

立法會  
*Legislative Council*

LC Paper No. CB(4)268/15-16  
(These minutes have been  
seen by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Wednesday, 22 July 2015, at 9:00 am  
in Conference Room 1 of the Legislative Council Complex**

- Members present** : Hon Michael TIEN Puk-sun, BBS, JP (Chairman)  
Hon TANG Ka-piu, JP (Deputy Chairman)  
Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon WONG Kwok-hing, BBS, MH  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon CHAN Hak-kan, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Albert CHAN Wai-yip  
Hon Frankie YICK Chi-ming, JP  
Hon WU Chi-wai, MH  
Hon Gary FAN Kwok-wai  
Hon CHAN Han-pan, JP  
Dr Hon KWOK Ka-ki  
Dr Hon Elizabeth QUAT, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS
- Members absent** : Hon Ronny TONG Ka-wah, SC  
Hon LEUNG Kwok-hung

Hon Claudia MO  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

**Public Officers  
attending** : **Agenda item I**

Ms Ivy LAW Chui-mei  
Deputy Secretary for Transport and Housing  
(Transport) 3

Miss Amy CHAN Yuen-man  
Principal Assistant Secretary for Transport and  
Housing (Transport) 6

Mrs Dorothy MA CHOW Pui-fun  
Principal Assistant Secretary for the Environment  
(Energy)

Mr Eric PANG Yiu-hung  
Assistant Director/Gas & General Legislation  
Electrical and Mechanical Services Department

Mr Eddie PAK Kan-ming  
Chief Engineer/Gas Standards B  
Electrical and Mechanical Services Department

Mr KOON Chi-ming  
Assistant Director/Existing Buildings 1  
Buildings Department

Mr Robert LAU, FSMSM  
Assistant Director (Licensing & Certification)  
Fire Services Department

Ms Macella LEE Sui-chun  
Assistant Commissioner/Management & Paratransit  
Transport Department

Mr WU Wai-hung  
Assistant Commissioner (Occupational Safety)  
Labour Department

Mr Kenneth CHAN Shu-to  
Principal Environmental Protection Officer (Regional  
East)  
Environmental Protection Department

**Clerk in attendance:** Ms Sophie LAU  
Chief Council Secretary (4)6

**Staff in attendance :** Ms Angela CHU  
Senior Council Secretary (4)1

Ms Emily LIU  
Legislative Assistant (4)6

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Action

**I. Regulation of workshops carrying out repair and maintenance of liquefied petroleum gas vehicles**

(LC Paper No. CB(4)1344/14-15(01) - Administration's paper on regulation of workshops carrying out repair and maintenance of liquefied petroleum gas vehicles

LC Paper No. CB(4)1344/14-15(02) - Paper on regulation of workshops carrying out repair and maintenance of liquefied petroleum gas vehicles prepared by the Legislative Council Secretariat (information note)

LC Paper No. CB(4)1344/14-15(03) - Letter from Hon TANG Ka-piu regarding the explosion incident in a vehicle maintenance workshop in Tsz Wan Shan

LC Paper No. CB(4)1344/14-15(04) Administration's response to the letter from Hon TANG Ka-piu on matters relating to the vehicle repair workshop

explosion in Tsz Wan Shan  
in April 2015

LC Paper No. CB(4)1344/14-15(05) - Further letter from Hon  
TANG Ka-piu on the  
regulation of workshops  
carrying out repair and  
maintenance of liquefied  
petroleum gas vehicles

LC Paper No. CB(4)1357/14-15(01) Administration's response to  
the further letter from Hon  
TANG Ka-piu on the  
regulation of workshops  
carrying out repair and  
maintenance of liquefied  
petroleum gas vehicles)

### Opening remarks

The Chairman welcomed public officers from different government bureaux and departments ("B/Ds") who attended the meeting. He said that the issue of regulation of workshops carrying out repair and maintenance of vehicles ("vehicle workshops") was an intricate topic as it fell under the ambit of different policy portfolios across different B/Ds. He expressed appreciation towards the efforts made by the Transport and Housing Bureau in coordinating the attendance of different B/Ds at the meeting.

### Briefing by the Administration

2. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 3 ("DSTH3") briefed members about the current legislation on regulating vehicle workshops in Hong Kong, details of which were set out in the Administration's paper LC Paper No. CB(4)1344/14-15(01). She said that there was no overarching legislation governing the operation of vehicle workshops. Different aspects of workshop operation, such as storage of dangerous goods, location and fire safety requirements, occupational safety and health of employees and gas safety, were subject to different legal requirements under the respective responsibilities of different B/Ds. On top of statutory requirements, the Electrical and Mechanical Services Department ("EMSD") had launched the Voluntary Registration Scheme for Vehicle Mechanics, Vehicle Maintenance Workshop Charter Scheme and the Voluntary Registration Scheme for Vehicle Maintenance Workshops in 2007,

2013, and 2015 respectively to enhance the service standard of the vehicle maintenance trade. The Administration would review the effectiveness of the operation of Voluntary Registration Scheme for Vehicle Maintenance Workshops in about a year's time.

### Discussion

#### *Vehicle workshops locating inside residential buildings*

3. Mr Gary FAN and Mr CHAN Kam-lam said that following the explosion incident in April 2015 involving a vehicle workshop located on the ground floor of a residential building, there had been wide public concern over the safety of vehicle workshops. Both members expressed concern that vehicle workshops locating inside residential buildings and/or composite buildings comprising of residential use might pose potential hazards to the residents of the buildings, and enquired about the Administration's regulation in this regard. Mr CHAN opined that the emission of noise, air pollutants and odours in connection with the repair and maintenance work of vehicle workshops, such as paint spraying, might cause health and environmental nuisances and increase fire risk. He suggested the Administration to gradually relocate vehicle workshops locating inside residential and/or composite buildings to designated areas that were more suitable for the operation of the trade.

4. Concurring with Mr CHAN's suggestion, Mr Frankie YICK said that the Administration should explore the feasibility and desirability of establishing designated vehicle repair and maintenance zones in new development areas or industrial sites away from the residential areas so as to address the safety issues.

5. DSTH3 replied that the operation of vehicle workshops was subject to various statutory regulatory requirements. As regards members' suggestion of locating vehicle workshops in certain designated zones, DSTH3 said that there were clear requirements in respect of the location and operation of vehicle workshops. As selection of the location of vehicle workshops was a business decision of the owners concerned, it might not be appropriate for the Government to be overly involved in this regard. DSTH3 added that to her understanding, the Development Bureau would explore the feasibility of providing alternative accommodation for some of the incumbent operation in certain brownfield sites through development of multi-storey industrial compounds.

6. In respect of the conduct of paint spraying in non-industrial buildings, Assistant Commissioner (Occupational Safety) of Labour Department ("AC/LD") advised that since the activity would give rise to fire risk, vehicle workshops located in non-industrial buildings were not allowed to conduct paint spraying under existing regulations in order to safeguard the occupational health and safety of the employees. If vehicle workshops were found to be engaged in paint spraying within non-industrial buildings, the Labour Department ("LD") would issue prohibition notices to workshop owners to prohibit such work immediately.

7. Mr Tony TSE opined that the Administration should not permit vehicle workshops to operate inside residential buildings. The existence of industrial activities within residential buildings also contravened good town planning and land use. He sought clarification on whether the Administration would tolerate the existence of vehicle workshops inside residential buildings if they had complied with all the statutory requirements governing vehicle workshops, and if not, the timetable for the Administration to take enforcement actions.

8. Assistant Director/Existing Buildings 1 of Buildings Department ("AD/BD") said that Regulation 49(1) of the Building (Planning) Regulation (Cap. 123F) clearly stipulated that no vehicle workshops were allowed to operate inside buildings used or designed for domestic or habitation purposes. Immediate enforcement action might be taken in accordance with the prevailing enforcement policy if a vehicle workshop constituted obvious hazard or immediate danger to life or property, or serious health and environmental nuisances. BD would adopt a risk-based approach when deciding the appropriate enforcement actions, taking into account the advice given by other relevant B/Ds.

9. At the request of Mr TSE, DSTH3 undertook to coordinate information from relevant departments relating to the number of prosecution and conviction cases against vehicle workshops with details of the relevant regulations being contravened in the past three years.

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*Regulation of vehicle workshops carrying out repair and maintenance work of liquefied petroleum gas ("LPG") vehicles*

10. Mr Gary FAN noted that there were about 22 000 registered LPG vehicles in Hong Kong, but only 29 vehicle workshops were approved for carrying out repair and maintenance work of LPG vehicles. He considered that the insufficient number of vehicle workshops approved for repairing LPG vehicles might induce LPG vehicle owners to patronize general vehicle mechanics to have their vehicles repaired, thus causing concerns on safety

issues of unapproved vehicle workshops conducting repair and maintenance work of LPG vehicles.

11. In reply, Assistant Director/Gas & General Legislation of EMSD ("AD/EMSD") said that vehicle workshops carrying out repair and maintenance work involving the fuel system or associated components of LPG vehicles and the replacement of LPG fuel tank would be subject to regulation under the Gas Safety Ordinance (Cap. 51) ("GSO"). Under GSO, such work was required to be carried out by a Competent Person (Class 6) ("CP(CL6)") approved by EMSD or a person under the supervision of CP(CL6). Vehicle workshops who had employed CP(CL6) could carry out repair and maintenance work relating to the fuel system of LPG vehicles. On the other hand, work involving the structure of or components within an LPG fuel tank should be carried out by a Competent Person (Class 1) ("CP(CL1)") approved by EMSD or a person under the supervision of CP(CL1) and in an LPG fuel tank workshop approved by EMSD. At present, there were over 1 100 CP(CL6) and five LPG fuel tank workshops in Hong Kong. The Administration considered that overall speaking, the vehicle maintenance trade could cater for the repair and maintenance needs of LPG vehicles in Hong Kong.

12. As regards the "29 vehicle workshops" mentioned by Mr FAN, AD/EMSD explained that they were vehicle workshops approved by EMSD which could store LPG in excess of 130 litres. They were not the only vehicle workshops that could carry out repair and maintenance work relating to the fuel system of LPG vehicles. As said, vehicle workshops not approved to store LPG in excess of 130 litres but had employed CP(CL6) could also carry out repair and maintenance work relating to the fuel system of LPG vehicles.

13. The Chairman pointed out that vehicle workshops with approval for storage of LPG in excess of 130 litres were subject to regular inspections by EMSD. As the explosion incident of April 2015 occurred in a general vehicle workshop, he enquired whether EMSD would conduct regular inspections to cover all general vehicle workshops as well. He also sought explanation on why the storage of less than 130 litres of LPG was not subject to EMSD's approval.

14. AD/EMSD replied that as the storage of a large quantity of LPG might lead to unacceptable risk, according to GSO, storing LPG in excess of 130 litres would need to be approved by EMSD to ensure that the design, construction and location of these gas installations complied with the relevant safety requirements. EMSD would conduct regular inspections of these gas installations within vehicle workshops to ensure their compliance with relevant requirements under GSO. As regards vehicle workshops storing less than 130

litres of LPG, EMSD would conduct inspections and investigations if they were known to handle tank replacement work or if complaints from public or referrals from other B/Ds were received.

15. The Chairman stressed that the Administration should conduct proactive and regular inspections of all vehicle workshops to ensure that they had not stored excessive LPG and had hired qualified vehicle mechanics to carry out repair and maintenance work of LPG vehicles. It was inadequate to rely solely on public complaints or B/Ds' referrals in uncovering safety issues and non-compliance cases of vehicle workshops. He was of the view that the explosion incident occurred in April 2015 was attributable to the Administration's negligence, inadequate inspections and insufficient supervision on vehicle workshops.

16. Principal Assistant Secretary for the Environment (Energy) ("PAS/EN") said that proper mechanisms were in place to regulate different aspects of vehicle workshop operation. Inspections of vehicle workshops would be conducted on a risk-based approach by B/Ds in accordance with the respective legal regulations under their purviews. For cases where irregularities were identified during inspections, appropriate enforcement actions would be instituted according to the prevailing enforcement policy of the respective B/Ds, or referred to other appropriate B/Ds for follow up as necessary. AD/EMSD supplemented that following the explosion incident, EMSD had conducted inspections of about 3 000 vehicle workshops in Hong Kong to ensure that they had not contravened the requirements under GSO, i.e. they had not stored more than 130 litres of LPG without the approval of EMSD and the repair of fuel system and replacement of fuel tank were carried out by CP(CL6) or under the supervision of CP(CL6).

17. The Deputy Chairman said that the additional inspections conducted by EMSD following the explosion incident were only remedial measures undertaken by the Administration in addressing the wide public concern over safety issues of vehicle workshops. He was worried that without regular inspections of all vehicle workshops, it would be difficult to identify irregularities for the prevention of similar occurrence in future. He added that when LPG vehicles were introduced into Hong Kong in 1999, it was clearly stated in the Administration's paper submitted to the Legislative Council that repair and maintenance of LPG vehicles would need to be carried out in approved LPG vehicle workshops for safety reasons. He considered that the Administration had slackened its regulation over vehicle workshops, as workshops nowadays were not required to seek approval for carrying out repair and maintenance work of LPG vehicles. LPG vehicle owners could have their vehicles repaired in any workshops by a CP(CL6) or under his supervision.



He also expressed dissatisfaction on the delay of the Administration in replying to his written questions.

18. Echoing the concern of the Deputy Chairman, Ir Dr LO Wai-kwok said that when LPG vehicles were introduced into Hong Kong, extensive discussions and consultations were held on the repair and maintenance needs of LPG vehicles. In fact, nowadays LPG vehicle owners might be unaware of the statutory requirements under GSO in respect of the repair and maintenance of their LPG vehicles, and had little knowledge of which workshops had had employed CP(CL6) who were qualified to repair the fuel tank and associated components of their vehicles. He considered that the Administration should step up efforts to regulate and monitor the performance of vehicle workshops to safeguard the interests of vehicle owners.

19. PAS/EN responded that vehicle workshops carrying out repair and maintenance of LPG vehicles were subject to the regulation in respect of gas safety under GSO. The Administration had been executing enforcement duties in accordance with relevant provisions of GSO. To step up its regulatory efforts, the Administration had introduced administrative measures, such as issuing a certificate to CP(CL6) for them to display in their workplaces prominently for easy identification by customers, and educating vehicle owners on the importance of having their vehicles repaired in vehicle workshops who had hired CP(CL6) in connection with any work involving the fuel tank or associated components of their LPG vehicles. AD/EMSD added that the Administration had briefed the vehicle maintenance trade on the relevant legal requirements under GSO in respect of repair and maintenance work of LPG vehicles. In addition, EMSD had maintained a register of CP(CL6). Competent persons were required to notify EMSD if they had changed job or their places of work.

20. As regards Mr TANG's written questions on the regulation of vehicle workshops, PAS/EN said that more time was needed to collate the relevant statistics and information. The Administration would issue a written response as soon as possible.

*(Post-meeting note: Administration's response to the Deputy Chairman's written questions was issued to members vide CB(4)1377/14-15(01) on 29 July 2015.)*

21. Mr Jeffrey LAM opined that the Administration should have made a holistic planning in respect of vehicle models, repair and maintenance needs of vehicles, gas filling facilities and regulation and licensing requirements when LPG vehicles were introduced into Hong Kong in 1999. At the request of Mr

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LAM, Principal Environmental Protection Officer (Regional East) of Environmental Protection Department undertook to provide information regarding the Administration's consideration in various different aspects when introducing LPG vehicles to Hong Kong in 1999, and any holistic considerations if new types of vehicles were to be introduced in future.

22. Mr WONG Kwok-hing opined that the conduct of various inspections by different B/Ds in accordance with the legal requirements under their respective responsibilities might lead to inefficiency and overlapping of resources. He suggested the Administration to consider establishing a cross-departmental unit to coordinate the inspections of vehicle workshops. He also enquired about the results of the inspections of vehicle workshops carried out by EMSD and the Fire Services Department ("FSD") following the explosion incident.

23. DSTH3 said that an inter-departmental taskforce led by the Security Bureau had been set up to follow up on the Tsz Wan Shan incident. She would relay Mr WONG's suggestion to the task force for consideration. As regards the results of the inspections, AD/EMSD said that by the end of June 2015, EMSD had completed its inspections of about 3 000 vehicle workshops in Hong Kong. Irregularities identified during the inspections were referred to the relevant B/Ds for follow up. Assistant Director (Licensing & Certification) of FSD ("AD/FSD") said that FSD had conducted over 3 000 inspections of vehicle workshops in Hong Kong to ensure that no excessive dangerous goods were stored in accordance with the Dangerous Goods Ordinance (Cap. 295) ("DGO"). FSD would follow up on irregular cases identified and consider taking necessary enforcement actions.

24. Mr James TO sought clarification from FSD on whether they had regular programme to inspect vehicle workshops on the over-storage of dangerous goods. AD/FSD replied that pursuant to DGO, regular inspections of vehicle workshops holding a Dangerous Goods License would be conducted to ensure that they had complied with the licensing requirements in respect of the storage of dangerous goods in excess of the prescribed quantity under DGO. As regards general vehicle workshops, FSD would adopt a risk-based approach in conducting inspections to guard against over-storage of dangerous goods.

25. Mr WU Chi-wai enquired whether FSD, EMSD, LD, BD and Environmental Protection Department had each set up a regular programme to inspect vehicle workshops for enforcing the respective regulations under their purviews. He urged the Administration to consider setting up such programmes expeditiously if none was in place. DSTH3 undertook to

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coordinate a reply from different B/Ds on details of the regular inspection programmes, if any, after the meeting.

26. Ir Dr LO Wai-kwok noted that EMSD had promulgated four sets of guidelines relevant to LPG vehicles to the vehicle maintenance trade. He enquired whether the guidelines were statutory documents with legal effect. AD/EMSD replied that the four guidelines, namely, "Guideline for LPG fuelled vehicles workshop in Hong Kong", "Guideline for revalidation of LPG fuel tanks for LPG vehicles", "Guideline for disposal of LPG vehicle fuel tanks" and "Code of Practice for servicing and maintenance of LPG vehicle fuel system" were not statutory documents. They were issued and implemented by administrative means to enhance the standard of LPG vehicle maintenance and promote safety of vehicle workshops. The guidelines explained in more specific terms the relevant statutory requirements as well as recommended technical measures for meeting such requirements to facilitate the trade's compliance. EMSD would conduct sample inspections to remind vehicle workshops to ensure safety and impress upon them the need to operate in accordance with the relevant guidelines. If irregularities were identified during such inspections, enforcement actions or referrals to other B/Ds for follow up might be taken as appropriate. A joint letter by EMSD, BD and LD had also been issued recently to vehicle workshops to remind them of the safety requirements under relevant ordinances.

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27. At the request of Ir Dr LO, DSTH3 undertook to coordinate information from relevant departments in respect of the total number of inspections conducted pursuant to the promulgated guidelines in the past five years, with a breakdown of cases of prosecutions, referrals made to B/Ds for follow-up actions and warning letters issued to vehicle workshops.

*Voluntary registration schemes for vehicle mechanics and vehicle workshops and the Vehicle Maintenance Workshops Charter Scheme*

28. Noting that the Administration had recently rolled out the Voluntary Registration Scheme for Vehicle Maintenance Workshops, Mr CHAN Kam-lam considered that the scheme was only a stopgap measure to address the wide public concern over the explosion incident in April 2015. He called on the Administration to devise a long-term strategy in addressing safety and service standards of the vehicle maintenance trade.

29. DSTH3 clarified that the Voluntary Registration Scheme for Vehicle Workshops was not intended and should not be seen as a measure to address the explosion incident. Vehicle workshops were all along subject to a number of statutory regulatory requirements. As regards the registration schemes, the

then Environment, Transport and Works Bureau reported to the Panel on Transport back in 2004 that it saw the need to enhance the service standard of vehicle maintenance trade, and had been working with the vehicle maintenance trade on the introduction of registration schemes for vehicle mechanics and vehicle workshops. The registration schemes were meant to promulgate best practices on top of regulatory requirements required of the vehicle maintenance trade. After thorough discussion with the trade on the introduction of the registration schemes, it was agreed that an incremental approach should be adopted. In 2007, EMSD launched the Voluntary Registration Scheme for Vehicle Mechanics. EMSD launched the Vehicle Maintenance Workshops Charter Scheme ("Chartered Scheme") in 2013 and launched the Voluntary Registration Scheme for Vehicle Maintenance Workshops in 2015. In the long run, the Administration would explore the feasibility of implementing a mandatory registration scheme for the vehicle maintenance trade.

30. Mr POON Siu-ping and Mr Gary FAN considered that the Charter Scheme received lukewarm response from the vehicle maintenance trade as only some 440 vehicle workshops had subscribed. As subscription was on a voluntary basis, they did not see any strong motivation for vehicle workshops to subscribe. They enquired about further measures that would be taken to encourage vehicle workshops' participation in the scheme.

31. Sharing similar views, Mr WU Chi-wai opined that there were little incentives for vehicle workshops to participate in the Charter Scheme on a voluntary basis. He requested the Administration to provide information regarding the differences in terms of operational and regulatory requirements, safety and technical standards and work procedures required to be observed by vehicle workshops which had subscribed to the Charter Scheme as compared to non-subscribers, and the incentives put in place by the Administration to encourage subscription to the scheme. DSTH3 undertook to provide the requested information after the meeting.

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32. In response to members' concern over the subscription rate of the Charter Scheme, AD/EMSD said that the Vehicle Maintenance Technical Advisory Committee ("VMTAC"), which was appointed by the Secretary for Transport and Housing to advise the Administration on matters relating to the development of various registration schemes, had conducted a review after the Charter Scheme was launched. VMTAC concluded that vehicle workshops showed little interest in subscribing to the Charter Scheme because the scheme could not offer differentiation on the scale of vehicle workshops. Taking into account views from the vehicle maintenance trade, the Administration had introduced a classification of types of vehicle workshops when introducing the Voluntary Registration Scheme for Vehicle Workshops. Vehicle workshops

registered in the scheme would be classified into different types so as to facilitate customers to make informed choices when choosing vehicle repair services. DSTH3 added that the Voluntary Registration Scheme for Vehicle Workshops would serve as a mark of quality assurance to customers. Registered vehicle workshops were subject to the requirements for the respective registration type, and EMSD would conduct inspections and surprise visits on a sampling basis to ascertain compliance. In cases where complaints were received and substantiated, EMSD might issue warning letters or even de-register the vehicle workshops concerned, depending on the seriousness of non-compliance.

33. Referring to Annex G of the Administration paper, Mr POON Siu-ping and Mr Frankie YICK noted that no new application for Type Four vehicle workshops would be considered three years after the launch of the Voluntary Registration Scheme for Vehicle Workshops. They enquired whether vehicle workshops not having registered as Type Four under the registration scheme would be allowed to operate after the expiry of the above mentioned time frame.

34. DSTH3 replied that Type Four workshops registered in the initial period of the first three years would be allowed to stay on the registration list subject to their compliance with the renewal registration requirements. Also, the Voluntary Registration Scheme for Vehicle Workshops was not a licensing scheme. It was a voluntary scheme under which vehicle workshops undertook/pledged to comply with the service standard requirements set out in the scheme. Given its voluntary nature, even if they had not registered in the scheme, vehicle workshops could still continue to operate if they had complied with all the statutory requirements under existing legislation.

35. Mr Albert CHAN opined that only with the implementation of a mandatory registration scheme could the Administration exercise effective monitoring on the vehicle maintenance trade. It would be futile to rely on the trade to improve safety and service standards on a voluntary basis. Mr Frankie YICK and Mr WU Chi-wai shared the view that the vehicle maintenance trade had already agreed on the introduction of a mandatory registration scheme, and expressed concern about the delay in introducing the mandatory scheme by the Administration.

36. DSTH3 said that taking into account views from the vehicle maintenance trade, the Administration had adopted an incremental approach in introducing registration schemes for the trade. The Administration would commence an in-depth study on the feasibility of a mandatory registration system for the vehicle maintenance trade, having regard to the experience of the

two voluntary registration schemes for vehicle mechanics and vehicle workshops, as well as a regulatory impact assessment of such a system.

37. Mr WU Chi-wai said that when the Panel on Transport was briefed by the Administration on the introduction of the Voluntary Registration Scheme for Vehicle Mechanics in 2005, the Administration mentioned that it had the intention to establish a mandatory registration scheme in the long term, and would undertake a review in 2008 in deciding how a mandatory scheme could be introduced. With the lapse of time, Mr WU expressed concern about the lack of progress in taking forward the mandatory scheme.

38. DSTH3 replied that the then Environment, Transport and Works Bureau had reported to the Panel in 2005 that there were diverse views within the vehicle maintenance trade as to whether vehicle workshops should be registered. It was then decided that an incremental approach should be adopted by implementing a voluntary scheme for vehicle mechanics first. Throughout the years, EMSD and VMTAC had been working closely with the vehicle maintenance trade in developing the registration schemes. As a result of these efforts, steady progress had been made in the introduction of the Voluntary Registration Scheme for Vehicle Mechanics in 2007, the Charter Scheme in 2013, and the Voluntary Registration Scheme for Vehicle Workshops in 2015. The Administration would take into account the experience of these voluntary schemes when considering the feasibility of a mandatory registration scheme for the vehicle maintenance trade.

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39. At the request of Mr WU, DSTH3 undertook to supplement information after the meeting in respect of the Administration's evaluation of the effectiveness of the Voluntary Registration Scheme for Vehicle Mechanics in paving the way for the implementation of a mandatory scheme, and whether and if so, when the Administration had reported the evaluation result to the Panel on Transport.

40. In reply to Mr Frankie YICK's enquiry on whether the Administration would implement a mandatory registration scheme for vehicle mechanics, AD/EMSD said that a majority of the vehicle mechanics were willing to participate in a mandatory registration scheme. However, vehicle mechanics expressed the view that such a mandatory scheme should be launched together with the mandatory scheme for vehicle workshops, as they were worried that registered vehicle mechanics had to bear all statutory responsibilities if vehicle workshops needed not register on a mandatory basis. Furthermore, it would be conducive to enhancing the overall service standards of the trade if both vehicle workshops and vehicle mechanics were to be regulated by a mandatory registration scheme.

Conclusion

41. The Chairman thanked the public officers who had attended the meeting. He called on the Administration to take into account members' views in the regulation of vehicle workshops.

**II. Any other business**

42. There being no other business, the meeting ended at 10:52 am.

Council Business Division 4  
Legislative Council Secretariat  
25 November 2015