile Association

(LC Paper No.CB(1)605/99-00(02)(Chinese version only))

5. Mr KAN Kin-chuen, General Manager of Hong Kong Automobile Association, supported the control of diesel vehicle emissions for environmental protection. However, he cautioned that the control would only be effective when there was a commonly approved standard for vehicle mechanics. He hoped that the Administration would assist in the provision of qualified mechanics in the maintenance trade.

Hong Kong Right Hand Drive Motors Association Ltd.

6. Mr FUNG Ip-keung, Chairman of Hong Kong Right Hand Drive Motors Association Ltd., advised that the Association had been in contact with the Environmental Protection Department (EPD) to ensure that imported vehicles could comply with the relevant environmental protection ordinance.

Hong Kong Vehicle Repair Merchants Association Ltd.

(LC Paper No.CB(1)605/99-00(03))

7. Referring to the Administration's policy in improving air quality by substituting diesel vehicles with liquefied petroleum gas (LPG) vehicles and introducing diesel catalysts and particulate traps for diesel vehicles, Mr Ringo LEE, Chairman of Hong Kong Vehicle Repair Merchants Association Ltd. was of the view that the Administration had offered little assistance to the maintenance trade in the control of diesel vehicle emission. The skills of vehicle mechanics, availability of maintenance facilities and technical information were essential for maintenance of different types of vehicles. Mr LEE, therefore, suggested that the Administration should draw up an approved standard for registered vehicle mechanics, provide maintenance information and training for the maintenance trade and establish a centre to provide the trade with maintenance facilities.

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Hong Kong Institute of Vocational Education/Vocational Training Council
(LC Paper No.CB(1)605/99-00(04)(English version only))

8. Ir Iain Seymour-HART, Head of Department of Automotive Engineering, Hong Kong Institute of Vocational Education, Vocational Training Council (VTC), took the view that general awareness of the need for vehicle maintenance in Hong Kong was insufficient. As many vehicle operators did not follow the manufacturers maintenance advice closely or at all, a change in the public's attitude towards the need for preventive maintenance of vehicles was essential if the emission problem was to be improved. As such, he expressed support for the licensing of vehicle mechanics to ensure good quality maintenance by way of their academic performance, work experience and the passing of a skill test. He was also of the view that vehicle owners should only have their vehicles repaired at vehicle repair workshops where sufficient space, qualified mechanics and suitable equipment were available. Moreover, vehicle annual licences for vehicles not properly maintained should not be renewed. Since the experience at VTC showed that many well-trained graduates might not have been absorbed into the maintenance industry, he suggested that vehicle mechanics needed to be licensed and repairers registered in order to form a quality circle/lift the quality and status of the profession.

9. Ir Seymour-HART disclosed that he was currently working on a feasibility study relating to the provision of more maintenance information for the trade subject to (i) availability of funds etc and (ii) the copyright restriction since the library of VTC contained a range (not complete) of maintenance data and repair manuals (and technology books) which might be useful to repairers. He remarked that the Administration's control on the operation of franchised buses was commendable although the range of goods vehicles, public light buses, school buses and taxis had not received the same attention/come under the same level of control.

The Institute of the Motor Industry Hong Kong
(LC Paper No.CB(1)619/99-00(01)(English version only))

10. Mr TANG Wing-hong, Executive Committee of the Institute of the Motor Industry Hong Kong, pointed out that it was difficult for the maintenance trade to obtain maintenance information for vehicles with sophisticated designs. Even with qualified mechanics, maintenance would be difficult without the relevant maintenance data. In countries like Canada and the United States, maintenance information was available for sale in the form of manuals and VCDs. Vehicle owners in Hong Kong, however, did not have the option and had to take their vehicles for repair at the dealers' workshops. He supported the registration of vehicle mechanics for upkeeping the maintenance standard as was done in other technical sectors. Furthermore, the Administration could assist the industry by developing research projects in technical institutes and universities to enhance

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the career development of trainees in the trade. He also shared the view for setting up a centralized diagnostic testing centre and suggested that it might be operated on a self-sufficient basis where facilities would be provided for the trade to test the repaired vehicles.

The Motor Traders Association of Hong Kong
(LC Paper No.CB(1)619/99-00)(02)(English version only))

11. Mr Mike RUSHWORTH, Vice Chairman of the Motor Traders Association of Hong Kong(MTA), said that MTA was willing to release the service manuals to the public at market price. However, as unauthorized repairers might not be able to maintain modern vehicles without intensive training, he was concerned that public safety might be compromised if the manuals were not used in conjunction with the expensive equipment which was generally unavailable to unauthorized repairers and non-franchised dealers. The non-standard components likely to be used by unauthorized repairers would also jeopardize public safety. Therefore, he stressed that MTA should not be held responsible for the safety of vehicles maintained by unauthorized personnel upon the release of the service manuals and relevant technical data. The Association suggested that unauthorized repairers should contact the manufacturer direct for the technical data and adopt a code of practice to advise the public of their capabilities and the standard of their equipment. Meanwhile, the Administration should implement sufficient safeguards for public safety. He also shared the views of the other deputations that professional training and registration for vehicle mechanics was essential in the maintenance trade.

Individual
(LC Paper No.CB(1)604/99-00(05)(English version only)
LC Paper No.CB(1)605/99-00(06))

12. Mr David MCKIRDY commented that vehicle pollution was the result of infringement of traffic rules where even the current level of fines was not sufficient in deterring infringement. It was important for the general public to respect and comply with the standard as set by society.

Discussion with deputations

Centralized diagnostic testing centre

13. Mrs Miriam LAU appreciated the views given by the trade which enhanced members' understanding of their difficulty in vehicle maintenance. She enquired about the requirements for the proposed centralized diagnostic testing centres and the overseas experience in this respect. In response, Mr Steve CHOI said that the diagnostic centres and maintenance centres were privatized and operated separately in overseas countries. It was difficult for Hong Kong, with only about 500,000 vehicles, to adopt a similar system as it might not be worth such a large-scale investment. However, a centralized diagnostic testing

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centre might provide the expensive equipment and testing facilities and maximize available resources, and this would be of benefit to small-scale vehicle repair workshops in particular.

14. Mr TANG Wing-hong agreed with Mr CHOI that the effectiveness and efficiency of vehicle maintenance would be enhanced if problem vehicles were first diagnosed at the centralized diagnostic testing centre. The Administration might assist in setting up such a centre to check up and test the vehicles, after which the vehicles might be referred to other vehicle workshops for repair. The centre might even be run by private operators or on a self-sufficient basis. Mr LAM Hing-cheong also agreed with the suggestion for the Administration to provide testing equipment and maintenance data since small-scale vehicle repair workshops could hardly afford the expensive facilities.

15. Mr James TIEN sought elaboration on the expected scale and number of the proposed centralized diagnostic testing centres since different brands of vehicles might require different equipment for diagnostic purpose. Mr TANG Wing-hong explained that vehicles of different brands usually shared common electronic accessories and designated centres could be established to test such vehicles. After the diagnosis, vehicle owners could choose to repair their vehicles at repair workshops although not necessarily at the dealers' workshops. These centres had proved well in Australia, Europe and North America and it would be worth establishing one in Hong Kong. As a lecturer of technical institutes, Mr TANG was concerned that there were insufficient resources in the institutes to install the necessary maintenance equipment and facilities. A centralized diagnostic testing centre set up within the institutes would help both the students and the trade with the latter paying a reasonable charge for its services.

16. As a supplementary remark, Mr Steve CHOI suggested that three centralized diagnostic testing centres could be set up for petroleum, diesel and LPG vehicles respectively. He said that the testing equipment for petroleum-driven vehicles were expensive but such tests would only be needed for vehicles of four years or above. There were not too many models of diesel vehicles in Hong Kong and few were operated by complicated electronic system. On the other hand, LPG vehicles only required simple testing equipment.

17. Mrs Selina CHOW enquired about the overseas experience in providing the necessary testing equipment by private operators for the maintenance trade. Mr Steve CHOI explained that before the introduction of chassis dynamometers in overseas countries, the Government would provide training to assist the trade and help identify vehicle problems for improvement. On this basis, he suggested that the Administration should set up a centralized diagnostic testing centre on a short-term basis at universities or elsewhere, say for six to 12 months, to assist the trade to identify vehicle problems.

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18. Mr TANG Wing-hong reiterated that the Administration could establish a testing centre for the trade by funding the equipment at the initial stage and maintaining it on a self-sufficient basis by charging the users for its services. The Hong Kong Polytechnic University was currently providing facilities for student training and industry usage at the same time, and the Administration might consider subsidizing organizations like VTC to provide training for students and service for the trade on a similar basis.

Stipulation of maintenance standard

19. Mrs Selina CHOW agreed with the need for upgrading the maintenance standard of vehicles in Hong Kong. She was dismayed to learn that graduates of VTC could not be absorbed into the maintenance industry despite their technical training, and sought Ir Iain Seymour-Hart's view on whether the situation could be improved if the Administration were to draw up a policy to monitor the maintenance standard of vehicles.

20. Ir Seymour-HART clarified that about 85% of the students currently educated in the Lee Wai Lee Campus were already employed in the industry. The Institute offered diploma and certificate courses for training qualifying technicians/mechanics and would assist graduates to look for employment. As the curriculum of the courses included a wide range of environmental issues, he believed that examinations would set the quality standard for apprentices and mechanics alike. Moreover, students were required to take trade tests, possess substantial work experience, and receive continuous professional development to cope with the changing technology.

21. As the sophisticated level of vehicles was increasing, Mr Mike RUSHWORTH shared the view on the importance for professional training in upholding maintenance standard in the industry. He supported the member's suggestion for the Administration to adopt a policy to monitor the required standard of maintenance so that well-trained mechanics would be recognized.

22. In order to enhance maintenance standards, Miss Emily LAU asked if the trade would adopt MTA's suggestion of developing a code of practice or guidelines for vehicle mechanics and publicize their qualifications and skills. Mr Ringo LEE responded that the trade had proposed to the Administration the establishment of a registration system of maintenance mechanics to promote professionalism. A working group had been formed with the Administration to explore the feasibility of the proposal. Mr TANG Wing-hong also welcomed a fair and open registration system for vehicle mechanics, including apprentices, technicians and even engineers. He remarked that many professional mechanics who had undergone six-year part-time training were discouraged because they were not recognized in the trade.

Limitation of vehicle repair workshops

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23. Given that many vehicles were computer-controlled nowadays, Mr James TIEN asked whether general vehicle workshops possessed the skill and space to repair vehicles such as taxis and light buses even though they might have the required maintenance equipment. He also enquired about the availability of maintenance manuals if the maintenance equipment was not purchased through authorized dealers.

24. Mr Ringo LEE pointed out that the maintenance for most commercial vehicles such as taxis and public light buses were carried out by private vehicle repair workshops rather than the authorized dealers. However, with the introduction of chassis dynamometer in September 1999, the trade required more maintenance information of different brands of vehicles to comply with the environmental protection requirement, and sophisticated equipment to accurately diagnose problem vehicles. He admitted that the operation of medium and small-scale vehicle workshops would become more difficult, and requested the Administration to assist by investing more maintenance resources for the trade to cope with its environment protection target.

25. Mr James TIEN asked if vehicle repair workshops had difficulty in obtaining accessories for maintenance and testing equipment due to control imposed by authorized dealers. Mr Ringo LEE said that maintenance data was not made available to vehicle repair workshops unless the workshops made a direct request from overseas dealers. However, due to the relatively low charges by private vehicle workshops, many owners of commercial and private vehicles usually had their vehicles maintained at these workshops after the three-year warranty period offered by the authorized dealers. However, since the introduction of the chassis dynamometer in September 1999, insufficient technical data and training had been provided to the trade and this had led to a sharp fall in the passing rate of the smoke emission test.

26. The Chairman asked if certain equipment was vital to the maintenance of some vehicle problems. Mr RUSHWORTH explained that passenger vehicles and especially petrol vehicles had become very sophisticated. Vehicles alleged to cause most pollution problems such as taxis and public light buses were old-fashioned and had to be adjusted by certain equipment and technology to meet the smoke emission standard. Most of the equipment required electronic components for testing.

Safety concern on release of maintenance manual

27. Miss Emily LAU showed understanding towards the difficulty faced by the maintenance trade. However, to follow up on MTA's concern on safety upon the release of maintenance manual to private vehicle workshops where skills and equipment might not meet the required standard, she sought views on whether the manual would only be released on a conditional basis to qualified workshops

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which complied with the code of practice and whether such arrangement would be fair. In response, Mr RUSHWORTH said that expensive equipment and professional training was essential for vehicle maintenance to ensure public safety. It would be desirable to have the maintenance standard authorized by a body such as VTC whereupon MTA would be ready to release the manual.

28. However, Mr Ringo LEE pointed out that even now not all members of MTA had chassis dynamometers in their repair centres. In fact, about 90% of diesel vehicle maintenance was well provided by vehicle repair workshops in Hong Kong. He believed that the trade had substantial repair experience and possessed the necessary maintenance skills. Besides, very few traffic accidents were caused by maintenance errors. However, the trade would appreciate assistance from the Administration in providing new equipment such as the chassis dynamometer in complying with the smoke emission standard.

29. As MTA advised that unauthorized repairers could contact the manufacturers for the maintenance manual, Mr HUI Cheung-ching enquired whether the manufacturers might release the manual to parties other than the authorized dealers. Since MTA would not release the confidential information on the design and structure of vehicles to unauthorized repairers, Mr HUI enquired whether the manual provided for the authorized dealers contained such confidential information. Mr RUSHWORTH clarified that technical information on the design and construction of vehicles would be provided only to the authorized dealers and would not be released. However, this would not restrict local vehicle workshops from repairing vehicles since construction and maintenance were two separate aspects. MTA was prepared to release the maintenance manual to the general public and allow repairers to repair vehicles in full provided that sufficient safeguards were in place.

30. Mrs Selina CHOW showed understanding towards the safety concern of MTA in releasing the maintenance manual to unauthorized personnel, and enquired whether the manual was only released to registered mechanics in overseas countries. Mr RUSHWORTH explained that MTA was very concerned about safety on releasing the manual to untrained personnel without suitable diagnostic equipment in Hong Kong. However, he admitted that maintenance manuals and CDs were easily available for diagnostic work in Europe, Japan and the United States. Considering that MTA would only be responsible to its customers within the three-year warranty period and the vehicle owners might choose to fix their vehicles at local workshops thereafter, the Association had requested the Administration to draw up a maintenance standard to ensure vehicle safety upon the release of the manual to local workshops.

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Discussion with Administration

(LC Paper No.CB(1)604/99-00(07))

31. In response to the Chairman, the Principal Assistant Secretary for Planning, Environment and Lands (Environment) (PAS for PEL(E)) advised that the Administration would consider carefully the deputations' views and respond in writing as soon as possible. The Administration's preliminary stance on the issues raised was as follows:-

(a) Maintenance standard

The Administration recognized the need to upgrade the maintenance standard of vehicles in Hong Kong by strengthening training and upgrading maintenance standard for vehicle mechanics. A working group was formed with the trade to examine short-term measures to assist the trade and develop a regulatory framework in the long run, such as the possibility of a licensing system to upgrade the maintenance trade.

(b) Maintenance information

The Administration welcomed the agreement of MTA in releasing the maintenance manual to the public in principle. MTA would be invited to discuss the detailed arrangements for the release of the manual with the working group on vehicle maintenance service.

(c) Equipment and facilities for maintenance

The Administration noted the deputations' concerns on the lack of proper maintenance equipment in some small-scale vehicle workshops. It had reservations on providing direct subsidy to the provisions of such equipment as it might interfere in the operation of a free market and discourage other vehicle workshops from upgrading their equipment. It would need to consider carefully the form and extent of assistance to be rendered to the trade on this area.

Provision of maintenance equipment and information

32. Since insufficient notice and training had been given to the trade before the introduction of chassis dynamometers, Mrs Miriam LAU urged the Administration to promptly provide chassis dynamometers for the maintenance trade to alleviate the pollution problem. Mrs Selina CHOW, while understanding the urgent need of the trade, appreciated the Administration's concern over the long-term effect on market competition with the provision of the facilities. Mrs CHOW enquired about the feasibility of providing the testing equipment by private operators as soon as possible to assist the maintenance trade.

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33. In response, the Assistant Director of the Environmental Protection (Air) (AD of EP) said that the Administration had liaised with certain authorized testing centres which had agreed to rent out their chassis dynamometers to vehicle repair workshops. Given that the Administration would only conduct about 30 000 vehicle tests annually while the chassis dynamometers currently available could handle 90 000 tests a year, he believed the supply would be able to meet the market demand. Moreover, four companies had recently approached EPD for installing chassis dynamometers which showed that supply of dynamometers would actually increase along with the market demand.

34. PAS for PEL(E) supplemented that EPD and VTC had been holding seminars for the trade on tackling smoky vehicles. The seminars to be held by EPD in the coming six months would cater for about 1 000 participants. Besides, VTC had procured a dynamometer and would offer new courses in early 2000 on diesel vehicle maintenance to alleviate smoke emission problem. On the provision of equipment by the setting up of a centralized diagnostic testing centre, the Administration would be willing to offer appropriate assistance to those in the private or public sectors who might wish to pursue this idea.

35. As vehicle maintenance had been discussed at length, Miss Emily LAU was disappointed at the remark of PAS for PEL(E) that many views of the deputations were new to him. She also expressed grave concern about the definition of qualified vehicle workshops since the maintenance manuals would only be released to the qualified ones. PAS for PEL(E) clarified that the issue on vehicle maintenance had been well discussed with members and the trade; however, specific suggestions from the deputations such as the proposal to stipulate minimum maintenance requirements for each vehicle and make the requirements as one of the condition for renewal of vehicle licences, and the conditions imposed by MTA on the release of maintenance manuals were only first received shortly before the meeting. As for the arrangements for the release of service manuals by MTA, the Administration would have to follow up on the matter with MTA and the trade accordingly.

Admin.

Adjustment in testing standard

36. The Chairman expressed concern on the environmental impact after the standard of the smoke emission test had been lowered and the passing rate had risen to 80%. AD of EP explained that many vehicles failed to pass the smoke emission test conducted by means of the chassis dynamometer because the trade had not yet adapted to it. However, the Administration had not lowered the smoke standard of the test in order to push up the passing rate. The growth in passing rate was due to many factors, such as the improvement in technical skills and the trade's adaptation to the new form of the test. The Administration had only relaxed the power requirement from 60% to 50% but the smoke emission standard remained at 50 units. The power rate would be increased again when the

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trade had adapted to the new testing method by chassis dynamometer. The existing practice would be reviewed in January 2000.

Licensing system for vehicle mechanics

Admin. 37. Mrs Selina CHOW was concerned about the registration system for vehicle mechanics and the timetable. PAS for PEL(E) said that the Administration would consult the trade about the need for a licensing system at the first working group meeting in January 2000.

III Any other business

38. Mrs Miriam LAU remarked that insufficient time had been allowed to discuss the paper, especially on the details of training courses to be conducted by the Administration. She requested another joint Panel meeting in January 2000. Members agreed to hold another meeting on Thursday, 20 January 2000, at 2:30pm. There being no other business, the meeting adjourned at 4:45pm.

Legislative Council Secretariat
22 February 2000