



Department of Transportation and Communications (DOTC)

Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)

Strategic Planning Conference

and

Action Plan Finalization Conference

19-20 March 2009

University Hotel

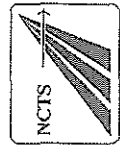
University of the Philippines

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Tagaytay City



National Center for Transportation Studies
University of the Philippines
(UP-NCTS)

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Part I. CHVSR Strategic Planning Conference

1. OVERVIEW OF THE STRATEGIC PLANNING CONFERENCE

1.1 OBJECTIVES OF THE CONFERENCE

The CHVSR (Committee on Harmonization of Vehicle Standards and Regulations) Strategic Planning Conference was held on March 19-20, 2009 at the University Hotel, University of the Philippines Campus, Diliman, Quezon City and was organized by the Department of Transportation and Communications (DOTC) in cooperation with the U.P. National Center for Transportation Studies (UP-NCTS) and participated by government agencies (DOTC, LTO, DTI-BPS, DTI-BIS, DOE-OIMB, DENR-EMB, DOE-EUMB, DTI-BOI, PNP-HPG, UP-NCTS), motor vehicle industry groups (CAMPPI, MDPPA, PAFI) and other organizations (CRC, USAID-ECAP). Executive Order No. 628 created the CHVSR (Annex G) with the implementing rules and regulations (Annex H).

The following are the objectives of the planning conference:

- To review and assess the CHVSR accomplishments, plans and programs in relation to the 2006 Harmonization of Motor Vehicle Standards and Regulations Roadmap;
- To review and update the Harmonization of Motor Vehicle Standards and Regulation Roadmap in the context of AEC blueprint, in consideration of the differentiated development of the stakeholders in the motor vehicle industry, economic and environmental challenges;
- To formulate strategies and action agenda towards effecting the updated CHVSR Roadmap; and,
- To draft an implementation or action plan towards effecting the transport agenda and strategy considering specific, measurable, attainable, realistic, and time-bounded (SMART) targets.

1.2 GENERAL SUMMARY OF THE CONFERENCE

The first day started at 9:45 AM with Engr. Ildelfonso T. Padtu Jr., Director of Project Development Services (PDS) of the DOTC giving the opening remarks and stating the objectives of the planning conference. Director Padtu presented the context concerning ASEAN trade and investments, ASEAN economic growth and their priority sectors particularly trade and investment in the automotive sector. He showed that the intra-industry trade index of the automotive sector in Philippines has a value of 18.4, which means a mild degree of integration. He also mentioned that the AEC Blueprint Characteristics, Single Market and Production Base, Free Flow of Goods, Standards and Technical Barriers to Trade as well as the Automotive Product Working Group (APWG) and their action plan and work program. The presentation material is in Annex A.1.

The elements of the type approval system were presented by Mr. Lemar L. Jeminez, Senior Transport Development Officer of the Road Transport Planning Division of DOTC. He gave the definition of type approval system and background of harmonization of vehicle regulations, WP 29 and its organization. Also, he presented the 1958 Agreement, type approval and kinds of type approval, procedure flow from vehicle examination to registration of the type approval system, system and component type approval based on the 1958 Agreement. Examples of type approval systems in different countries like Singapore and Japan were also shown. The presentation material is in Annex A.2.

Atty. Zenaida B. Biteng of the DOTC Legal Service presented the laws governing motor vehicle standards and regulations such as Republic Act No. 4136 (Land Transportation and Traffic Code of the Philippines), Commonwealth Act No. 146 (Public Service Act), Republic Act No. 4109

(Philippine Standardization Law), Republic Act No. 8749 (Philippine Clean Air Act), Republic Act No. 8794 (MVUC Law), Executive Order No. 397 and Executive Order No. 156. Laws governing motor vehicles dealing with safety requirements were also presented such as Letter of Instruction No. 229, Republic Act No. 8750 (Seatbelt Law), Presidential Decree No. 96, Republic Act No. 8506, Executive Order No. 628 (Creating a Committee on Harmonization of Vehicle Standards and Regulations of CHVSR). The presentation material is in Annex A.3.

Issues discussed during the open forum were the individual vehicle type approval system, issue on Executive Order No. 397, DAO 2007-27, classification of motor vehicles and on Executive Order No. 628. There were also issues on the formulation of the project terms of reference and the corresponding budget and purposes of harmonization of standards and regulations, legislation and basic legal regulations for motor vehicles. Other topics discussed were the agreement in APEC, type approval system of Singapore and Japan and the most appropriate type approval system for the Philippines. There were also discussion concerning readiness for harmonization and standardization of both government and the motor vehicle industry, existing capability of government for certification and regulation, time and date to enforce regulations, issues on new and in-use vehicles, impact on the environment and stakeholders.

The afternoon session started at 1:30 PM with the first presenter, Ms. Florencia A. Creus, Chief of Operations Division of the LTO presenting the consolidated updates on motor vehicle standards and regulations. She explained the framework, objectives and sub-committees of CHVSR, the standards development program, existing Philippine National Standards, on-going projects on road vehicles and components parts, program on motor vehicle emission standards, program on fuel quality, certification and regulation processes and the role of agencies, Singapore's Vehicle Type Approval Process, Japan's Type Approval Procedure, status of the country's alignment with UNECE regulations of the 11 priority regulations of the Automotive Product Working Group (APWG) of the ASEAN, proposed regulations for motorcycles by AAF TCS, proposed regulations for 4-wheeled vehicles (M1 and N1) by AAF TCS and the status of the country's alignment with UNECE regulations given that the ASEAN target was on December 31, 2008. Current activities on the country's participation to regional and international agreements and legislative agenda were also presented. The presentation material is in Annex A.4.

Engr. Eleuterio C. Galvante Jr., Assistant Program Director, Project Management Office (PMO) of the DOTC reported on the Reformulated Projects funded under Special Vehicle Pollution Control Fund (SYPCF) as of 10 February 2009. He presented the brief description of the projects, project cost, and procurement method and project duration. Relevant projects presented are as follows: 1) Assessment Study of Philippine Participation and Accession to WP 29; 2) National Motor Vehicle Inspection and Maintenance Program; 3) Development Study on the Establishment of Motor Vehicle Type Approval System; 4) Capacity Building and Institutional Strengthening on Motor Vehicle Type Approval System; 5) Development of Customized Local Road Vehicle (CLRV) Standards; and, 6) Capacity Building on Harmonization of Vehicle Regulation/Certification System. The presentation material is in Annex A.5.

The motor vehicle industry groups also presented their plans and programs. Atty. Homer A. Maranan of the Chamber of Automotive Manufacturers of the Philippines Inc. (CAMPPI), representing the 4-wheel motor vehicle manufacturers presented their directions on motor vehicle regulations. CAMPPI supports the government's direction to accede to the 1958 Agreement and adoption of UNECE regulations. They further recommend the formulation of plans for road transport including institutional framework and regulatory direction in emissions and safety concerns. The presentation material is in Annex A.6. Engr. Rolando Cruz of the Motorcycle

Development Program Participants' Association (MDPPA), representing 2-wheel motor vehicle manufacturers, presented their UNECE adoption schedule as well as enforcement schedule in 2011, 2013, and 2015. The presentation material is in Annex A.7.

Open forum followed the presentations from government and industry. An issue discussed was on the compliance of Euro 2 for motorcycles. Other issues included the revision of roadmap on harmonization of standards and regulations, involvement of industries, safety and emission – alignment with international criteria, promulgation, adoption and implementation. Issues such as the cost impacts of harmonization and cost-benefit analysis, cost of doing business, the inclusion of Biofuels Act in the roadmap, obsolete road map and formulation of action agenda were raised.

On Day 2 morning session, participants were divided into four workshop groups representing four areas of the Action Plan which revised the 2005 Roadmap on Harmonization of Vehicle Standards and Regulations:

- 1) Standards Development – DTI-BPS, DENR-EMB, DOE and UP-NCTS;
- 2) Regulation – DOTC/LTO;
- 3) Participation in Regional and International Agreements – DOTC; and,
- 4) Legislation – DOTC/LTO.

In the afternoon, groups presented areas of the action plan. There were questions regarding projects, activities and budget on the Standards Development group. There were comments on investments, implementation, and development study on the Regulation group as well as those concerning the amendments, I/M, proposed Road Vehicles Act, emissions and the Clean Air Act. Issues discussed were involvement of agencies concerned in the activities, planning and monitoring and on specific activities, programs and projects of the CHVSR. Dir. Patdu moderated the plenary session on workshop output presentation and gave the closing remarks.

The main output of the conference is the Draft Action Plan on Harmonization of Motor Vehicle Standards and Regulations which is shown in Section 4. Table 1 shows the conference program. The government agency presentations are summarized in Section 2 of this document while the industry perspectives are in Section 3. The presentations are attached in Annex A.

Table 1. Program of the CHVSR Strategic Planning Conference (1 of 2)

Time	Session	Presentation/ Discussion Points	Presenter/Facilitator
Day 1 – March 19, 2009 (Thursday)			
9:30-10:00 AM	Leveling/ Policy Directions (Plenary)	Opening Remarks/ Objectives of the Conference	Dir. Ildefonso T. Patdu Jr. DOTC
10:00-10:30 AM	<i>Coffee Break</i>		
10:30 AM-12:00 NN	Perspectives (Plenary)	<ul style="list-style-type: none"> • AEC Development Directions on Automotive • Elements of Type Approval System • Laws Governing Motor Vehicle Standards and Regulations 	Dir. Ildefonso T. Patdu Jr. DOTC Mr. Lemar L. Jimenez DOTC Atty. Zenaida B. Biteng DOTC
12:00-1:30 PM	<i>Lunch Break</i>		

Table 1. Program of the CHVSR Strategic Planning Conference (2 of 2)

Time	Session	Presentation/ Discussion Points	Presenter/Facilitator
1:30-3:00 PM	Presentation of Project Updates (Plenary)	<ul style="list-style-type: none"> • Consolidated Updates on MV Standards and Regulations • Status Report – Reformulated Projects Funded Under Special Vehicle Pollution Control Fund (SVPCF) as of 10 February 2009 	Ms. Florencia A. Creus LTO Engr. Eleuterio C. Galvante Jr. DOTC
<i>Coffee Break</i>			
3:00-3:30 PM	Perspectives (Plenary)	<ul style="list-style-type: none"> • Industry Perspectives on Harmonization of Vehicle Standards and Regulations <ul style="list-style-type: none"> o CAMPI o MDPPA 	Atty. Homer A. Maranan Mr. Rolando Cruz
Day 2 – March 20, 2009 (Friday)			
9:30-10:00 AM	Plenary	Workshop Objectives and Guidelines	Karl B. N. Vergel UP-ICE/NCTS
10:00-10:30 AM	<i>Coffee Break</i>		
10:30 AM-12:00 NN	Workshop	<ul style="list-style-type: none"> • Validating the Roadmap on Harmonization of Vehicle Standards 2006, Vision and Mission • Enabling and Hindering Factors • Updating the Roadmap 	Karl B. N. Vergel UP-ICE/NCTS
<i>Lunch Break</i>			
12:00-1:30 PM	Workshop	<ul style="list-style-type: none"> • Formulation of Strategies and Action Agenda • Drafting of SMART Implementation Plan 	Karl B. N. Vergel UP-ICE/NCTS
3:00-3:30 PM	<i>Coffee Break</i>		
3:30-5:00 PM	Plenary	<ul style="list-style-type: none"> • Presentation of Workshop Outputs • Closing Remarks 	Dir. Ildefonso T. Patdu Jr. DOTC Dir. Ildefonso T. Patdu Jr. DOTC

2. PERSPECTIVES

2.1 AEC (ASEAN ECONOMIC COMMUNITY) DEVELOPMENT DIRECTIONS ON AUTOMOTIVE

Engr. Ildefonso T. Patdu, Jr.,
 Director, Project Development Service (PDS)
 Department of Transportation and Communications (DOTC)

Ildefonso T. Patdu, Jr., Director of Project Development Service, Department of Transportation and Communications, explained the outline of his presentation as follows:

- Background
- ASEAN Trade and Investment
- Trade and Investment (Automotive Sector)
- AEC Blueprint
- ACCSQ Product Working Group on Automotives Action Plan/Work Program

2.1.1 Background

The ASEAN Leaders at their Summit in Kuala Lumpur in December 1997 decided to transform ASEAN into a stable, prosperous, and highly competitive region with equitable economic development, and reduced poverty and socio-economic disparities (ASEAN Vision 2020). At the 12th ASEAN Summit in January 2007, the Leaders affirmed their strong commitment to accelerate the establishment of an ASEAN Community by 2015 as envisioned in the ASEAN Vision 2020 and the ASEAN Concord II, and signed the Cebu Declaration on the Acceleration of the Establishment of an ASEAN Community by 2015. The Leaders agreed to hasten the establishment of the ASEAN Economic Community by 2015 and to transform ASEAN into a region with free movement of goods, services, investment, skilled labour, and freer flow of capital.

2.1.2 ASEAN Trade and Investment

With global GDP projected to rise in the next 40 years, Asia will be world's fastest growing region and largest world market. With respect to ASEAN economy and trade, it has been projected that the ASEAN economic growth will be 5.8% in the short to medium-term and 5.2% in the mid to long-term with the GDP ranging from US\$800 million in 2004 to US\$1.9 billion to 2020. Figure 1 shows the total regional GDP and the corresponding annual growth rate from 2004 to 2020.

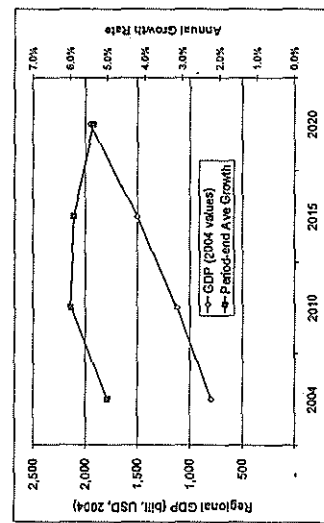


Figure 1. ASEAN Regional GDP (2004 values) and Annual Growth Rate
 (source: ASEAN Logistics Development Study)

The growth of ASEAN trade ranges from US\$ 1 trillion in 2004 to US\$2.4 trillion in 2020, as shown in Figure 2. Key growth areas in the region are Vietnam and Indonesia, as indicated by the large ratio of increase of GDP from 2004 to 2020, as shown in Figure 3.

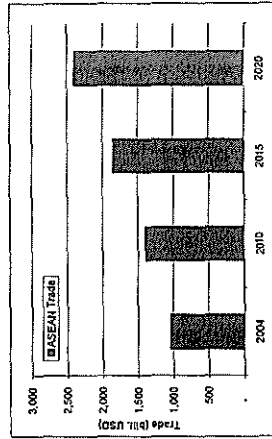


Figure 2. ASEAN Trade, 2004-2020
 (source: ASEAN Logistics Development Study)

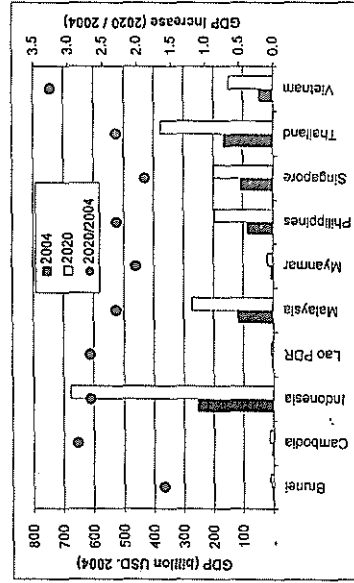


Figure 3. GDP of ASEAN Member Countries (2004 Values) in 2004 and 2020 and Ratio of 2020 to 2004 GDP
 (source: ASEAN Logistics Development Study)

As shown in Figure 4, with respect to potential country-wise trade, the key trade players in 2020 will be the following countries:

- Indonesia
- Malaysia
- Philippines
- Singapore
- Thailand
- Vietnam

It is also expected that there will be strong performance from Vietnam. Figure 5 shows the intra-ASEAN trade lines. Share of the trade has increased from 20% to more than 25%.

- 2) Electronics
- 3) Automotives
- 4) Healthcare products
- 5) Textiles and Apparels
- 6) Agro-based products
- 7) Fisheries
- 8) Rubber products
- 9) Wood Products

The 9 selected goods represent 42% of intra-ASEAN trade. Integration is still weak, but the trend is towards regional integration under the strategy of specialization and network support industries.

2.1.3 Trade and Investment in Automotive Sector

The ASEAN Logistics Study has provided a summary of the automotive industry with respect to regional economy and production strategy.

With respect to the regional economy, the industry has the following characteristics:

- there seems to be a regional protection industry due to its very low shares in the world export (less than 1%) and in world import (1-2%) in 2001
- intra-ASEAN exports on automotive occurred only among the ASEAN-5 by 2001
- the Philippines is the only country that experienced positive net trade on parts and accessories for motor vehicles between 1997 and 2001
- Thailand is the largest vehicle exporter even beyond the region; in 2001, therefore, considerable intra-industry trade was observed only among the ASEAN-5 countries

With respect to production strategy, it has the following characteristics:

- production strategies of MNCs in the region are largely made by their headquarters located in developed economies
- production is basically for the regional market; MNCs hardly developed a full-set production line in each member country
- MNCs have promoted the division of works among specific automotive parts and products since 1996 utilizing the ASEAN Industrial Cooperation Scheme (AICO), as shown in Figure 6

Table 2 shows the intra-industry trade index measuring the degree of integration of priority sectors by country in the ASEAN region with highlighted column on the automotive sector. It has strong integration in Indonesia, moderately strong integration in Malaysia, mild integration in Singapore and Thailand while there is relatively weak integration in the Philippines.

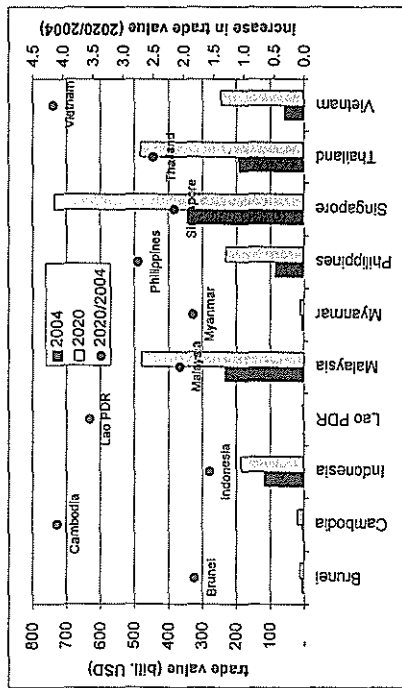


Figure 4. Trade Value of ASEAN Member Countries in 2004 and 2020 and Ratio of 2020 to 2004 Trade Value (source: ASEAN Logistics Development Study)

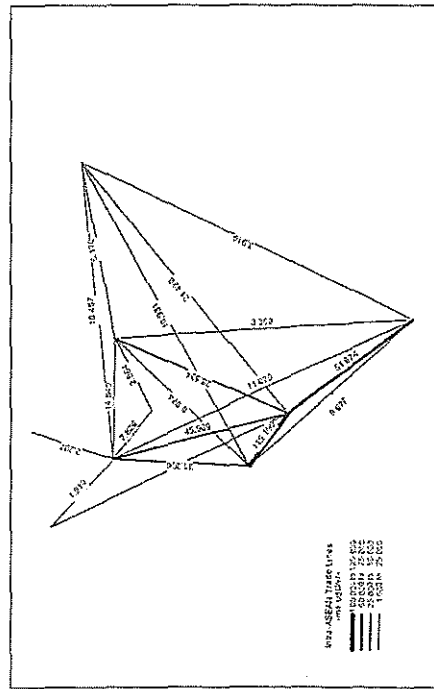


Figure 5. Intra-ASEAN Trade Lines (million USD per Year) (source: ASEAN Logistics Development Study)

Based on the 2004 ASEAN Framework Agreement for the Integration of Priority Sectors, the following are the ASEAN Priority Sectors:

- Goods Sectors: (i) Agro-based products; (ii) Fisheries; (iii) Healthcare products; (iv) Rubber products; (v) Wood products; (vi) Textiles and garments; (vii) Electronics and ICT products; and, (viii) Automotives.
- Service Sectors: (i) e-ASEAN; (ii) Healthcare; (iii) Air Travel and Tourism; and, (iv) Logistics.

The selected goods under the Agreement include:

- 1) ICT products

2.1.4 AEC (ASEAN Economic Community) Blueprint

The AEC Blueprint characteristics include the following:

- a single market and production base
- a highly competitive economic region
- a region of equitable economic development
- a region fully integrated into the global economy

The envisioned single market and production base is characterized by:

- free flow of goods
- free flow of services
- free flow of investment
- free flow of capital
- free flow of skilled labour

The free flow of goods is achieved by the following:

- elimination of tariffs
- elimination of non-tariff barriers
- trade facilitation
- customs integration
- ASEAN Single Window
- standards and technical barriers to trade

With respect to standards and technical barriers to trade (TBT), the following will be needed:

- Harmonise standards, technical regulations and conformity assessment procedures through their alignment with international practices, where applicable.
- Develop and implement sectoral Mutual Recognition Arrangements (MRAs) on Conformity Assessment for specific sectors identified in the ASEAN Framework Agreement on Mutual Recognition Arrangements.
- Enhance technical infrastructure and competency in laboratory testing, calibration, inspection, certification and accreditation based on regionally/internationally accepted procedures and guides.
- Promote transparency in the development and application of standards, technical regulations and conformity assessment procedures in line with the requirements of the World Trade Organisation (WTO) Agreement on Technical Barriers to Trade and the ASEAN Policy Guideline on Standards and Conformance.
- Strengthen post market surveillance systems to ensure the successful implementation of the harmonised technical regulations.
- Develop capacity building programmes to ensure smooth implementation of the work programme.

The Product Working Group (PWG) on Automotive has been tasked to assist the ACCSQ (ASEAN Consultative Committee on Standards and Quality) in addressing the elimination of technical barriers to trade in the Automotive Sector through:

- exchange of information on standards, rules, regulations, procedures and mandatory requirements in Member Countries related to Automotive sector;
- review and analyse the comparative study of regulatory regimes among Member Countries;

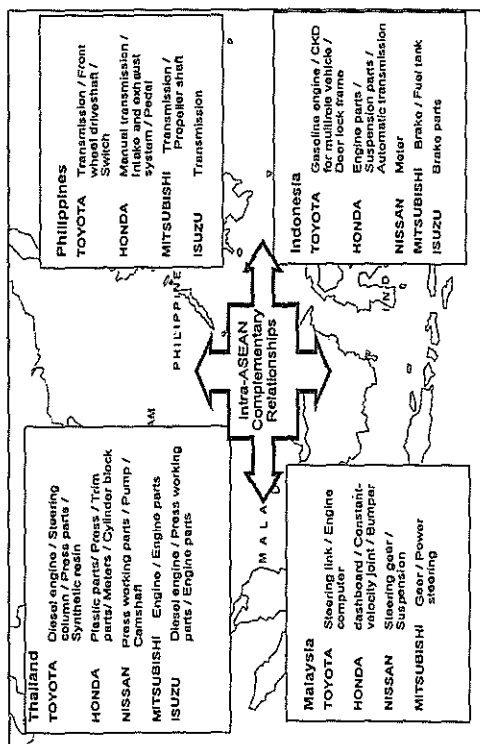


Figure 6. Intra-ASEAN Division of Work among Japanese Automobile MNCs

Table 2. Intra-Industry Trade Index by Priority Sector and Country, 2001

	ICT Products	Electronics	Automotive	Health Care Products	Textiles & Apparel	Agro-based Products	Fisheries	Rubber based Products	Wood based Products
Brunei	*	*	*	*	*	*	*	*	*
Indonesia	5.5	41.3	65.0	23.7	14.1	10.7	2.0	49.5	11.1
Lao PDR	*	*	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Malaysia	68.3	81.4	57.1	70.6	28.0	37.6	39.9	20.4	34.9
Myanmar	0.0	0.0	0.0	0.0	6.7	24.8	0.0	0.0	0.0
Philippines	68.8	49.1	18.4	18.6	10.7	21.2	64.9	16.5	1.1
Singapore	68.3	60.2	34.3	31.8	29.0	42.9	39.9	52.1	36.3
Thailand	67.4	36.5	43.0	17.2	31.8	19.0	26.3	19.1	15.5
Vietnam	28.7	5.4	0.0	16.6	4.7	8.9	19.1	15.9	4.7

Intra-Industry Trade Index (ITI) Classification

Value of ITI Index	Integration Degree
0.0 - 9.9	No Intra-ASEAN trade reported
10.0 - 24.9	Weak integration
25.0 - 49.9	Mild integration
50.0 - 74.9	Moderately strong integration
75.0 - 100.0	Strong integration

- Identify areas for possible harmonization and MRAs, with the focus on harmonization ASEAN automotives safety and emission standards based on UN ECE regulations;
- Develop sectoral MRAs; and
- identify the technical infrastructure needs and build-up mutual confidence in conformity assessment.

Figure 7 shows the Action Plan/Work Program for the ACCSQ Automotive Working Group with the end goal of elimination of technical barriers to trade (TBT) for the Automotive Sector among ASEAN member countries through signing of ASEAN Mutual Recognition Agreement (MRA) by ASEAN Economic Ministers.

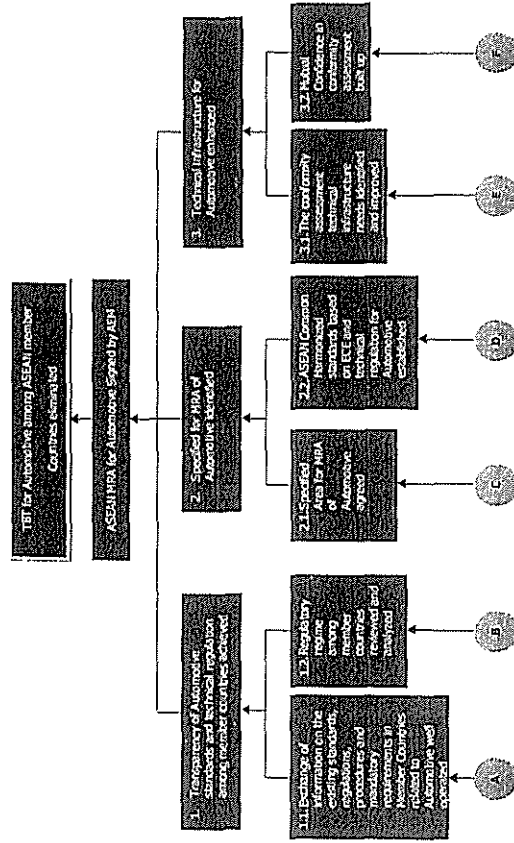


Figure 7. Action Plan/Work Program for the ACCSQ Automotive Working Group

Figure 8 shows the work plan for the exchange of information on existing standards, regulations, procedures and mandatory requirements in member countries related to Automotive well operated. It consists of the development of the National ASEAN Network and the dissemination of compiled information template of all ASEAN member countries.

The work plan for the review and analysis of standards, technical regulation and conformity assessment data among member countries is shown in Figure 9. This assesses the capability of the countries to adopt UN-ECE regulations. The prerequisites for the review and analysis include availability of English version of the standards, technical regulations and conformity assessment related to the Automotive sector as well as the development of profile of standards, technical regulation and conformity assessment regime for the ASEAN Automotive sector.

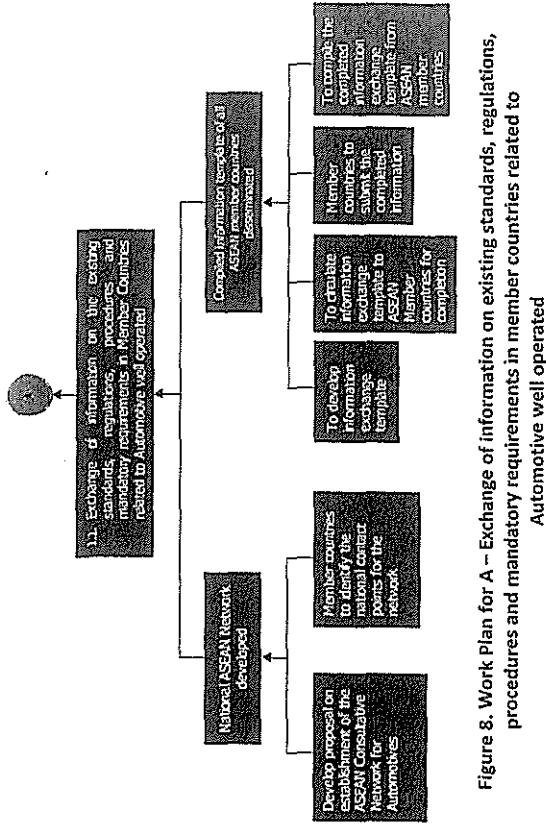


Figure 8. Work Plan for A – Exchange of information on existing standards, regulations, procedures and mandatory requirements in member countries related to Automotive well operated

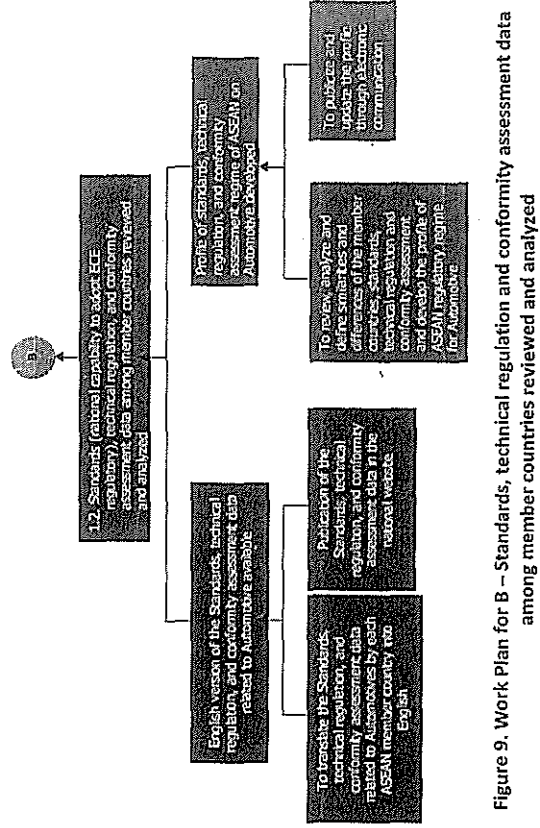


Figure 9. Work Plan for B – Standards, technical regulation and conformity assessment data among member countries reviewed and analyzed

Figure 12 shows the work plan for the identification and improvement of conformity assessment and technical infrastructure, and capacity building needs. This will require identification, development and implementation of the needs.

Figure 13 shows the work plan towards building the mutual confidence in conformity assessment and technical infrastructure. This will require the reaching of consensus on harmonized system of conformity assessment for MRA and endorsement by the ACCSQ.

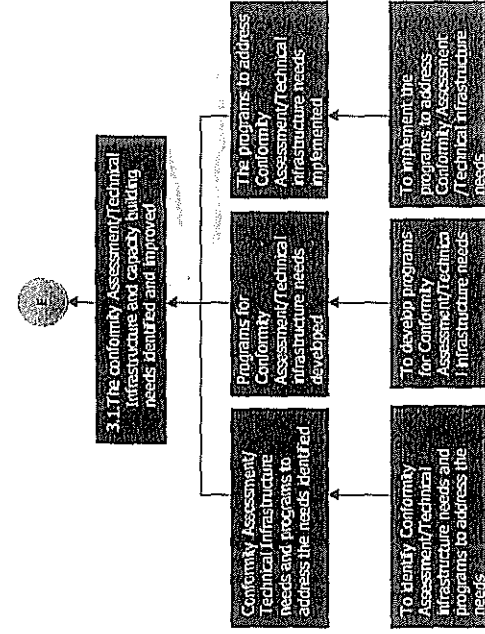


Figure 12. Work Plan for E – Conformity assessment/technical infrastructure and capacity building needs identified and improved

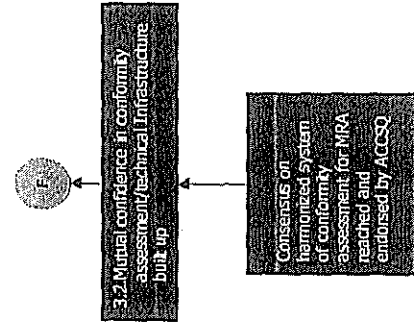


Figure 13. Work Plan for F – Mutual confidence in conformity assessment/technical infrastructure built up

Figure 10 indicates the work plan for the agreement on specified areas for mutual recognition agreement (MRA) of the Automotive sector. Figure 11 shows the work plan towards the establishment of ASEAN common harmonized standards and technical regulations. It will require availability of English version of standards, technical regulations and conformity assessment data related to the Automotive sector.

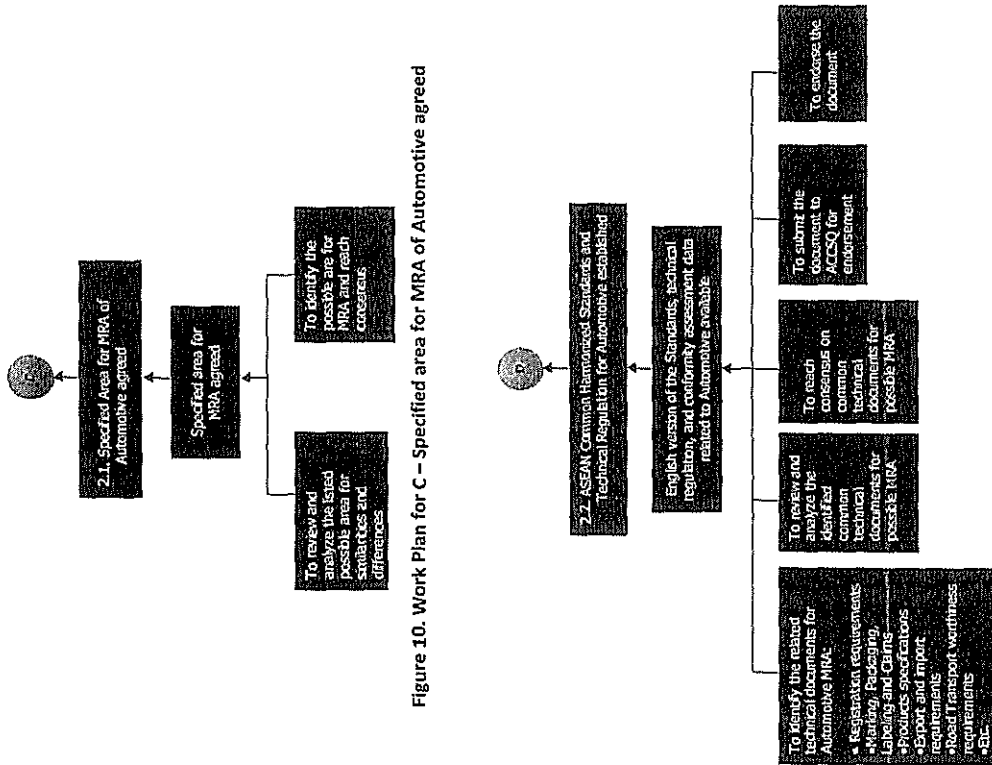


Figure 10. Work Plan for C – Specified area for MRA of Automotive agreed

Figure 11. Work Plan for D – ASEAN common harmonized standards and technical regulations for Automotive established

2.1.5 Impacts of Climate Change

The impacts of climate change in the Philippines, a country of 90 million people, cannot be overstated considering the aftermaths of increasingly frequent extreme climate events. It is in this general context that we focus on the transport sector – the issues and challenges, and more importantly, the efforts currently exerted in the Philippines to address these and ultimately, climate change. Figure 14 shows maps and photos of extreme climate events, floods and landslides.

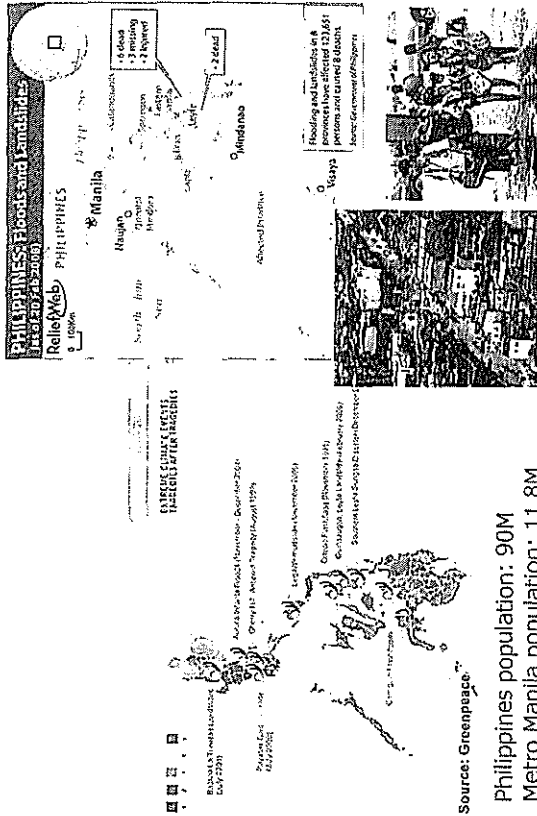


Figure 14. Country's Risk to Typhoon, Extreme Climate Events, Floods and Landslides (Maps and Photos)

2.1.6 Motorization and Energy Use

Figure 15 shows that motorization index increases with GDP per capita of Asian countries. Asian mobility is rapidly becoming more energy-intensive where there will be a projected increase in carbon dioxide emissions of Asian countries by more than 3 times from 2005 to 2035, as shown in Figure 16.

Director Patdu showed the impacts of car use in terms of photos with captions. The first photo is a photo of a car with caption "So...The individual dream..." followed by a photo of heavily congested avenue with the caption "...led to a collective nightmare". He also presented a quotation from "Traffic in Towns" by Professor Sir Colin Buchanan (Penguin Books in association with HMSO, 1963):

"We are nourishing at immense cost a monster of great potential destructiveness, and yet we love him dearly."

The motor car

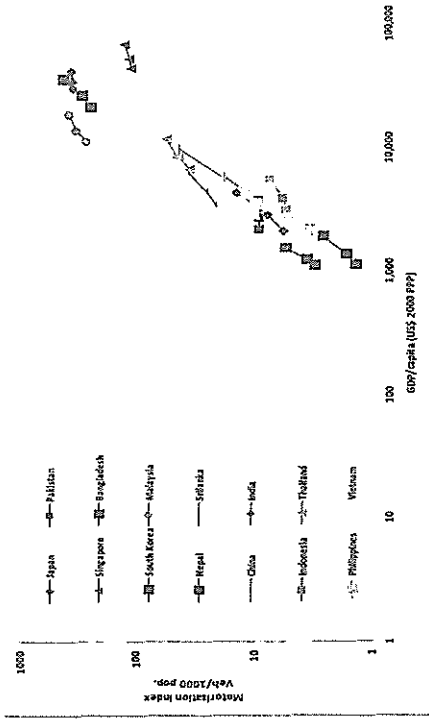


Figure 15. Relationship of Motorization Index and GDP Per Capita of Asian Countries

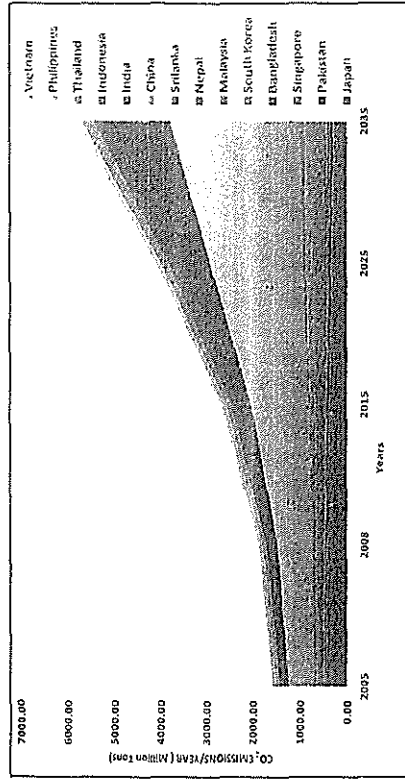


Figure 16. Projection of Carbon Dioxide Emissions (million tons per year) in Asian Countries

2.1.7 Options for the Future

In conclusion, Director Patdu presented the three basic transport and environment measures for the country:

- Integration of land use and transport – reduce the need to travel
- Mode of travel – travel more efficiently
- Vehicle, engine and fuel technology – improve efficiencies

The presentation material for this sub-section 2.1 is attached in Annex A.1.

2.2.3 The 1958 Agreement

The core function of the forum is based on the 1958 Agreement, formally titled "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions". This forms a legal framework whereby participating countries agree common set of ECE Regulations for type approval of vehicle and components. When an item is typed approved for regulation by one participating country, the approval is accepted by all other participating countries.

Originally, the 1958 agreement allowed participation of ECE member countries only, but in 1995 the agreement was revised to allow non-ECE members to participate.

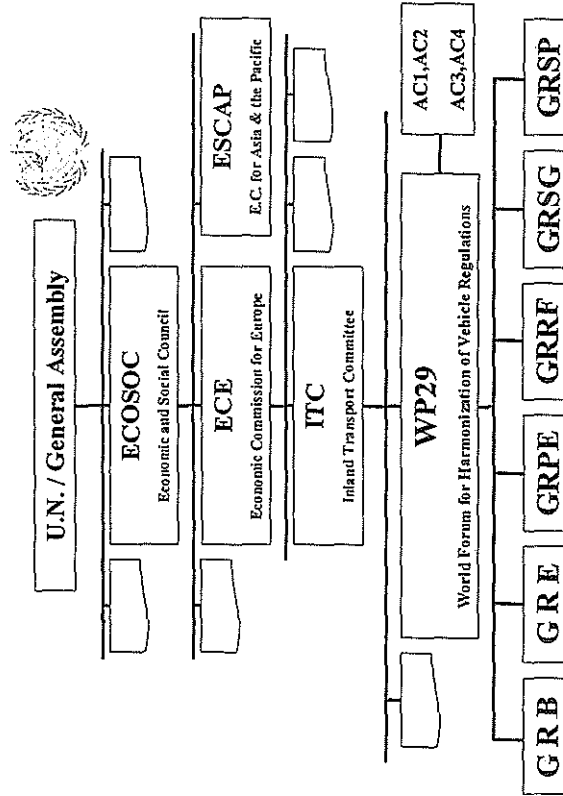


Figure 17. Organization of WP29 (World Forum for Harmonization of Vehicle Regulations)

The 1958 agreement operates on the principles of type approval and reciprocal recognition. Any country that accedes to the 1958 Agreement has authority to test and approve any manufacturer's design of a regulated product, regardless of the country in which that component was produced.

Each individual design from each individual manufacturer is counted as one individual type. Once any acceding country grants a type approval, every other acceding country is obliged to honor that type approval and regard that vehicle or item of motor vehicle equipment as legal for import, sale and use.

2.2 ELEMENTS OF TYPE APPROVAL SYSTEM

Lemar L. Jimenez
Road Transport Planning Division (RTPD)
Department of Transportation and Communications (DOTC)

2.2.1 Definition of Vehicle Type Approval

Mr. Lemar Jimenez of the DOTC Road Transport Planning Division started his presentation with research on the definition of vehicle type approval in various countries.

What is a Vehicle Type Approval?

- is a system whereby the government assures that every motor vehicle has complied with the technical regulations concerning safety, the environment, etc. before motor vehicles are put into sale (Japan)
- is a procedure by which the approving authority verifies that a vehicle or component type complies with the relevant technical requirements (Finland)
- is the confirmation that production samples of a design will meet specified performance standards (UK)
- ensures vehicles registered for use meet vehicle safety and exhaust emission requirements (Singapore)

2.2.2 Background on World Forum for Harmonization of Vehicle Regulations (WP29)

The World Forum for Harmonization of Vehicle Regulations is a Working Party (WP29) of the United Nations Economic Commission for Europe (UNECE). It is tasked to create a uniform set of regulation for vehicle design to facilitate international trade. The forum works on regulations covering vehicle safety, environmental protection, energy efficiency and theft resistance.

The UN-ECE type approval schemes are complex and evolving process. It aims to harmonize the many different national regulations that are in existence primarily to provide homogenous safety standards, remove trade barriers and simplification of type approvals.

Figure 17 shows the organization of WP29 starting from the United Nations down to the regional organization in Europe (UN-ECE) and then to the Working Party. The following are working parties and administrative committees under WP29:

- AC1 - Administrative Committee for 1958 Agreement
- AC2 - Management on 1958 Agreement in WP29
- AC3 - Management on 1997 Agreement in WP29
- AC4 - Management on 1998 Agreement in WP29
- GRB - Working Party on Noise
- GRE - Working Party on Lighting
- GRPE - Working Party on Pollution and Energy
- GRRF - Working Party on Brake
- GRSP - Working Party on Safety

2.2.4 Type-Approval

2.2.4.a) European Community Type-Approval

Type-approval can be issued for a whole vehicle (ECWVTA, EC Whole Vehicle Type-Approval) or for vehicle component, system or a separate technical unit. Type-approval can be either:

- International – issued in accordance with a directive EC Whole Vehicle Type-Approval or a UN ECE regulation (Based on 1958 Agreement); or
- National – issued in accordance with national statutes.

The following are kinds of type approval:

2.2.4.b) EC Whole Vehicle Type-Approval

Type approvals that comply with type-approval Directives ("Framework Directives": type approval Directive 70/156/EEC for motor vehicles and their trailers, Directive 2002/24/EC on the type approval of two- and three-wheeled motor vehicles and on the repeal of Directive 92/61/EEC, and type-approval Directive 2003/37/EC on agricultural and forestry tractors equipped with wheels) and individual directives pursuant to these. The procedure for EC Type-Approval based on Directive 70/156/EEC is shown in Figure 18. Figure 19 shows the procedure flow of the Type-Approval system from vehicle examination to registration.

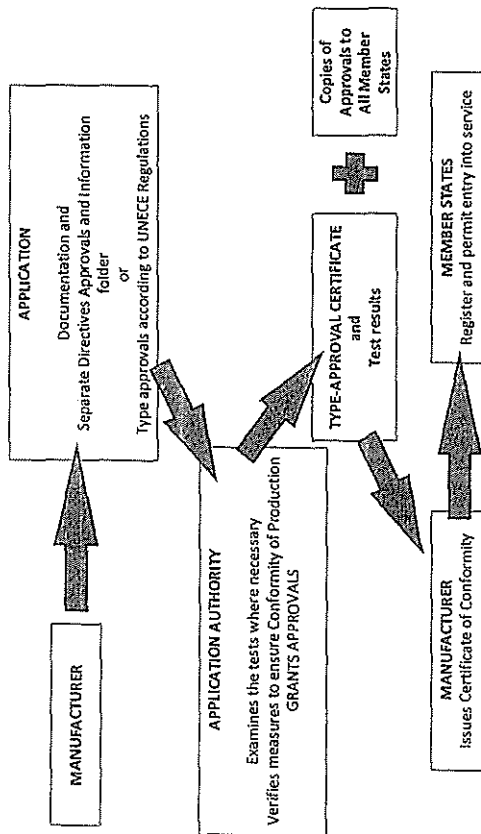


Figure 18. Operation of EC Type-Approval (based on Directive 70/156/EEC)

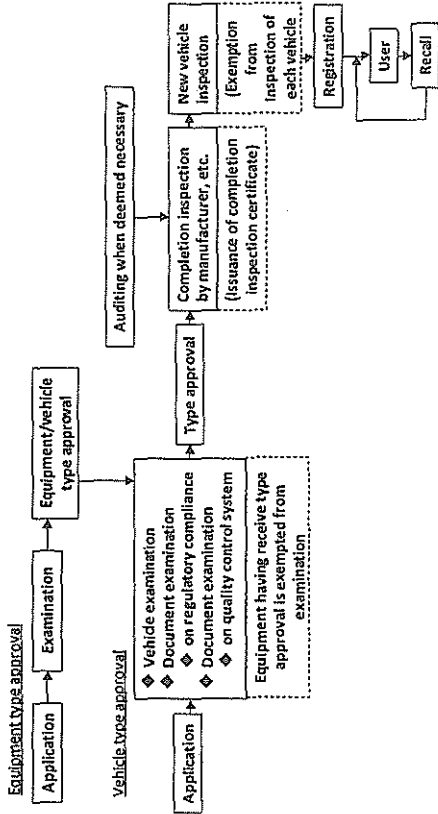


Figure 19. Type-Approval System – Procedure Flow from Vehicle Examination to Registration

2.2.4.c) System and Component Type Approval (Based on the UN ECE 1958 Agreement)

Type-approval that complies with the rules of the agreement made in Geneva on 20 March 1958 (70/1976) concerning the adoption of uniform conditions of approval and reciprocal recognition, with the following definitions:

A system means vehicle equipment, such as brakes, anti-pollution devices or interior fittings, which is essential part of the vehicle and usually cannot be detached as a separate part.

A component means a device, such as lamp, which is intended to be part of the vehicle and can be detached from it, mounted on it and type approved independently of the vehicle.

A separate technical unit means a device intended to be part of the vehicle, such as rear protective device, that is related to a specific vehicle type and can be type-approved separately or as part of the vehicle type, as well as device that is not part of the vehicle, such as protective helmet or child restraints.

2.2.4.d) National Small-Series Type-Approval

A type-approval issued to a vehicle that is only manufactured in small numbers and for which it cannot be considered as complete type-approval and only intended for vehicle registration.

This scheme is intended for motor vehicle produced in small scale to be sold domestically and not for mutual recognition. The key feature of this approval is that technical requirements are more lenient compared with full European Community Whole Vehicle Type Approval (ECWVTA).

2.2.4.e) Directive 2007/46/EC

The European Parliament and of the Council of 5 September 2007 established a framework for the approval of motor vehicles and their trailers and of systems, components and separate technical unit intended for such vehicles.

The European Union (EU) is revising the system of EC type approval for motor vehicles. The Directive retains (in revised form) the majority of the provisions of Directive 70/156/EEC and also introduces some entirely new concept and requirements. It repeals and replaces Directive 70/156/EEC in order to have a clearer, more coherent text based on the principle of proportionality. Directive 2007/46/EC introduces a new EC type-approval method known as multi-stage type-approval.

2.2.4.f) Multi-Stage Type-Approval

A procedure whereby an approval authority, either alone or jointly with an approval authority from another EEC country, verifies that a complete or incomplete vehicle type meets the relevant technical requirements, using the degree of completion as the basis.

The requirement for EC type-approval for access in the European Community market used to apply to private cars, motorcycles, mopeds and agricultural tractors. The EU is extending this system to all categories of motor vehicles designed and constructed in one or more stages for use on the road and also to the systems, components and separate technical units designed and constructed for such vehicles. More precisely, the Directive is aimed at commercial vehicles (vans, lorries, semi-trailer, trailers), buses and coaches. The Multi-stage EC Type-approval requires joint action by all of the manufacturer's concerned. An incomplete base vehicle is tested with respect to individual directives, and approval is issued for the whole vehicle. The vehicle is given a certificate of conformity for incomplete vehicle. The manufacturer of the following stage arranges testing for the structures it is responsible for and applies for their approval. Vehicle manufacture may consist of two or more stages. Once the vehicle has been finished, it is given completed vehicle approval and a certificate of conformity for completed vehicle. All manufacturers are responsible for the product of their part.

2.2.5 Other Certification Systems

2.2.5.a) Self-Certification Systems in North America

Most countries, even if not formally participating in the 1958 Agreement, recognize the ECE Regulations and even adopt it in their own national requirements, or permit the use and importation of ECE-approved vehicles. However, the USA and Canada are the two significant exceptions. ECE regulations are generally not recognized and ECE-compliant vehicles and equipment are not authorized for import, sale or use.

The most notable non-signatory to the 1958 Agreement is the United States, which has its own Federal Motor Vehicle Safety Standards (FMVSS) and does not recognize ECE approvals. ECE vehicles and components therefore cannot be imported or exported between the U.S. and most of the world without appropriate modifications. Canada has its own Canada Motor Vehicle Safety Standards, generally similar to the FMVSS, but it does not also accept ECE-Compliant headlamps and bumpers.

Rather than an ECE-style system of type approvals, the US and Canada auto safety regulations operate on the principle of self-certification (or auto certification), wherein the manufacturer or importer of a vehicle or item of motor vehicle equipment certifies – i.e., asserts and promises – that the vehicle or equipment complies with all applicable Federal or Canada Motor Vehicle Safety and anti theft standards.

No prior verification is required by a governmental agency or authorized testing facility before the vehicle or equipment can be imported, sold or used.

If reason develops to believe the certification was false or improper – i.e., that the vehicle or equipment does not in fact comply – then authorities may conduct tests and, if a there is really a non-compliance, it order a recall and/or other corrective and/or punitive measures. Vehicle and equipment makers are permitted to appeal such penalties by filing petitions for finding of noncompliance inconsequential to safety.

2.2.5.b) VITAS in Singapore

The Vehicle Inspection and Type Approval System (VITAS) is a web-based system that incorporates workflow and imaging technologies to facilitate end-to-end management of vehicle approval applications and vehicle inspection process from the point they are received until processed. VITAS facilitates the enforcement inspection and weighing of overloaded vehicles. VITAS facilitates the notification/monitoring of vehicle recall, the vehicle accessory approval and the transfer of VITAS Approval Code (VAC). The following are the VITAS types of processes: vehicle type approval, facelift/re-certification/extension to typed approved, registration inspection, batch vehicle approval, drawing approval, change of vehicle particulars (require and does not require LTA approval), notification/monitoring of vehicle recall, vehicle accessory approval, transfer of VITAS Approval Code (VAC). The type approval system in Singapore is mainly a verification of type approval test conducted by its recognized testing laboratories from other country.

The following are the benefits of VITAS:

- faster service and response to customers thru IT application;
- increased convenience to customers by enabling round the clock submission;
- paperless transactions, easier storage and retrieval forms;
- streamlined operations by allowing online tracking of status of the approval process and easy retrieval of data; and,
- convenience of vehicle approval and enforcement inspection at any of the 9 inspection centers located island-wide.

The vehicle type approval in VITAS has the following provisions:

- ensures vehicles registered for use meet vehicle safety and exhaust emission requirements;
- every vehicle make and model has to be type approved before registration;
- submission by authorized motor agent:
 - manufacturer certification / test report
 - standards
 - accept internationally recognized vehicle safety standards e.g. ECE, JIS, ADR, FMVSS
 - adopt Euro II and IV exhaust emission standards for petrol and diesel-driven vehicles respectively

- Motor Vehicle Type Notification System
- Preferential Handling System for Imported Motor Vehicles
- Type Designation for Devices

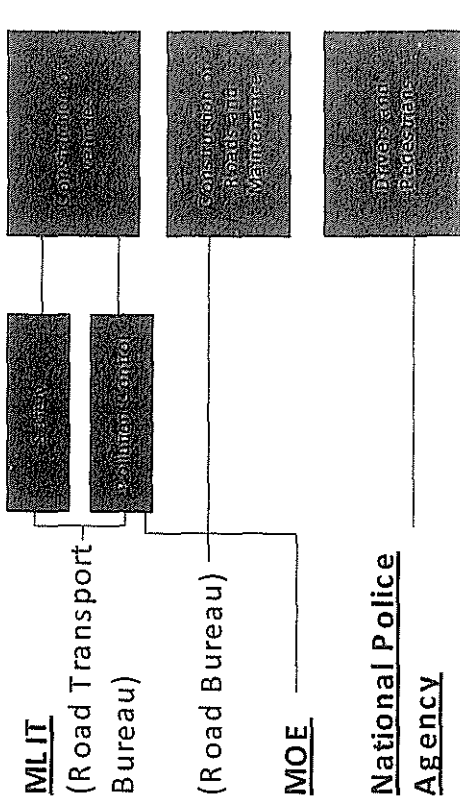


Figure 21. Vehicle Regulations in Japan Institutional Framework

- The vehicle inspection has the following requirements:
- 1. unit per make and model;
 - subsequent units conform to same specifications;
 - equivalent check items (e.g. brake, wheel alignment, exhaust gas, noise emission, headlamps, etc.); and,
 - verification check items (e.g. vehicle systems, labels, etc).

Figure 20 shows the vehicle type approval process in Singapore or VITAS.

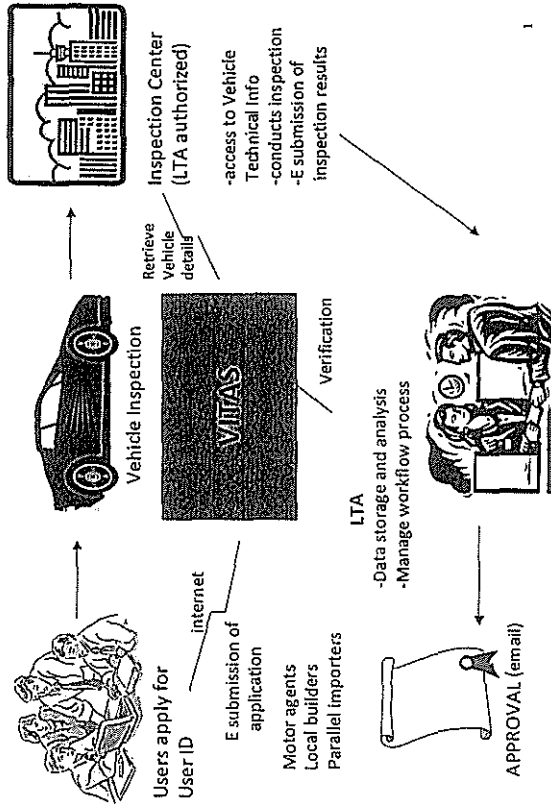


Figure 20. Vehicle Type Approval Process in Singapore

2.2.5.c) Type Certification System in Japan

The Automotive Type Approval Test Division of the National Traffic Safety and Environment Laboratory (NTSEL), checks the conformity of motor vehicle with regard to safety and environment regulations which include motor vehicle specifications, body strength, functions of each construction and devices, emission amounts, noise level and others. The Vehicle and Component Approvals Division, Engineering and Safety Department of the Road Transport Bureau of the Ministry of Land, Infrastructure and Transport (MLIT) checks the uniformity of motor vehicles (quality control system at production stage) and provides for the complete inspection system for motor vehicles. Figure 21 shows the institutional framework on motor vehicle regulations in Japan.

The type certification system in Japan has the following components:

- Motor Vehicle Type Designation System (Type Approval)

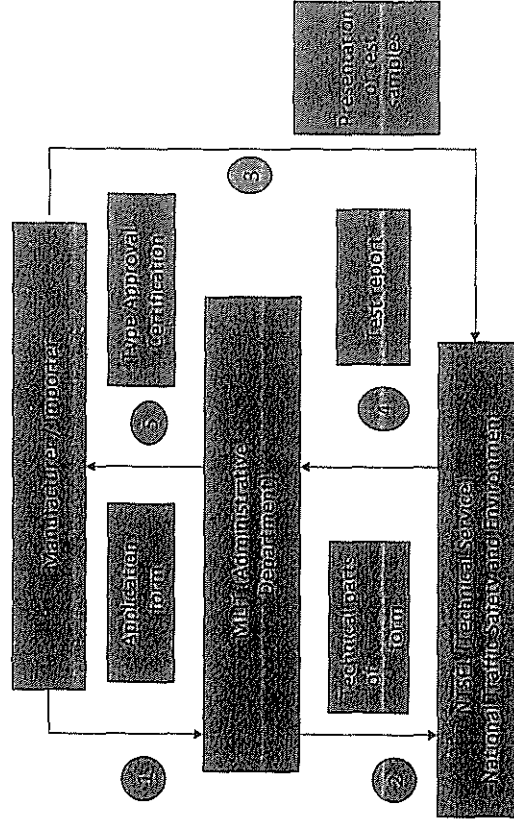


Figure 22. Type Approval Procedure in Japan

DENR – Prepare a detailed action plan settling the emission standards or standards of performance and the procedure for testing emission and procedure for enforcement of said standards.

DOTC – Enforce compliance with emission standards for motor vehicles set by the DENR, and implement the emission standards for motor vehicles pursuant to and as provided under the Clean Air Act.

DTI – Formulate and implement a national motor vehicle inspection and maintenance program.

DOE – In consultation with the Bureau of Products and Standards (BPS) of the DTI, the DOST, the representatives of the fuel and automotive industries, the academe and the consumers, set specifications for all types of fuel and fuel related products, to improve efficiency and reduced emissions.

2.3.5 Republic Act No. 8794 (Motor Vehicle User's Charge (MVUC) Law)

R.A. No. 8794 is also known as "An Act imposing a Motor Vehicle User's Charge on Owners of All Types of Motor Vehicles and For Other Purposes". The mandates of various agencies are provided for as follows.

LTO – Prescribes the schedule of fees on motor vehicle user's charge based on corresponding motor vehicle classification.

DBM – Promulgates the procedure for the manner of payments of the MVUC on government vehicles.

DPWH – Jointly promulgates with the DOTC rules and regulations to implement and carry out the intent, objectives, purpose and provisions of R.A. No. 8794.

DOTC – Provides for the implementing rules and regulations pertaining to the collection of MVUC and on the disposition of monies accruing to the Special Vehicle Pollution Control Fund (SVPC F).

2.3.6 Executive Order No. 397

E.O. No. 397 is also known as "Reducing the Rates of Import Duty on Completely-Knocked-Down Parts and Components for Assembly of Low Engine Displacement and Hybrid Vehicles". The main purpose is to promote the judicious conservation and efficient utilization of energy resources thereby adopting the most cost-effective options toward the wiser and efficient use of energy.

2.3.7 Executive Order No. 156

E.O. No. 397 is also known as "Providing for a Comprehensive Industrial Policy and Directions for the Motor Vehicle Development Program and Its Implementing Guidelines". The mandates of various agencies are provided for as follows.

DTI – Monitor all importations of used motor vehicles. The DTI Secretary may, upon review when necessary, issue an order suspending or restricting the entry of certain types of motor vehicles without prior approval of the President.

BOC – Submit to the DTI information pertaining to the importation of motor vehicles.

2.2.6 Why – Vehicle Type Approval System & UNECE Regulation?

The following are the reasons for establishing the vehicle type approval system and UNECE regulations:

- the system could ensure that new vehicles meet the appropriate safety and environmental national regulations;
- national regulation should base on and refer to international technical regulation the country could participate in; and,
- the MRA of technical regulation is crucial for facilitating and streamlining the system.

The presentation material is attached in Annex A.2.

2.3 LAWS GOVERNING MOTOR VEHICLE STANDARDS AND REGULATIONS

Atty. Zenaida B. Biteng

Legal Service

Department of Transportation and Communications (DOTC)

2.3.1 Republic Act No. 4136 (Land Transportation and Traffic Code of the Philippines)

R.A. No. 4136 "An Act to Compile the Laws Relative to Land Transportation and Traffic Rules to Create a Land Transportation Commission and For Other Purposes" was approved on June 20, 1964. The law has the following provisions:

- a) Prescribe for MV allowable gross weight
 1. Allowable length
 2. Width and Height
 3. Distribution loads
 4. Allowable loads on tires
 5. Change of tire sizes
 6. Body design
- b) Prescribe for motor vehicle accessories and parts
- c) Traffic Rules

2.3.2 Commonwealth Act No. 146 (Public Service Act)

C.A. No. 146 provides for regulations for operation of public utility vehicles. The Land Transportation Franchising and Regulatory Board (LTFRB) is mandated as follows:

- prescribe and regulate routes for transportation companies; and,
- issuance/amendment or cancellation of Certificates of Public Convenience (CPC).

2.3.3 Republic Act No. 4109 (Philippine Standardization Law)

R.A. No. 4109, "An Act to Convert the Division of Standards Under the Bureau of Commerce into a Bureau of Standards, to Provide for the Standardization and/or Inspection of Products and Imports of the Philippines and For Other Purposes" was approved on 20 June 1964.

2.3.4 Republic Act No. 8749 (Philippine Clean Air Act)

R.A. No. 8749 is also known as "An Act Providing for a Comprehensive Air Pollution Control Policy and For Other Purposes". The mandates of various agencies are provided for as follows.

2.4 CONSOLIDATED PRESENTATION OF THE UPDATES ON MV STANDARDS AND REGULATIONS

Ms. Florencia A. Creus
Chief, Operations Division
Land Transportation Office (LTO)

2.4.1 Legal Framework for Motor Vehicle Harmonization

2.4.1.a) Republic Act No. 4136

Republic Act No. 4136 prohibits the registration of motor vehicles that are unfit, unsightly, unsafe or not conforming to the prescribed minimum standards and specifications. R.A. No. 4136 prescribes the minimum standards and specifications including allowable gross vehicle weight, length, width and height of the motor vehicles, distribution of loads, allowable loads on tires, change of tire size, body design or carrying capacity subsequent to registration and all other special cases which may arise for which no specific provision is otherwise made in the Act.

It also provides that for uniformity of registration fees and classification, all manufacturers and/or assemblers of motor vehicle, prior to introduction of the new model shall submit the specifications of the said model to the LTO which shall determine under what schedule of registration fees the said model should fall.

2.4.1.b) Republic Act No. 8749

Republic Act No. 8749 provides for harmonization of national emission standards with international standards. It provides that DOTC shall enforce compliance with the emission standards set by DENR for vehicles. RA 8749 provides that any imported new or locally-assembled new motor vehicles shall not be registered unless it complies with the emission standards set pursuant to the Clean Air Act, as evidenced by the Certificate of Conformity issued by the Department (DENR).

2.4.1.c) Republic Act No. 8794

Republic Act No. 8794 or the MVUC (Motor Vehicle User's Charge) Law provides that all manufacturers and/or assemblers of motor vehicles shall, not later than 3 months prior to the introduction of any new model of motor vehicle in the market, submit the specifications of such new model to the LTO which shall recommend for approval by the Secretary, proper classification of the new model and the rate of MVUC under which the new model shall fall.

2.4.1.d) Republic Act No. 4109

RA 4109 mandates the review, revision and publication of standards every 2 years or as the need arises.

2.4.1.e) Executive Order No. 628

Executive Order No. 628 dated 20 June 2007 created the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) with DOTC as Chairman, DTI as Vice-Chairman, DOE, DOST, DENR, DILG, representatives from the academe and private sectors as members.

LTO – Submit to the DTI information pertaining to the registration of imported motor vehicles.

2.3.8 Laws Governing Motor Vehicles Dealing with Safety Requirements

2.3.8.a) Letter of Instruction No. 229

LOI No. 229 directs the use of early warning devices on motor vehicles. It was approved on December 2, 1974.

2.3.8.b) Republic Act No. 8750 (Seatbelt Law)

R.A. No. 8750 is also known as "An Act Requiring the Mandatory Compliance by Motorist of Private and Public Vehicles to Use Seatbelt Devices in All Their Manufactured Vehicles". The implementing agencies are as follows.

DOTC – Responsible for enforcement and implementation of Seatbelt Act.

DTI – Establish the standards and specifications of seatbelt devices to be installed in all motor vehicles in consultation with the LTO of the DOTC.

LTO – Enforce the Seatbelt Law and inspect motor vehicles as part of requirement of registration.

2.3.8.c) Presidential Decree No. 96

P.D. No. 96 has declared unlawful the use or attachment of sirens, polls, horns whistles or similar gadgets that emit exceptionally loud or startling sounds. It was approved on January 13, 1973.

2.3.8.d) Republic Act No. 8506

R.A. No. 8506 is also known as "An act banning the registration and operation of vehicles with Right Hand Steering Wheel in any private or public street, road or highway".

2.3.8.e) Executive Order No. 628 –

Creating a Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)

The objectives of the Committee are as follows:

- 1) Provide measures to ensure that motor vehicles are conforming to or compliant with the standards set under Republic Act No. 4136 otherwise known as the Land Transportation and Traffic Code of the Philippines, as amended and other related laws;
- 2) Initiate the development, review, revision and publication of vehicle standards every two years, or as the need arises, pursuant to the provisions of Republic Act 4109 otherwise known as the Philippine Standardization Law, to ensure substantial improvement in air quality for the health, safety and welfare of the general public;
- 3) Provide for the harmonization of national vehicle emission standards with the international standards as well as setting of fuel quality standards pursuant to the provisions of Republic Act No. 8749 or the "Philippine Clean Air Act"; and,
- 4) Establish uniform and simplified standards, procedures and regulations for worldwide recognition pursuant to the objectives of the 1958, 1997 and 1998 WP29 Agreements.

The presentation material of this sub-section 2.3 is attached in Annex A.3. The full text of the Executive Order No. 628 is in Annex G while the implementing rules and regulations is shown in Annex

2.4.2 Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)

2.4.2.a) Declaration of Policy

It is the policy of the government to provide efficient, safe, reliable and sustainable transport services in order to improve quality of life by enhancing vehicle safety, protecting the environment, promoting energy efficiency and increasing anti-theft performance. The Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) shall be responsible for the effective coordination of efforts of various agencies of the government, international organizations and the private sector pertaining to the harmonization of vehicle standards and regulations, including all activities related thereto.

2.4.2.b) Framework and Objectives

The following are the objectives of the CHVSR:

- Provide measures to ensure that motor vehicles are conforming to or compliant with standards set under related laws;
- Initiate the development, review, revision and publication of vehicle standards every 2 years or as the need arises;
- Provide harmonization of national vehicle emission standards; and,
- Establish uniform and simplified standards, procedures and regulations for worldwide recognition pursuant to the objectives of the 1958, 1997 and 1998 WP29 Agreements.

2.4.2.c) Sub-Committees of the CHVSR

There are four sub-committees under the Committee (CHVSR):

Sub-committee on Standards Development

- Chair: BPS
- Co-chair: OIMB
- Vice Chair: PAFI
- Members: DOTC, LTO, EMB, MIRDC, ITDI, PCIERD, PNP-TMG, SOPI, UPNCTS, CAMPI, MVP/MPA, MDPPA, TMA, PAMIA, MCPPEA

Sub-committee on Certification and Regulation

- Chair: LTO
- Co-chair: DENR
- Vice chair: PAFI
- Members: DOTC, BPS, BIS, EUMB, OIMB, LTFEB, PNP-TMG, UPNCTS, AAP, COLTAP

Sub-committee on Participation to Regional and International Agreements

- Chair: DOTC
- Co-chair: LTO
- Vice chair: PAFI
- Members: BPS, BOI, EMB, OIMB, PNP-TMG, Senate Committee on Public Services and Congress Committee on Transport

Sub-committee on Legislative Agenda

- Chair: DOTC

- Co-chair: LTO
- Vice chair: PAFI
- Members: BPS, BOI, EUMB, OIMB, EMB, PNP-TMG, UPNCTS, COLTAP, Senate Committee on Public Services and Congress Committee on Transport

2.4.3 Standards Development Program

Standards related to motor vehicles are developed by the following agencies:

- Bureau of Product Standards (DTI-BPS): Road Vehicles and Component Parts
- Environmental Management Bureau (DENR-EMB): Emission Standards
- Oil Industry Management Bureau (DOE-OIMB): Fuel Quality

A total of 425 road vehicles engineering standards and 96 fuel quality standards have been promulgated where 8 standards are for mandatory product certification and 10 standards are recommended for mandatory implementation. The list of PNS is in Annex 1.

On 24 October 2008, 11 Philippine National Standards (PNS) on electric, hybrid and fuel cell road vehicles were promulgated.

There are on-going projects on road vehicles and component parts, program for motor vehicle emission standards and program for fuel quality.

2.4.3.a) Road Vehicles and Component Parts

The following are on-going projects on road vehicles and component parts:

- Development of PNS for AutoLPG Fuel systems for 2-3 wheels (L) vehicles harmonized with UNECE 115 (TC44)
- Harmonization of PNS for Autoglass PNS 130, UNECE 43 (TC12)
- Harmonization of PNS for tyres (PNS 25)
 - 1) R30, pneumatic tyres for mv and trailers is for circulation
 - 2) R54, pneumatic tyres for commercial vehicles is on-going deliberation
 - 3) R64, temporary use spare wheels/tyres
 - 4) R88, retroreflective tyres for 2-wheeled motor vehicles
 - 5) R106, pneumatic tyres for agricultural vehicles
 - 6) R108, retreaded pneumatic tyres for motor vehicles
 - 7) R109, retreaded pneumatic tyres for commercial vehicles
 - 8) R117, uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces

2.4.3.b) Program for Motor Vehicle Emission Standards

Table 3 shows the schedule of implementation of various emission standards related to motor vehicles. Euro IV is scheduled to be implemented in 2012 while Euro II for motorcycles will be implemented in 2009.

Table 3. Timetable of Development of Emission Standards

Motor Vehicle Emission Standard	Time Table
Emission limits (type approval)	2012 (Euro IV)
Review of emission standards for in-use vehicles	2009

Emission standards for in-use vehicles	2009
Motor Vehicle Emission Standard	Time Table
White smoke standards for in-use vehicles	2009
Adoption of Euro II for Motorcycles/Tricycles	2010
Develop LPG emission standards for NOx	2010

2.4.3.c) Program for Fuel Quality

The following are the activities related to fuel quality standards development:

- Revision of PNS DOE QS 004 Fame Blended – Diesel Oils – specification
 - 2% biodiesel blend (Biofuels Act)
 - reduction of sulfur from 0.3% to 0.05 %
- Revision of PNS DOE QS 008 E-gasoline – specifications
 - Two (2) grades for E10
 - RON 93 – premium
 - RON 95 – premium plus

2.4.4 Certification and Regulation

In terms of diagrams; Figure 23 summarizes the existing institutional framework on certification and regulation of motor vehicles while Figure 24 shows the existing process of certification and regulation in the country.

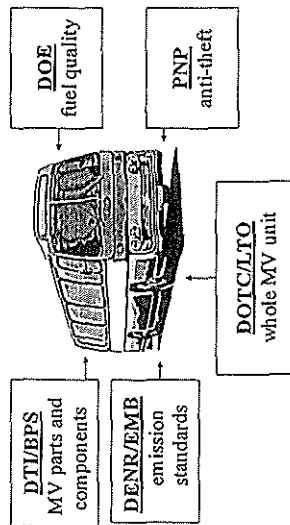


Figure 23. Existing Institutional Framework on Certification and Regulation

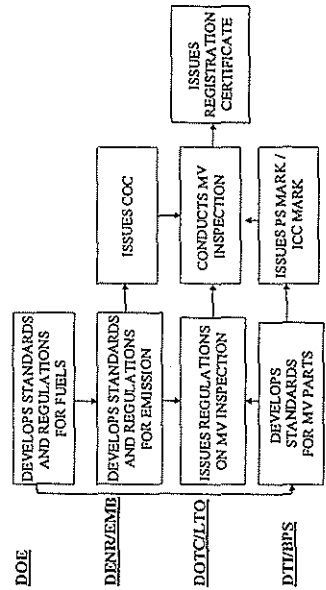


Figure 24. Existing Certification and Regulation Process

2.4.5 Type Approval Procedures in Singapore and Japan

Benchmarking visits were conducted and Figure 25 and Figure 26 summarize the process of vehicle type approval in Singapore and Japan, respectively.

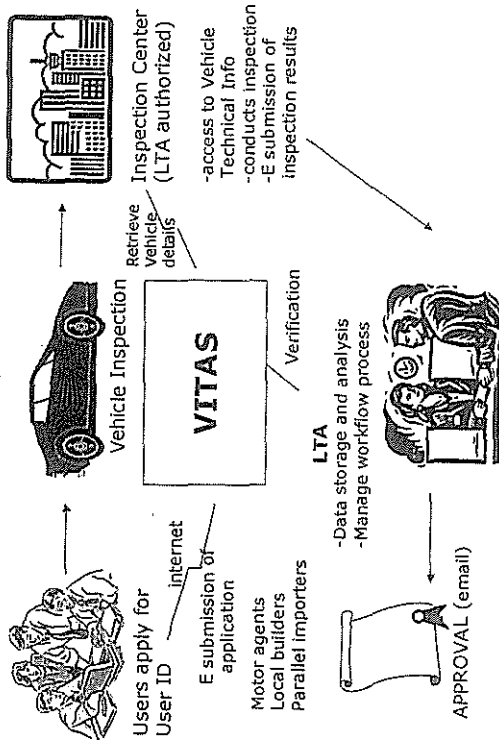


Figure 25. Vehicle Type Approval Process in Singapore

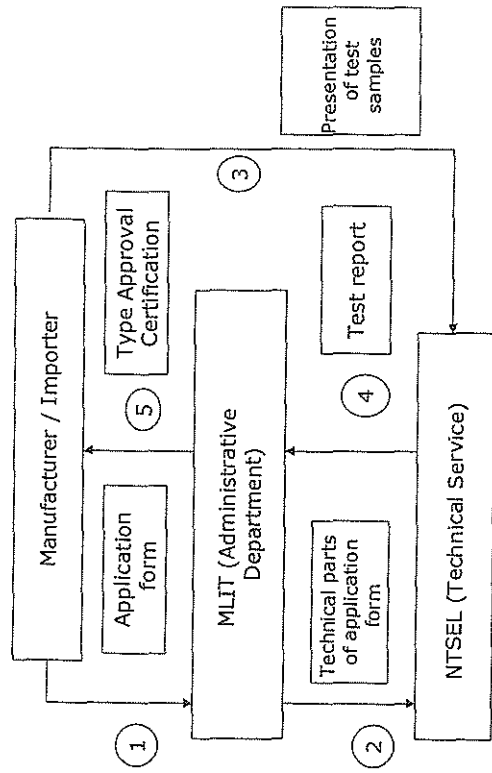


Figure 26. Type Approval Procedure in Japan

2.4.6 Alignment with UNECE Regulations of the 11 Priority Regulations of ASEAN APWG

The Automotive Product Working Group (APWG) of the ASEAN Consultative Committee on Standards and Quality (ACCSQ) has identified 11 priority regulations of motor vehicles that will be aligned with UNECE regulations. Figure 27 shows the status of the country's alignment of 8 priority regulations for 4-wheeled vehicles with UNECE regulations. Three (3) out of 8 regulations are equivalent, shown as follows. The list of UNECE Regulations is shown in Annex J.

- Equivalent (EQV):
 - R16 – Seatbelt
 - R14 – Seatbelt Anchorage
 - R51 – Noise
- Not Equivalent (NEQ):
 - R43 – Safety Glass
 - R30 – Tyre
 - R54 – Tyre
 - R83 – Exhaust Emission (Light Duty Vehicles)
 - R49 – Exhaust Emission (Heavy Duty Vehicles)

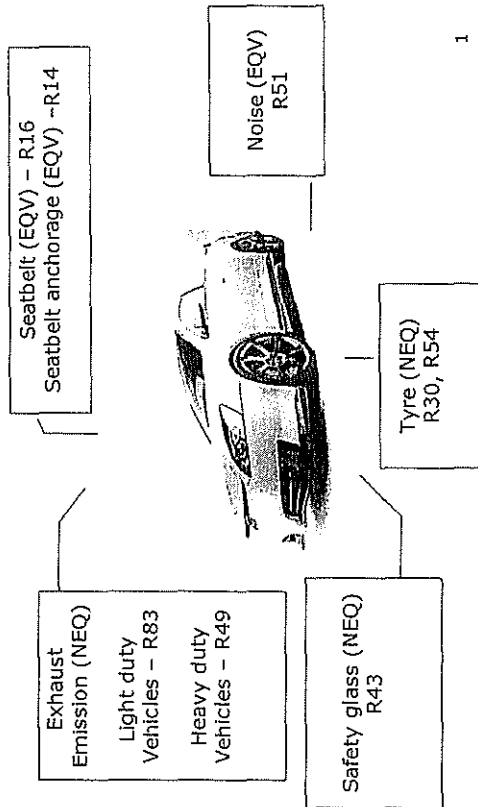


Figure 27. Alignment with UNECE Regulations of the 11 Priority Regulations (APWG) – 4-Wheeled Motor Vehicles

Figure 28 shows the status of the country's alignment of 3 priority regulations for 2-wheeled vehicles with UNECE regulations. All regulations are equivalent, with details shown below.

- Equivalent (EQV):
 - R22 – Helmet
 - R40 – Exhaust Emission
 - R41 – Noise

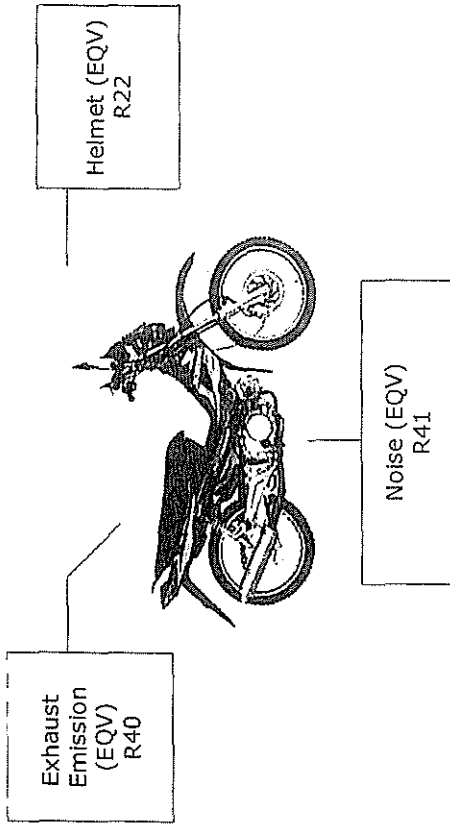


Figure 28. Alignment with UNECE Regulations of the 11 Priority Regulations (APWG) – 2-Wheeled Motor Vehicles

Table 4 compares the ASEAN Automotive Federation (AAF) TC 5 proposed timetable for adoption of UNECE regulations for motorcycles and the corresponding timetable of adoption as a result of public hearing conducted by the government.

Regulation	Timetable by AAF	Result of Public Hearing
1) R60 – Control Tail/tale	2010	2011
2) R81 – Rear view mirror	2012	2011
3) R75 – Tire	2009	2010
4) R28 – Horn	2010	2013
5) R37 – Bulb	2012	2011
6) R3 – Reflector	2012	2011
7) R78 – Brake	2012	2013
8) R10 – EMC	2013	2014
9) R39 – Speedometer	2011	2011
10) R62 – Anti Theft	on-going discussion	2012
11) R53 – Light installation	2012	2012
12) R50 – Light	2012	2012
13) R113 – headlamp (symmetrical)	2012	2012
14) R40 – Ex Emission	enforced	2012
15) R41 – Noise	2010	2010
		ECE 112 – headlamps asymmetrical (2012)

Table 5 shows the ASEAN Automotive Federation (AAF) TC 5 proposed timetable for adoption of UNECE regulations for 4-wheeled vehicles in the M1 and N1 categories.

Table 5. Proposed UNECE Regulations for 4-Wheeled Motor Vehicles (M1 and M1 Categories) by AAF TC5

By Year 2010	By Year 2012	By Year 2015
1) R14 – belt anchorage 2) R16 – safety belts	1) R13 – braking 2) R13H – braking (M1)	1) R3 – reflex reflections 2) R4 – rear registration plate lamps
3) R30 – pneumatic tires (passenger vehicles)	3) R17 – seats	3) R6 – direction indicators
4) R43 – safety glazing materials	4) R28 – audible warning devices	4) R7 – front & rear position lamps, stop lamps, end outline marker lamps
5) R54 – pneumatic tires (commercial vehicles)	5) R39 – speedometer	5) R19 – front fog lamps
	6) R46 – rear view mirror	6) R23 – reversing lamps
	7) R79 – steering equipment	7) R37 – filament lamps
		8) R38 – rear fog lamps
		9) R45 – headlamp cleaner
		10) R48 – installation of lights
		11) R77 – parking lamps
		12) R91 – side-marker lamps
		13) R98 – gas discharge headlamps
		14) R99 – gas discharge light sources
		15) R112 – headlamps with asymmetrical passing beam
		16) R119 – cornering lamps

Table 6. Status of Alignment of Motor Vehicle Standards (PNS) with UNECE Regulations (ASEAN Target – December 31, 2008)

UNECE Regulation	System/Component/ Separate Technical Unit	Status of Alignment of PNS with UNECE R	Remarks
1) R14	Safety belt anchorage	EQV	MV industry target is 2010
2) R16	Safety belt	EQV	MV industry target is 2010
3) R22	Helmet (2-wheeled MV)	EQV	Not included in the industry's list for harmonization until 2014
4) R43	Safety glass	NEQ	Technical content not equivalent – undergoing deliberation
5) R40	Motorcycle exhaust (2-wheeled MV)	EQV	Enforced
6) R49	Diesel emission	NEQ	On-going deliberation
7) R83	Gaseous pollutant petrol	NEQ	On-going deliberation
8) R41	Noise emission (2-wheeled MV)	EQV	MV industry target is 2010
9) R51	Noise emission (4-wheeled MV)	EQV	Not included in the MV industry's list until 2015
10) R30	Pneumatic tyre (passenger vehicle)	NEQ	Technical content not equivalent; R30 is for circulation
11) R54	Pneumatic tyre (commercial vehicle)	NEQ	Technical content not equivalent; on-going deliberation

2.4.7 Participation to Regional and International Agreements

The Philippine government through the DOTC and LTO has been participating in the ASEAN Automotive Product Working Group meetings twice a year where the following subjects are being discussed:

- Exchange of info on fuel properties and emission regulations, procedures and mandatory requirements;
- Exchange of info on existing standards, mandatory requirements and technical regulation;
- Profile of automotive regulatory regime in ASEAN member states;
- Alignment with UNECE Regulations;
- ASEAN harmonized regulatory scheme for automobiles;
- Conformity of production (COP) procedures;
- Vehicle type approval (VTA) system; and
- Proposed harmonization of UNECE by AAF TC-5 and TC3.

The DOTC/LTO also has been participating in the yearly JASIC (Japan Automobile Standards Internationalization Center) meetings where the following topics are being discussed:

- Latest situation on WP29 Participation and the 1958 Agreement; and,
- Issues, tasks, solutions and progress of the establishment of vehicle type approval (VTA) system.

In 2006 and 2007, the DOTC/LTO participated as Observer to the WP29. There has been a plan to accede to the 1958 Agreement in 2008 but later on decided to have a study conducted first and have a policy framework developed prior to accession. The study would deal on the following aspects:

- international trade cooperation;
- domestic industry;
- environment and safety; and,
- policy formulation, administration and implementation.

2.4.8 Legislative Agenda

A terms of reference for the study on Harmonization and Modernization of Land Transportation Laws, Rules and Regulations is being drafted to cover the following phases:

- codification of land transportation laws;
- legislation of reform proposals by drafting recommended house bills; and,
- education and information campaign on the proposed and legislated new code of land transportation laws that includes shepherding and lobbying for their passage.

The presentation material for this sub-section 2.4 is attached in Annex A.4.

2.5 STATUS REPORT – REFORMULATED PROJECTS FUNDED UNDER SPECIAL VEHICLE POLLUTION

CONTROL FUND (SVPFCF) AS OF 10 FEBRUARY 2009

*Engr. Eleuterio C. Galvante Jr.
Assistant Program Director
Project Management Office (Roads)
Department of Transportation and Communications*

2.5.1 Assessment Study of Philippine Participation and Accession to WP 29

The project involves the assessment of the overall effects on the economy, industry, government and society in general of the possible participation to WP29 and accession to the Agreement on Worldwide Harmonization of Vehicle Technical Standards and Regulations. Table 7 shows the scope of activities and schedule.

Project Cost: PHP 5,500,000.00
Procurement Method: Public Bidding
Project Duration: Six (6) Months

Table 7. Scope of Activities and Schedule (Accession to WP29)

Major Action Steps	Q1			Q2		
	1	2	3	1	2	3
1 Project Alignment Meetings						
2 Review of Related Literature						
3 Data Gathering						
4 Interviews with key Experts						
5 Presentation of Inception Report						
6 First Progress Report						
7 Second Progress Report						
8 Presentation of the Draft Final Report						
9 Stakeholders' Conference						
10 Submission of Final Report						

The accomplishments to date are as follows:

- The project terms of reference (TOR) is being refined
- Bidding documents are being prepared
- Target date for endorsement to BAC DOTC Road Project is on or before 17 April 2009
- Target date for advertisement is on 24 April 2009

2.5.2 National Motor Vehicle Inspection and Maintenance Program

The project involves the following:

- Conduct of feasibility study;
- Formulation and implementation and sustainability plan for the operation of the LTO MVIS facilities;

- Development of a comprehensive implementation and sustainability plan for the operation of all MVIS facilities; and,
- Enhancement of the DOTC and LTO personnel in managing the implementation of NMVIM.

Table 8 shows the scope of activities and schedule.

Procurement Method: Public Bidding
Project Cost: PHP15,000,000.00
Project Duration: Nine (9) Months

Table 8. Scope of Activities and Schedule (NMVIM)

Activities	Time Lines (Month)									
	1	2	3	4	5	6	7	8	9	
1 Conduct of NMVIM feasibility study										
2 Formulation and implementation & sustainability plan for the operation of the LTO MVIS facilities & its tie up with MVMP										
3 Strengthening DOTC & LTO capacity to manage the NMVIM										
4 Project Terminal Report										

The accomplishments to date are as follows:

- Project terms of reference (TOR) is still being refined
- Bidding documents are being prepared
- Target date for submission to BAC DOTC Road Project is on or before 27 March 2009
- Date of advertisement is expected to be on 3 April 2009

2.5.3 Development Study on the Establishment of Motor Vehicle Type Approval (MVTA) System

The study involves the formulation of policy recommendations on the establishment of Motor Vehicle Type Approval System as well as the assessment of its environmental and economic impacts. It also aims to recommend which test facilities to establish and which are to be prioritized considering the local automotive industry and the customized local road vehicles (CLR) such as jeepneys and other utility vehicles.

Procurement Method: Public Bidding
Project Cost: PHP11,600,000.00

Table 9 shows the proposed implementation schedule.

Table 9. Proposed Implementation Schedule (MVRTA Development Study)

Activities	T i m e l i n e s (Month)											
	1	2	3	4	5	6	7	8	9	10	11	12
1 Review of all relevant laws, issuances and standards and regional and international agreements												
2 Learning journeys on type approval and other certification systems in Japan and ASEAN countries												
3 Technical, environmental and economic impact study of the motor vehicle type approval system												

Project Cost: PhP1,700,000.00
Project Duration: Six (6) Months

The accomplishments to date are as follows:

- draft TOR has been prepared; and,
- scoping seminar on vehicle type approval system has been conducted on March 5-6, 2009.

The presentation material for this sub-section 2.5 is attached in Annex A.5.

The accomplishments to date are as follows:

- The study terms of reference (TOR) is currently being drafted in coordination with UP-NCTS

2.5.4 Capacity Building and Institutional Strengthening on Motor Vehicle Type Approval System

The project involves the enhancement of capacity of DOTC and other government agencies particularly in the aspects of institutional strengthening and technical infrastructure development to enable stakeholders to address emerging challenges and issues related to the establishment of the Motor Vehicle Type Approval System.

Project Cost: PhP4,000,000.00

The accomplishments to date include the scoping seminar for this project in cooperation with UPD-NCTS has been held on March 5-6, 2009.

2.5.5 Development of Customized Local Road Vehicles (CLRVS) Standards

The project's objective is to modernize the customized local road vehicle (CLRVS) fleet through the development and implementation of standards on vehicles and parts for the purposes of enhancing safety and protection of the environment.

Project Cost: PhP3,000,000.00
Procurement Method: MOA with the Department of Trade and Industry (DTI)

Currently, the MOA is being revised.

2.5.6 Capacity Building on Harmonization of Vehicle Regulation/Certification System

The program involves the enhancement of capacity of the DOTC and other government agencies particularly in the aspects of institutional strengthening and technical infrastructure development to enable stakeholders to address emerging challenges and issues relative to harmonization of vehicle standards and regulations with worldwide standards.

2.6 INDUSTRY PERSPECTIVES ON HARMONIZATION OF VEHICLE STANDARDS AND REGULATIONS

2.6.1 CAMPI's Directions on MV Regulation

Atty. Homer A. Miranan

Secretary-General

Chamber of Automobile Manufacturers of the Philippines Inc. (CAMPI)

2.6.1.a) Policy Framework

CAMPI supports the government's thrust to accede to 1958 Agreement and adaptation of the ECE standards in line with the ASEAN Automotive Federation (AAF) recommended schedule.

2.6.1.b) Road Transport Plan

CAMPI recommends a Road Transport Plan outlined below. The objectives of the recommended Road Transport Plan are:

- a) To provide safe, roadworthy and environment friendly motor vehicles that adequately respond to the transport needs of the country; and,
- b) To create an environment conducive to the growth of the economy by further developing the transport sector and its allied industries.

The general coverage would include:

- a) Institutional Framework
 - Review and revise existing motor vehicle laws and regulations
 - If possible, formulate a basic legal framework that consolidates all existing laws and regulations on land transport and motor vehicles
- b) Regulatory Direction
 - Step by step adoption of ECE regulations on safety, emission and road worthiness
 - Align the adoption and implementation of fuel standards with emission regulations
 - Establish testing and certification facilities and system to support Type Approval System
 - Adoption of Whole Vehicle Type Approval by 2015

As a background, the following emission standards were implemented in 2003 and 2008:

- EURO 1: Implemented in 2003
- EURO 2: Implemented in January 1, 2008

Recommended directions include:

- Revision of DAO 2007-27
- EURO 3: Skip
- EURO 4: 2012 for New Model Introduction (Passenger and Light Duty Vehicles Only)

CAMPI recommends the following timetable for adoption of UN-ECE Regulations:

1st Step (by 2010):

- 14 (Belt Anchorages)
- 16 (Safety Belts)
- 30 (Pneumatic Tires-Passenger Vehicle)
- 43 (Safety Glazing Materials)
- 54 (Pneumatic Tires-Commercial Vehicle)

2nd Step (by 2012):

- 13 (Braking, 13H (Braking-M1)
- 17 (Seats)
- 28 (Audible Warning Devices)
- 39 (Speedometer)
- 46 (Rear-View Mirrors)
- 79 (Steering Equipment)

3rd Step (From 2015):

- 3 (Reflex Reflectors)
- 4 (Rear Registration Plate Lamps)
- 6 (Direction Indicators)
- 7 (Front and Rear Position Lamps, Stop Lamps and End-Outline Marker Lamps)
- 19 (Front Fog Lamps)
- 23 (Reversing Lamps)
- 37 (Filament Lamps)
- 38 (Rear Fog Lamps)
- 45 (Headlamp Cleaners)
- 48 (Installation of Lights)
- 77 (Parking Lamps)
- 91 (Side-Marker Lamps)
- 98 (Gas-Discharge Headlamps)
- 99 (Gas-Discharge Light Sources)
- 112 (Headlamps-with an Asymmetrical Passing Beam)
- 119 (Cornering Lamps)

The presentation material for this sub-section 2.6.1 is attached in Annex A.6.

2.6.2 MDPPA's Adoption and Enforcement Schedule of UN-ECE Regulations

Engr. Rolando Cruz

President

Motorcycle Development Program Participants Association (MDPPA)

2.6.2.a) Revised UN-ECE Regulation Adoption Schedule for Motorcycles

Table 10 shows the revised adoption schedule of UN-ECE regulations for 2-wheeled vehicles (motorcycles) in terms of recommended timeline for the issuance, enforcement on new vehicles and enforcement on existing models.

Table 11 summarizes the enforcement schedule of UN-ECE regulations on components and systems of 2-wheeled vehicles in 2011, 2013 and 2015.

The presentation material for this sub-section 2.6.2 is attached in Annex A.7.

3. SUMMARY OF DISCUSSION

Atty. Homer A. Maranan, Secretary-General of CAMPI, commented that type approval may be too expensive and asked if there is any information on individual type approval system. He also asked if Executive Order No. 397 is still valid since it is a temporary measure for hybrid vehicles and it is expected to lapse after 1 year. He suggested to Atty. Biteng to also include P.D. 27 (Vienna Convention) and DAO 91-005 (MVIS) in the compilation of laws and regulations on motor vehicles. He cited that vehicle classification is still a major concern wherein there are different classification systems used by DTI, DOTC, LTO, BIR and BOC. He informed the group of Philippine National Standard (PNS) 4896, the standard that was promulgated for the classification of motor vehicles and reiterated the need for harmonization. Not only harmonization but also the modernization of transport laws is needed according to Atty. Biteng of DOTC. On Executive Order No. 628 creating the CHVSR, Director Idefonso T. Patdu Jr. of DOTC asked if formulation of a new law would be needed (stand-alone) or there is a need to just update the Land Transportation and Traffic Code and harmonize with international standards. One reply is that legislation can be done independently of the CHVSR and that consolidation might complicate the direction of harmonization. It was also mentioned that lawyers and planners can work independently. Atty. Biteng reported that the DOTC Road Transport Planning Division and Assistant Secretary Dante Lantim in the CHVSR Sub-Committee on Legislative Agenda have already drafted the TOR on modernization of transport laws. Atty. Maranan also suggested to also look at the Road Vehicles Act. Director Patdu said that he will circulate the copy of the TOR and would appreciate inputs from the industry.

Atty. Maranan reported that due to economic slowdown, a standstill agreement among APEC member countries was adopted during the APEC Transport Ministers' Meeting on April 27-28 in Manila. This means that there would be no movement in terms of legislation that will hamper the movement of goods and services. This would imply that the agreement would lead to harmonization and might have an input on accession to WP29 and standards. Mr. Frank Macua of the TMA and PAFI pointed out to WP29 and commented that it might have an impact on the standstill agreement.

Ms. Corazon Japson of the DOTC asked if the industry is ready for harmonization with international standards. Atty. Maranan replied that things should be put in perspective. Firstly, more than half of the motor vehicle fleet do not come from the formal manufacturing sector. With respect to readiness, the industry needs lead time with respect to compliance with new regulations since this would have impact on production processes and cost, timelines and planning. Atty. Maranan suggested to address the issue of the non-traditional motor vehicle industry through the registration process at the LTO. He also asked if the government ready to implement the harmonized regulations on customized local road vehicles. Director Patdu answered that if the regulations are implemented, around 80% of the motor vehicles could not be registered due to reason that it cannot comply with roadworthiness guidelines. On MVIS, Director Patdu's view is that it should be led by the private sector. Atty. Roberto Valera of LTO asked if the implementation would be acceptable to public utility vehicles (PUVs). Ms. Florencia Creus of LTO clarified that it would not include in-use motor vehicles. On the National Motor Vehicle Inspection and Maintenance Program (NMVIM), the inspection part is on-going while there is still need to implement the maintenance portion. The problem in the implementation is that many agencies are implementing the aspects of the maintenance program, such as the DENR and DTI. Atty. Maranan suggested to the DOTC to take a look at the entire I&M program.

Table 10. Revised UN-ECE R Adoption Schedule for Motorcycles

No	ECE Reg	Domestic Reg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	81	Rear-view mirrors		☆									
2	39	Speedometers		☆									
3	28	Audible warning device		☆									
4	60	Controls and telltales		☆									
5	62	Anti-theft											
6	3	Reflectors		☆									
7	75	Tires		☆									
8	37	Filament Lamp											
9	112	Headlamps symmetrical											
10	113	Headlamps asymmetrical											
11	50	Symmetrical Lighting devices											
12	53	Installation of lighting											
13	10	Electromagnetic Interference											
14	40	Passive Braking											
15	41	Noise											
16	26	Braking											

Issue	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Series 03											
Euro 22											
Series 01											

Symbols:
 ☆ Enforcement (New Vehicles)
 ☆ Enforcement (Existing Models)

2.6.2.b) Summary of Enforcement Schedule

Year	Issue
Year 2011	1) UN-ECER 81 Rear-view mirrors
	2) UN-ECER 39 Speedometers
	3) UN-ECER 60 Controls and Telltales
	4) UN-ECER 03 Reflectors
	5) UN-ECER 75 Tires
	6) UN-ECER 40 Emissions (Euro 2)
	7) UN-ECER 41 Noise (Series 01)
Year 2013	1) UN-ECER 28 Audible Warning Device
	2) UN-ECER 37 Filament Lamp
	3) UN-ECER 112 Headlamps Asymmetrical
	4) UN-ECER 113 Headlamp Symmetrical
	5) UN-ECER 50 Lighting Devices
	6) UN-ECER 53 Installation of Lighting
Year 2015	1) UN-ECER 62 Anti-theft
	2) UN-ECER 10 Electro-magnetic Interference
	3) UN-ECER 41 Noise (Series 03)
	4) UN-ECER 78 Braking
	5) UN-ECER 40 Emissions (Euro 3)

Atty. Maranan informed the group that Executive Order No. 397 was superseded by E.O. 488 in 2006 which tackles on the assembly of electric vehicles, hybrid and natural gas vehicles including import duties. He also agreed with Ms. Creus that secondhand vehicles should not be included.

Mr. Nacua noted that the number of used vehicles is greater than new vehicles every year due to national government policy. He cited that the implementation of Euro 2 emission standards had a significant impact on the selling price of a bus, with a cost impact of PHP200,000 per vehicle.

Mr. Rolando Cruz of MDPPA asked the relationship of CHVSR with the technical committees of the DTI-BPS, like TC 44. Mr. Jake Velasco of the DTI-BPS answered that the policy of the DTI-BPS is to review standards every 5 years or less if there is an urgent need for revision. The output of Technical Committee 44 (DTI/BPS/TC 44 Road Vehicles) will be an input to the Sub-Committee on Standards Development of the CHVSR plus inputs from the TCPA and DENR IATWG.

Ms. Velasquez of the PNP Highway Patrol Group (HPG) asked on P.D. No. 96 which deals on sirens and if there are necessary permits for special individuals to use sirens.

Mr. Nacua of the TMA and PAFI asked on status of the terms of reference (TOR) on the Philippine participation to WP29 and 1958 Agreement.

There was discussion on the administrative order on the implementation of Euro 2 regulations on motorcycles in 2 years. It has been informed that 2 years are required for the modification of models. It was suggested that to put the schedule of implementation of Euro 2 in the roadmap on harmonization of vehicle regulations and standards.

4. ACTION PLANNING WORKSHOP

4.1 PRELIMINARY DISCUSSION

Ms. Creus of LTO said that there is need for revision of the roadmap. Limited work has been done in 2006-2007 due to financial constraints. There was discussion on the implementation of harmonization on the cost of doing business that is needed to be considered in the planning. There was question on import commodity clearance (ICC) that applies to mandatory standards and the global economic measures that can also be looked into. The ASEAN Automotive Product Working Group (APWG) is still at the level of information exchange on existing regulations and standards. In EEMPA, a regulated product that has complied with the standard can be exported to other countries without further testing. Another information is that carburetors will be eliminated by 2011 with the introduction of bioethanol in all gasoline fuels in accordance with the Biofuels Act.

4.2 WORKSHOP

4.2.1 Overview

Karl Vergel of UP-ICE/NCTS and Director Ildefonso T. Patdu Jr. of the DOTC Project Development Service presented the guidelines and format of the workshop on the formulation of action agenda and action planning. Considering the 2006 Roadmap on Harmonization of Vehicle Standards and Regulations (Annex B), the action plan would be refined with 2008 updates and action plan would be formulated in terms of the following timetable:

- o 2009-2010 – Short term
- o 2011-2013 – medium term
- o 2014-2015 – long term

In line with the objectives of the conference, the following workshops would be conducted:
 Workshop 1: Formulation of Action Agenda
 Workshop 2: Action Planning

4.2.2 Workshop Objectives and Guidelines

4.2.2.a) Objectives and Guidelines of Workshop 1: Formulation of Action Agenda

The main objective of Workshop 1 was to review and update strategies/activities (PAPs) to update the 2006 Roadmap on Harmonization of Motor Vehicle Standards and Regulations in the context of the ASEAN Economic Community (AEC) blueprint and in consideration of the differentiated development of stakeholders in the motor vehicle industry as well as economic and environmental challenges.

These strategies/activities (PAPs) may be short-term (until 2010), medium term (2011-2013), and long-term (2014-2015). Strategies/activities (PAPs) may be:

- 1) APPLICABLE STRATEGY/ACTIVITY (PAP) – those that have been identified in 2006 Roadmap on Harmonization of Motor Vehicle Standards and Regulations that the Committee deemed effective or those that have not yet been implemented but are still considered responsive to the societal needs;
- 2) REFINED STRATEGY/ACTIVITY (PAP) – those formulated to address the hindering factors that prevented the implementation of other strategies/activities (PAPs) identified in 2006; and
- 3) NEW STRATEGY/ACTIVITY (PAP) – entirely new strategies/activities (PAPs) considering new inputs such as the ASEAN Economic Community (AEC) blueprint and in consideration of the differentiated development of stakeholders in the motor vehicle industry as well as economic and environmental challenges.

The participants were encouraged to use the principle of SMART (S-specific, M-measurable, A-achievable, R-realistic, and T-time bounded) in formulating the programs and in the setting of the target outputs. The template for Workshop 1 is shown below (Table 12).

Table 12. Workshop 1: Formulation of Action Agenda

Applicable or Refined 2006 Strategy/Activity and New Strategy/Activity (Plans, Activities and Programs)	Deliverable (Output)	Accomplishments as of 2008	Timetable			Agency or CHVSR Sub-Committee
			2009-2010 (short)	2011-2013 (medium)	2014-2015 (long)	

4.2.2.b) Objectives and Guidelines of Workshop 2: Action Planning

Workshop 2 was aimed at the identification of the resources (fiscal and human) required for the successful implementation of the proposed strategies/activities (PAPs) and the source of these resources. Resource requirement should indicate: 1) number and qualifications of people required (staffing); and 2) budget required for planning and implementation and source of such. Workshop 2 template is shown below.

Table 13. Workshop 2: Action Planning

Applicable or Refined 2006 Strategy Activity and New Strategy/Activity (Plans, Activities and Programs)	Deliverable (Output)	Timetable	Agency or CHVSR Sub-Committee Responsible	Resource Requirement (fiscal/human)	Funding Source

4.2.3 Development of Draft Action Plan on Harmonization of Vehicle Standards and Regulations

On the morning of the second day, participants were divided into four workshop groups consisting of the following government agencies/academe representing four areas of the Action Plan that revised the 2006 Roadmap on Harmonization of Vehicle Standards and Regulations (Annex B):

- 1) Standards Development – DTI-BPS, DENR-EMB, DOE and UP-NCTS;
- 2) Regulation – DOTC/LTO;
- 3) Participation in Regional and International Agreements – DOTC; and,
- 4) Legislation – DOTC/LTO.

In the afternoon of the second day, each group representing each area presented their draft action plan, as shown in Table 14 in the following pages which is the "Draft Action Plan on Harmonization of Vehicle Standards and Regulations, 2009-2015 (Draft Version as of March 20, 2009)", the main output of the planning conference. Director Padua of DOTC moderated the plenary session on presentation of workshop outputs.

Table 14. Draft Action Plan on Harmonization of Vehicle Standards and Regulations, 2009-2015 (Draft Version as of March 20, 2009)

1) STANDARDS DEVELOPMENT (1 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
1. Standards Development Alignment to/Adoption of UN-ECE Regulations A. Automotive and its Parts A.1 4-wheeled vehicles	Development of Philippine National Standards (PNS)	425 existing PNS (8 PNS are under mandatory certification) -Focus on the alignment of standards -Qualify the outcome	<ul style="list-style-type: none"> • R14 safety belt anchorage • R16 safety belt • R43 safety glass • R40 motorcycle exhaust • R51 noise emission (4-wheel MV) • R30 pneumatic tire passenger • R54 pneumatic tire commercial 	<ul style="list-style-type: none"> • R13 braking • R13H braking-M1 • R17 seats • R28 audible warning devices • R39 speedometer • R46 rear view mirrors • R79 steering equipment 	<ul style="list-style-type: none"> • R3 reflex reflectors • R4 rear registration plate lamps • R6 direction indicators • R7 front and rear position lamps, stop lamps and end outline marker lamps • R19 front fog lamps • R23 reversing lamps • R37 filament lamps • R38 rear fog lamps • R45 headlamp cleaners • R48 installation of lights • R77 parking lamps • R91 side marker lamps • R98 gas discharge headlamps • R99 gas discharge light sources • R112 headlamps with an asymmetrical passing beam • R119 cornering lamps 	<ul style="list-style-type: none"> • CHVSR Sub-Committee on Standards Development • DTI-BPS for motor vehicle and its parts 	<ul style="list-style-type: none"> • Reference materials such as other foreign and international standards and practices • IT Equipment • Technical secretariat 	
A.2 Motorcycles			<ul style="list-style-type: none"> • R22 helmet • R41 MC noise emission (Series 01) 	<ul style="list-style-type: none"> • R81 rear view mirrors • R3 speedometers • R60 controls and telltales • R03 reflectors • R75 tires • R40 emissions Euro II • R28 audible warning devices • R37 filament lamps • R112 headlamps asymmetrical • R113 headlamp symmetrical • R50 lighting devices • R53 installation of lighting 	<ul style="list-style-type: none"> • R62 anti theft • R10 electro magnetic interference • R41 noise (series 03) • R78 braking 		<ul style="list-style-type: none"> • Logistical requirements and supplies • Transportation expenses of the members 	

1) STANDARDS DEVELOPMENT (2 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
A3. Customized Local Road Vehicle (CLR) Standards Formulation – Development of Standards for CLRVs / Locally Assembled Motor Vehicle Systems, Components and Separate Technical Units	4-wheel MV <ul style="list-style-type: none"> Classification Development of Standards for Jeeps Development of Standards for Vehicle Systems, Components and Separate Technical Units of CLRVs (Container, Carrier, Chassis, Fuel System) 	<ul style="list-style-type: none"> Issued PNS 2060-2007 in June 14, 2007, Classification of CLRVs SVPCF Project 69.3-1 (Dev't of Standards for CLRV) TOR developed (for DOTC-DTI MOA) researches on Jeepney specifications, drive cycle and emissions on-going (UP-COE) 	Development of CLRV Standards (Jeepney)	"Re-engineering the Jeepney" – DOST-ERDT Project Proposal, 2009-2013		<ul style="list-style-type: none"> Sub-Committee on Standards Development DTI-BPS DOTC DOE UP-NCTS UP COE DOST-PCIERD 		DOTC SVPCF DOST ERDT
	2-3 wheel MV <ul style="list-style-type: none"> Classification Development of Standards for Tricycles Development of Standards for Vehicle Systems, Components and Separate Technical Units of CLRVs (ex. Fuel System) 	<ul style="list-style-type: none"> Issued PNS 2060-2007 in June 14, 2007, Classification of CLRVs SVPCF Project 69.3-1 (Dev't of Standards for CLRV) TOR developed (for DOTC-DTI MOA) 		Dev't of CLRV Standards (2-3 wheelers)		<ul style="list-style-type: none"> Sub-Committee on Standards Development DTI-BPS DOTC DOE UP-NCTS 		DOTC SVPCF

1) STANDARDS DEVELOPMENT (3 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
B. Fuel Quality		8 existing PNS	<ul style="list-style-type: none"> Revision of PNS DOE QS 008 E-gasoline Revision of PNS DOE QS 004 FAME-Blended Diesel (B3) Revision of PNS DOE QS 001 Unleaded Motor Gasoline, to differentiate from E-gasoline Revision of PNS DOE QS 002 B100 Review of PNS on CNG 	<ul style="list-style-type: none"> Development of Euro IV Fuel (2012) 		<ul style="list-style-type: none"> CHVSR Sub-Committee on Standards Development DOE-OIMB for fuel quality 	<ul style="list-style-type: none"> Reference materials such as other foreign and international standards and practices IT Equipment Technical Secretariat Logistical requirements and supplies Transportation expenses of the members 	

1) STANDARDS DEVELOPMENT (4 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
C. Exhaust Emissions	1. Development of emission standards a) Conduct mapping and identification of sources b) Collection of information on the ff data: meteorological, geographic, type of industry, approximate location, energy consumption, number of vehicles 2. Collection/ monitoring of air quality data using hand held portable, real-time reading/ continuous monitoring or filter-based 3. Conduct air quality modeling/ dispersion 4. Assessment of ambient HC, NOx, CO, PM data	<ul style="list-style-type: none"> Adopted Euro 2 emission limits for <ul style="list-style-type: none"> R49 diesel emission R83 gaseous pollutant petrol (to complete the adoption of EURO 2 for MV, inclusion of relevant footnotes of emission limits is needed) 	<ul style="list-style-type: none"> Proposed revision to complete the omitted data (DENR DAO 2007-27) Conduct consultations/ meetings Publication of DAO Orientation/ seminar of approved DAO 	<ul style="list-style-type: none"> Adoption of Euro 4 by 2012 for MV Adoption of Euro 2 by 2011 for MC 	Adoption of Euro 3 for MC by 2015	<ul style="list-style-type: none"> CHVSR Sub-Committee on Standards Development DENR-EMB for exhaust emissions 	P15M (standards development)	SVPCF

2) REGULATION (ENFORCEMENT) (1 of 5)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
2. Regulation (Enforcement) A. Establishment of Motor Vehicle Type Approval System (MVTAS) For whole vehicle and component parts that is in conformance with international standards	Inventory of the existing laws, policies, rules and regulations related to certification and regulation Reference data on MVTAS being done in other countries Benchmarking in selected countries with established successful type approval system Harmonized MV classification among government agencies	Conducted review and inventory of existing laws, rules and regulations related to MV certification and regulations Gathered certification and regulation processes in Thailand, Malaysia, Singapore and Indonesia Conducted type approval benchmarking in Singapore and Japan.	Maintain current set up as interim MVTAS until 2010 introducing some procedures from Singapore, parallel with capability building and institutional strengthening Conduct of development study for long-term implementation (TOR being prepared at DOTC, to be funded by SVPCF) Conduct of workshop to harmonize MV classification Coordination with DTI-BPS on the classification of customized local road vehicles and development of standards	Implementation of the results of the development study for long-term implementation of MVTAS Issuance of policies on the harmonized MV classification Issuance of policy to implement regulation for customized local road vehicles	Operation of the long range MVTAS Implementation of regulations for customized local road vehicles (CLRv)	Sub-Committee on Certification and Regulations	Funding for the interim MVTAS Conduct of development study (c/o DOTC) 3 workshops to harmonize MV classification – P1.5 M	DOTC SVPCF

2) REGULATION (ENFORCEMENT) (2 of 5)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
B. Formulate technical requirements to regulate the MV standards	Matrix of technical requirements relative to the harmonization of MV standards and regulations Inclusion of the manufacturer of vehicle of the VIN, aligned with R62	Gathered proposals on MV regulations Coordinated with DTI-BPS and DENR on the alignment of 11 priority MV regulations in the ASEAN with 31 December as the target date of alignment. Current Status: 6 EQV and 5 NEQ	Identify the priority regulations for alignment / implementation, taking into consideration the 8 mandatory regulations, 10 regulations proposed for mandatory implementation, 11 priority regulations for alignment in the ASEAN and the AAF 15 (TCS) and 28 (TC3) proposed regulations Conduct of expert meetings: • certification and regulation • passive safety items, seatbelt, seatbelt anchorage • pneumatic tires (passengers and commercial vehicles) • noise emission (motorcycles and 4-wheelers) • safety glass Issuance of policy to regulate R14, R16, R30, R54, R22, R43, R49 and R83 in 2010 for 4-wheeled MVs Issuance of policy to regulate R75, R40 in 2010 for motorcycles	Strict implementation of the 8 mandatory regulations Conduct of public hearing on the 10 regulations proposed for mandatory regulations Conduct of public hearings on other regulations for implementation Issuance of policy to regulate R41, RR51, R13, R13H, R17, R28, R39, R46 and R79 in 2012 for 4-wheeled MVs Issuance of policy to regulate in MC R60, R81, R37, R3, R39 in 2011 R62, R53, R50, R113, R112 in 2012 R28, R78 IN 2013	Issuance of policy to regulate R3, R4, R5, R7, R19, R23, R37, R38, R45, R48, R77, R91, R98, R99, R112 and R119 for 4-wheeled MV Issuance of policy to regulate R10 in 2014 for motorcycles (MC)	Sub-Committee on Certification and Regulations	Conduct of public hearings and consultations on the implementation of the 10 proposed mandatory regulations – P500,000 Public hearings on other regulations for implementation – P500,000	

2) REGULATION (ENFORCEMENT) (3 of 5)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
C. Develop procedures for the accreditation of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians as a prerequisite for conducting the testing, servicing, repair and the required adjustment of vehicle emission system and component parts and testing certification system	Manuals of procedures for accreditation Policy on accreditation	Conducted inventory of testing laboratories and manufacturers Conducted technical visit at MIRDC	Partnership with industry players and effective collaboration with international and regional partners and institute Coordination with other concerned government agencies and stakeholders and identify the roles and responsibilities of each agency Develop guidelines in the accreditation procedure in coordination with all concerned government agencies and stakeholders (Preparation of TOR for outsourcing)	Issuance of accreditation policy Accreditation of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians as a prerequisite for conducting the testing, servicing, repair and the required adjustment of vehicle emission system and component parts and testing	Continuous accreditation and monitoring of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians as a prerequisite for conducting the testing, servicing, repair and the required adjustment of vehicle emission system and component parts and testing	Sub-Committee on Certification and Regulations	Outsourcing of the development of manuals – P3M Production of manuals – P500 per manual	

2) REGULATION (ENFORCEMENT) (4 of 5)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
D. Develop capacity building program for MV type approval system	Capacity building for local manufacturers / assemblers / rebuilders and local parts makers Capacity building for repair and service shops / operators / technicians on proper conduct of repair and maintenance of motor vehicles Developed and implemented standards and procedures for the certification of training institutions, instructors and facilities and the licensing of qualified private service centers and their technicians as prerequisite for performing the testing, servicing, repair and the required adjustment to the vehicle emission system	Conducted scoping seminar on capacity building for MVTAS	Conduct needs assessment to implement long term VTAS through coordination with the concerned government agencies and stakeholders Develop training program to provide the implementing agencies with the necessary skills and capabilities to implement certification, regulations and conformity assessment (TOR to be prepared)	Sustained capacity building for local manufacturers / assemblers / rebuilders and local parts makers and for repair and service shops / operators / technicians on proper conduct of repair and maintenance of motor vehicles	Sustained capacity building	Sub-Committee on Certification and Regulations	Outsourcing of the development of training program for the implementing agencies, local manufacturers, assemblers, rebuilders and local parts makers, repair shops, operators, technician – P3M Conduct of Training – P2M per year	

2) REGULATION (ENFORCEMENT) (5 of 5)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
E. Conduct public information campaign, public hearings and consultations to all stakeholders	Consultation meetings on MV standards and regulations Awareness, preventive maintenance programs	Conducted public hearing on the TC 5 proposed 15 regulations and TC 3 proposed 28 regulations	Sustained consultation with all stakeholders through meetings, workshops and seminars Preparation of information and education materials	Continuing public information and education campaign	Continuing public information and education campaign	Sub-Committee on Certification and Regulations	Consultations and public hearing – P1.5 M per year Information and education materials – P500,000 per year	

3) PARTICIPATION IN REGIONAL AND INTERNATIONAL AGREEMENTS (1 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
1. Participation to Regional and International Agreements								
A. Participation to ASEAN Automotive Product Working Group	ASEAN PWG Membership	<ul style="list-style-type: none"> Philippines participated in all meetings 	<ul style="list-style-type: none"> Attend all meetings twice a year (MOU) 	<ul style="list-style-type: none"> Attend all meetings twice a year (MOU) 	<ul style="list-style-type: none"> Attend all meetings twice a year (MOU) 	Sub-Committee on Participation to Regional and International Agreements		
B. Participation to WP29 & Accession to the 1958 Agreement	WP29 Membership	<ul style="list-style-type: none"> Philippine as observer in 2006 and 2007 	<ul style="list-style-type: none"> Philippines becomes member 			Sub-Committee on Participation to Regional and International Agreements	1.5M	SVPCF
<ul style="list-style-type: none"> Cost-Benefit Analysis Study on WP29 Participation and Accession to its Agreements on the Worldwide Harmonization of Vehicle Technical Standards 	CBA Study on WP29	<ul style="list-style-type: none"> TOR Completed Study under Process 	<ul style="list-style-type: none"> April 2009 – October 2009 			Sub-Committee on Participation to Regional and International Agreements	5.5M	SVPCF
<ul style="list-style-type: none"> Conduct Public Consultation on the results of CBA Analysis 	Feedbacks on CBA Study		<ul style="list-style-type: none"> Nationwide Public consultation from 2009-2010 (3 months) 			Sub-Committee on Participation to Regional and International Agreements	2.0M	SVPCF

3) PARTICIPATION IN REGIONAL AND INTERNATIONAL AGREEMENTS (2 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
<ul style="list-style-type: none"> Coordinate with DFA recommending for Philippine membership to WP29 	WP29 Membership		<ul style="list-style-type: none"> Letter to DFA in 2010 			Sub-Committee on Participation to Regional and International Agreements		
<ul style="list-style-type: none"> Seek for President's signature on WP 29 Agreement 	WP29 Membership		<ul style="list-style-type: none"> After UN issuance of certified true copy of WP29 Agreement to DFA, DFA to seek for President's signature in 2010 			Sub-Committee on Participation to Regional and International Agreements		
<ul style="list-style-type: none"> Submission of CTC of Agreement to Senate for concurrence on ratification 	WP29 Membership			<ul style="list-style-type: none"> Senate Ratification in 2010-2011 				
<ul style="list-style-type: none"> Deposit CTC of Agreement to UN for information 	WP29 Membership							

4) LEGISLATIVE AGENDA (1 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
4. Legislative Agenda A. Biofuels Act		Implemented						
B. Harmonization and Modernization of Land Transportation Laws	Draft Bill and Issuance of new Law (Road Vehicles Act)	Terms of Reference	Implementation of the project			Legislative Agenda	20M	SVPCF
<ul style="list-style-type: none"> Develop a Legal Analytical Framework in order to facilitate the review and analysis of existing land transportation laws, policies, rules and regulations 	Analytical study of Land Transportation laws, policies, rules and regulations		Conduct of study, 2009-2010					
<ul style="list-style-type: none"> Collate and arrange by purposes and subject matters the laws, policies, rules and regulations in a proposed codified form 	Codified transportation laws and issuances		Codification, 2009-2010					
<ul style="list-style-type: none"> Conduct of profiling of the laws, policies rules and regulations 	Legal materials: comparison of the old and new statutes, processes and benefits for the education and information campaign							
<ul style="list-style-type: none"> Draft proposed house bills of recommended reform measures 	Inter- and intra-agencies conflicts resolutions recommendation		2009-2010					

4) LEGISLATIVE AGENDA (2 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplish-ments	Timetable			CHVSR Sub-Committee/ Agency	Resource Require-ment	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
3. Road Safety Bill	Issuance of the law							
4. Road Vehicle Act	Issuance of the law							
5. Amendments to the Clean Air Act (Pollution from mobile sources: Strengthening of enforcement, I/M)	Amended law							
6. Amendment of the Anti-Carnapping law	Amended law							
7. Amendment of RA 4136								

5. OVERVIEW OF THE ACTION PLAN FINALIZATION CONFERENCE

5.1 OBJECTIVES OF THE CONFERENCE

The CHVSR (Committee on Harmonization of Vehicle Standards and Regulations) Action Plan Finalization Conference was held on 23-24 April 2009 at Hotel Dominique, Tagaytay City. It was organized by the Department of Transportation and Communications (DOTC) in cooperation with the U.P. National Center for Transportation Studies (UP-NCTS) and participated by concerned government agencies (DOTC, LTO, DTI-BPS, DOE-OIMB, DENR-EMB, DOE-EUMB, DTI-BOI, DTI-BIS, DOST-PCIERD, UP-NCTS), motor vehicle industry groups (CAMPI, MDPPA, PAFI, MVPMAP) and non-government organizations (AAP). The program is shown in Table 15.

The following are the objectives of the action plan finalization conference:

- 1) To review and finalize the action plan for Harmonization of Motor Vehicle Standards and Regulations initially drafted during the CHVSR Strategic Planning Conference at the University Hotel, Diliman, Quezon City on 19-20 March 2009;
- 2) To identify programs, activities and projects (PAPs) supportive of the action plan for the harmonization of motor vehicle standards and regulation; and,
- 3) To review and finalize the Terms of Reference (TOR) of development studies related to harmonization of motor vehicle standards and regulations:
 - Evaluation of Philippine Participation to WP 29 and Accession to the Agreements on Nationwide Harmonization of Vehicle Technical Standards and Regulations;
 - Master Plan on the Development of Nationwide Motor Vehicle Inspection System;
 - Development Study on the Harmonization of Motor Vehicle Standards and Regulations.

Part II. CHVSR Action Plan Finalization Conference

Table 15. Program of the CHVSR Action Plan Finalization Conference (1 of 2)

Time	Session	Presentation/ Discussion Points	Presenter/Facilitator
Day 1 – April 23, 2009 (Thursday)			
8:00 – 10:00 AM		Travel to Tagaytay City Registration of Participants	
10:00 AM – 12:00 NN	Leveling of Expectations (Plenary)	<ul style="list-style-type: none"> • Opening Remarks • Objectives of the Conference 	APD Eleuterio C. Galvante, Jr. DOTC
		<ul style="list-style-type: none"> • Recap of CHVSR Strategic Planning Conference • Presentation of the Draft Action Plan on Harmonization of Vehicle Standards and Regulations (20 March 2009 version) 	Ms. Corazon R. Japson DOTC
12:00 – 1:00 PM		<i>Lunch</i>	
1:00 – 4:00 PM	Plenary	<ul style="list-style-type: none"> • Review, reformulation and finalization of Draft Action Plan on Harmonization of Vehicle Standards and Regulations 	Sub-Committee Chairmen/ Co-Chairmen
4:00 – 6:00 PM	Plenary	<ul style="list-style-type: none"> • Review and finalization of the TOR of the Development Studies on the Harmonization of Vehicle Standards and Regulations in the Philippines 	Facilitator Karl Vergel UP-ICE/NCTS

The afternoon session of Day 1 was devoted to the sub-committee workshop on the revision of the draft action plan. The 4 CHVSR sub-committees discussed and revised their action plan on harmonization of vehicle standards and regulations on their respective areas.

After the workshop and discussion, the revised draft action plan by sub-committees was presented in plenary in preparation for their next day presentation to the stakeholders in the motor vehicle industry and associations.

On the second day of the conference, the draft action plan was presented to stakeholders. The first area was on standards development presented Dir. Monsada of DOE-OLMB of the CHVSR Sub-Committee on Standards Development. Issues raised included existing Philippine National Standards and standards to be developed. There was also concern on the time and preparation of standards to guide the automotive industry to align in compliance with the regulations. A concern from the industry on emissions was there should be grace period of 2 years for new and in-use vehicles to implement R51 (noise emission). There were issues on the regulation of overloading, alignment of current regulation before adoption and full implementation of standards. There was a question on the effects of biofuels on the alignment with international standards. There was also comment regarding the early schedule of implementation of standards considering the economic slowdown. There was also suggestion that conversion of carburetor to EFI should be included in the development study.

The second area was on certification presented by Ms. Creus of LTO from the Sub-Committee on Certification and Regulation. During the discussion, it has been suggested that the timetable should be adjusted (by 2 years). There was a suggestion regarding the 8 mandatory regulations and the inclusion of bioethanol E10 in the action plan which will be for implementation by 2011. There were issues in differing classifications of vehicles, accreditation of industries' facilities, tools to implement the mandatory regulations, accession to WP 29, ICC marks, procedures in testing centers and on customized local road vehicles.

The CHVSR Sub-Committee on Participation in Regional and International Agreements Committee represented by Ms. Japson presented the action plan on accession to WP29 and other international agreements. There were clarifications in the terminology such as Senate concurrence instead of ratification. The importance of lobbying efforts and coordination with the executive and the Senate were reiterated pertaining the plan to accede to WP 29.

The fourth area is on legislative agenda presented by the CHVSR Sub-Committee on Legislative Agenda. An issue raised is the extended timetable and on the implementation of the studies.

As a result of presentation to stakeholders, the Revised Draft Action Plan on Harmonization of Vehicle Standards and Regulations as of April 24, 2009 is shown in Table 15.

In the afternoon session of Day 2, the draft terms of reference of development studies, namely, the TOR on the Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations and TOR on Development Study on the Harmonization of Vehicle Standards and Regulations in the Philippines. There was significant discussion that focused on the revision of the TOR on accession to WP29.

Table 15. Program of the CHVSR Action Plan Finalization Conference (2 of 2)

Time	Session	Presentation/ Discussion Points	Presenter/Facilitator
9:00 AM – 12:00 NN	Plenary	Presentation of the Draft integrated Action Plans of Sub-Committees to Stakeholders (reformulate if necessary)	Facilitator Karl Vergel UP-ICE/NCTS
12:00 – 13:00		Break	
1:00 – 4:00 PM	Plenary	Presentation of Draft Terms of Reference (TOR) of Development Studies to Stakeholders	Facilitators Karl Vergel UP-ICE/NCTS Ms. Corazon R. Japson DOTC
4:00 – 5:00 PM	Plenary	Next Steps/Closing Remarks	

5.2 GENERAL SUMMARY OF THE ACTION PLANNING CONFERENCE

The program started at 11:00 AM with the invocation led by Ms. Corazon R. Japson of the DOTC. It was followed by opening remarks given by Engr. Eleuterio C. Galvante Jr., Assistant Program Director of the DOTC PMO. He welcomed the participants and delegates from different agencies. The objectives and program of activities of the conference were explained. He also summarized the last two seminars, the scoping seminar on motor vehicle type approval and CHVSR Strategic Planning Conference.

The Draft Action Plan on Harmonization of Vehicle Standards and Regulations by Ms. Japson, which was the output of the strategic planning conference in March 2009. The CHVSR Sub-Committee on Standards Development presented the first area of the action plan dealing on standards development which is alignment and adoption of UN-ECE Regulations on automotive and its parts for 4-wheeled vehicles and motorcycles, customized local road vehicles, fuel quality and exhaust emissions. The CHVSR Sub-Committee on Certification and Regulation presented the second area of the plan which is on regulation and enforcement. Programs, activities and projects include establishment of motor vehicle type approval (MVTA) system, formulation of technical requirements to regulate the MV standards, development of procedures for the accreditation of training institutions, instructors and facilities, development of capacity building program for MVTA system and conduct of public information and public hearing. The CHVSR Sub-Committee on Participation to Regional and International Agreements presented their PAPs on participation to the ASEAN Automotive Product Working Group (APWG), participation to WP 29 and accession to 1958 Agreement and participation in the AEM-METT Economic and Industrial Cooperation Committee. The fourth area is on legislative agenda presented by the CHVSR Sub-Committee on Legislative Agenda. Their PAPs include Biofuels Act, Harmonization and Modernization of Land Transportation Laws, Road Safety Bill, Road Vehicles Act, Amendments to the Clean Air Act, Amendments to the Anti-Carnapping Law and Amendment of RA 4136.

Stakeholder comments included inventory of laboratory and facilities, infrastructure requirements of the program, institutional projects, funding and commitments, and alignment and regional meetings. There were comments on the activities of legislation, integration of various activities and there were issues raised pertaining to fake parts and replacements of parts of the vehicle, intellectual property and Consumer's Act.

- 3) Participation to Regional and International Agreements – Sub-Committee on Participation to Regional and International Agreements
- 4) Legislative Agenda – Sub-Committee on Legislative Agenda

The discussion that followed after the plenary presentation is summarized in the following sub-sections.

6.3.1 Standards Development

Mr. Velasco of DTI-BPS, Dir. Monsada of DOE-OIMB and Ms. Peralta of DENR-EMB who are part of the Sub-Committee on Standards Development, reported on standards development for vehicle parts, fuels and emission systems, respectively. Dir. Monsada reported that out of the 425 Philippine National Standards (PNS), some fuel-related standards will be transferred to the section on fuels of the action plan. Ms. Peralta asked if the country has testing equipment for bioethanol. Dir. Monsada replied that the equipment is imported wherein there is need for mobile tester or portable analyzer. If bioethanol (E10) will be mandated by 2011, Mr. Velasco asked who will conduct the test. Dir. Monsada replied that the Department of Energy (DOE) may initiate the study and present to CHVSR. The Director noted that E10 is for fuel-injected engines (EFI) only. Ms. Teresita Peralta of DENR-EMB reported that the major change is the transfer of emission standards (exhaust and noise) to the section of emissions of the action plan. Director Monsada proposed to categorize those existing for revision and development. Ms. Peralta asked if test facilities would be needed once standards are adopted and promulgated. Ms. Peralta proposed to conduct mapping of emissions and air quality especially at roadside areas and also added noise.

6.3.2 Regulation (Enforcement)

Ms. Florencia Creus of the LTO of the Sub-Committee on Certification and Regulation reported and added details on motor vehicle type approval (MVTA). The identification of required testing facilities and infrastructure would be the expected outputs of the study that will be conducted and should be included in the TOR. Ms. Creus proposed an interim MVTA system that will connect DTI-BPS, DENR-EMB and LTO. Ms. Peralta asked if we validate the testing facilities to see if they conform with international standards. Ms. Peralta also asked if the UP Vehicle Emissions Research and Testing Laboratory (UP-VERTL) can be used to verify the certificate of conformity (COC) on emission standards. Ms. Creus replied that it will be answered by the development study on MVTA. Ms. Creus proposed to maintain the current set-up with some improvements and for the meantime, capacity building activities must be implemented.

Ms. Creus also reported that the Motorcycle Development Program Participants' Association (MDPPA) wrote them to postpone the implementation of regulation on emissions (UN-ECE R40) and noise (UN-ECE R41). Mr. Velasco asked if it is limited to the development of standards or implementation. Ms. Creus replied that the deadline for alignment has already past which is December 31, 2008 and currently, the timetable of CAMPT and MDPPA is being followed. Ms. Peralta asked if there are technical requirements already existing in the ASEAN. Ms. Creus clarified to change the statement to "formulate technical regulations to implement the standards". Ms. Creus also said that when the type approval system for parts will be developed, the government will just accredit the procedure if the private sector has already some procedures. The DOTC can accredit and use TESDA as basis for accreditation, e.g., instructors must have certification from TESDA. Currently, the LTO authorizes private emission testing centers and driving schools. Mr. Velasco asked if there is an inventory of testing laboratories in the country.

6. FINALIZATION OF THE ACTION PLAN ON HARMONIZATION OF VEHICLE STANDARDS AND REGULATIONS

6.1 INTRODUCTION

APD Eleuterio C. Galvante Jr of the DOTC PMO Road gave the overview and review of the two preceding seminars, namely, Scoping Seminar for the Capacity Building of Personnel Including Institutional Strengthening for MV Type Approval System held on 5-6 March 2009 and CHVSR Strategic Planning Conference held on 19-20 March 2009 (Annex C and Table 14). Ms. Corazon R. Japson of the DOTC relayed to the body the comments provided by Underscretary Anneli R. Lontoc as input to the finalization of the action plan. These include the following:

- a) inventory of testing facilities and hard infrastructure requirements in the context of accession to WP29;
- b) institutional development including role of agencies (one agency or multi-agency);
- c) timeline of alignment of regulations with ASEAN schedule;
- d) clarification of resource and funding requirements;
- e) identification of research and development needs (standards development); and,
- f) detailing of action plan on legislative agenda and clarification of road safety bill and the road vehicles act.

6.2 PRESENTATION OF THE DRAFT ACTION PLAN

Ms. Corazon R. Japson of DOTC presented to government agencies the Draft Action Plan of on Harmonization of Vehicle Standards and Regulations that was the output of the strategic planning conference in March 2009. Initial discussion followed the presentation of the draft action plan. DOST-PCIERD Deputy Executive Director Raul Sabularse asked if the country has an option not to accede to WP29 and if there is no other option but to join the agreement, why its there a need to study. Ms. Japson replied that the Department of Foreign Affairs (DFA) will be needing justification which will be derived from the results of the study. UP-NCTS Director Dr. Jose Regis F. Regidor clarified the advantages of acceding to the agreement. DOE-OIMB Director Zenaida Monsada recommended to address the issue on the reason for harmonization. There must be a common understanding on harmonization. Director Monsada related her experience as part of the working group on harmonization of biodiesel standards in the ASEAN region.

Mr. Reynaldo T. Gatchalian said that test facilities will be part of the motor vehicle type approval study. Engr. Sabularse proposed that the total picture of joining the agreement be understood. Karl N. Vergel of UP-ICE/NCTS has proposed to identify priority motor vehicle parts and test facilities. Mr. Jake Velasco of DTI-BPS agreed to both and explained that it should be part of the terms of reference that is being drafted and started with WTO-TBT (World Trade Organization-Technical Barriers to Trade). Mr. Velasco was not sure why UN-ECE became international and noted that the US did not accede to the 1958 Agreement. Director Luis Catibayan of DTI-BIS raised the need for codification. Dir. Monsada also raised the issue of enforcement on trade of fake motor vehicle parts and asked if it is included in the action plan.

6.3 WORKSHOP ON REVISION OF DRAFT ACTION PLAN

After plenary presentation of the draft action plan to the government agencies, four parallel workshops were conducted by the concerned CHVSR Sub-Committees, as follows:

- 1) Standards Development – Sub-Committee on Standards Development
- 2) Enforcement (Regulation) – Sub-Committee on Certification and Regulation

Ms. Creus replied that there is already an inventory of laboratories. With respect to the identification of laboratories, Mr. Velasco asked if it will be limited to vehicle type approval or there is a plan to include component parts. Based on the discussion, Mr. Velasco asked which body would recommend for mandatory certification. Ms. Creus responded that it would be difficult to determine at present, but it would be answered in the development study. There are factors that are needed to be considered in implementing regulations. Currently, the basis is private sector readiness or accident data could be analyzed. Mr. Velasco asked if it is the scope of the CHVSR Sub-Committee on Certification and Regulations to prioritize. Ms. Creus requested to formulate criteria for prioritization. Mr. Velasco proposed that possible criteria could include health, life and safety and prevention of deceptive trading.

6.3.3 Participation to Regional and International Agreements

Ms. Japson of the DOTC presented on behalf of the Sub-Committee on Participation to Regional and International Agreements. Director Monsada informed the existence of the Partnership for Clean Fuels and Vehicles and asked for possible inclusion.

6.3.4 Legislative Agenda

Dr. Regidor of UP-NCTS presented on behalf of the Sub-Committee on Legislative Agenda. On biofuels, Director Monsada asked on the LPG and Natural Gas bills. Atty. Roberto Valera of LTO reported that the House Committee on Good Governance has already initiated amendments on Republic Act No. 4136.

6.4 PRESENTATION OF DRAFT ACTION PLAN TO STAKEHOLDERS

The revised draft action plan, with some revisions as a result of workshop of the CHVSR sub-committees in Day 1, was presented to stakeholders of the motor vehicle industry such as the vehicle and parts manufacturing industry groups as well as motoring groups. The summary of the discussion that followed after each area of the draft action plan is shown in the following sub-sections.

6.4.1 Standards Development

Director Monsada of DOE-OIIMB presented the development of standards on behalf of the CHVSR Sub-Committee on Standards Development.

Atty. Homer Maranan of CAMPI asked on the timetable whether it is adoption or implementation. On the timetable for implementation, Atty. Maranan raised a concern on UN-ECE R51 (emissions). He said that the position of the industry is for adoption in 2015 based on ASEAN timetable. He proposed a "2+2" years schedule which means 2 years lead time for brand new vehicles and 2 years lead time for in-use vehicles. Atty. Maranan cited a JAMA (Japan Automobile Manufacturers' Association) study that the regulation would require Euro 4 exhaust emission engine and fuel and this is more pronounced in commercial vehicles. On infrastructure on inspection and testing, Atty. Maranan asked if the government is in a position to certify and regulate inspection and if there is a regulation in place for overloading, which will have impact on noise.

Director Monsada said that this will be a guide for standards adoption in the event of implementation. Ms. Peralta pointed that R51 is not included in the list of regulations for motor

vehicles until 2015, citing the presentation of Ms. Creus of LTO. Ms. Peralta added that she is not sure how it became equivalent but it should be Euro 4. Ms. Cecille Santiago of CAMPI explained that if the target for alignment for Euro 4 is 2012, then it should follow that the implementation will be later than 2012. She also recommended to convene TC44 (Technical Committee on Road Vehicles) of DTI-BPS to conduct committee work on these regulations. Mr. Velasco of DTI-BPS agreed to this recommendation and cited that CHVSR is an overseer of activities.

Mr. Frank Nacua of the Philippine Automotive Federation Inc. (PAFI) asked why there is excitement on the schedule without taking care of the stock of infrastructure and local needs. Mr. Nacua requested not to rush and check what could be implemented and what resources are available. He cited the example of Malaysia where they would implement Euro 2 regulations by August 2009. He also recalled that the Philippines was the first to bring down tariff barrier while Malaysia and Thailand have delayed its implementation.

Director Monsada of DOE-OIIMB replied that standards, regulations and available infrastructure such as testing facilities, gap analysis, capability to test and capability to develop standards will be considered by the CHVSR.

6.4.2 Regulation (Enforcement)

Ms. Creus of LTO presented the section on certification and regulation on behalf of the CHVSR Sub-Committee on Certification and Regulation.

Ms. Santiago of CAMPI asked who will validate the results of the development study. Ms. Creus of LTO replied that there will be consultation and it is already included in the terms of reference (TOR). On the alignment of 8 mandatory regulations, Ms. Santiago proposed to add year of mandatory implementation which is 2011. She added that this Committee should tell government if it would be realistic to implement 10% bioethanol blend in gasoline (E10) which will have impact on specifications for Euro 4. She was also looking for E10 in the action plan. Dir. Monsada replied that E10 is provided for in the Biofuels Law and must be included in the action plan. The Director promised to bring it up with the National Biofuels Board (NBB) to draw up the final implementation schedule. Ms. Santiago recommended that CHVSR could help NBB in the assessment. Ms. Creus said that E10 could be one of the issues in the CHVSR Steering Committee meeting scheduled on May 12. With the suggestion, the portion on E10 has been inserted in part B of the regulations action plan.

On vehicle classification, Ms. Santiago recalled that they tackled this in one of the committee meetings of the TCPA (Technical Committee on Petroleum Products and Additives) that also included the Bureau of Customs (BOC) and Bureau of Internal Revenue (BIR). Ms. Creus responded and said that they will incorporate this in the action plan.

On accreditation body for the vehicle type approval, Ms. Santiago recalled that the private sector was enticed in the business of private emission testing center and there was corresponding accreditation and authorization. Assemblers bought equipment but there is a problem in authorization. She asked if they could get assurance that assemblers' equipment on type approval will be accredited and authorized. Ms. Creus responded and said that government will develop procedures and guidelines and conduct public hearing.

On the formulation of technical requirements on 8 mandatory regulations in Part B, Atty. Maranan of CAMPI asked on how to strictly implement and on what tools to use, as he

understood that 2011-2013 should be in the harmonized stage. He said that now, it is currently the ICC (import commodity clearance) and if that stage is reached, can the country do away with the ICC. He recommended further to coordinate with DTI-BPS since there are existing laws on this. Mr. Velasco of DTI-BPS replied that unless the country is signatory to WP29, the country could not do away with ICC. Atty. Maranan clarified that assuming the country accedes to the 1958 Agreement, it could do away with the ICC. Mr. Velasco replied that the country can accept test reports of countries which are members of WP29.

In the accreditation of service centers and technicians, Atty. Maranan asked if the country could do away with PETCs and added that the item on service and repair shops might be misplaced. Ms. Creus of LTO agreed and would remove the item from the section.

On customized local road vehicles, Atty. Maranan stated that how can standards be issued on "customized" vehicles when it has only few limited number of units.

On conversion to electronic fuel injection (EFI), Ms. Santiago of CAMPI requested to include PNS on conversion from carbureted engines to EFI since CAMPI is also having difficulties on this matter. Mr. Velasco of DTI-BPS replied that there are PNS only on gasoline and diesel engine vehicles as well as CNG and LPG fuel systems. Ms. Santiago added that this is precisely the question of NBB on CAMPI. Mr. Velasco said that they will raise the issue in DTI/BPS TC44 and informed the body that there are existing regulations on repair shops that convert engines.

6.4.3 Participation to Regional and International Agreements

Ms. Japson of DOTC presented the action plan on accession to WP29 and international agreements on behalf of the CHVSR Sub-Committee on Participation to Regional and International Agreements.

On nomenclature in part A, Atty. Maranan clarified that the power to ratify is with the President and the power to concur is with the Senate. In order to facilitate accession to the agreement, Atty. Maranan suggested to include lobbying efforts that should come after cost-benefit analysis. Activities could include coordination with the executive branch and the Senate. He also proposed to add executive briefing activity.

6.4.4 Legislative Agenda

The legislative agenda was presented Atty. Valera of the LTO of the CHVSR Sub-Committee on Legislative Agenda. Atty. Maranan of CAMPI asked if the codification will be done by the Sub-Committee or would it be contracted out. Atty. Valera of LTO replied that it will be done by contractor. With respect to the target for drafting the legislation, he commented that the gap of 1 year might be too long. He said that once codified, it would be easier to make up draft legislation to Congress. Atty. Valera said that the House of Representatives has already initiated amendments of R.A. No. 4136. He said that they will reconsider and adjust the period of drafting of legislation. Atty. Maranan submitted a letter of CAMPI to Atty. Valera of LTO.

Considering the timelines and it is already in the second quarter of 2009, Mr. Nacua of PAFI asked if the LTO is doing it at its own level. Atty. Valera responded and informed the body that they are considering entering into a MOA with the University of the Philippines (UP). Mr. Lemar Jimenez of DOTC added that the MOA is already with the DOTC Project Management Office (PMO-Road). Mr. Serafin Pantaleon of the Automobile Association of the Philippines (AAP) suggested to

contact the UP Law Center soon and work out this matter with them. Atty. Valera replied that LTO has consulted with UP Law 2 years ago and were given ideas on the MOA. However, it was only LTO initiative at that time but now it would be a larger activity and the DOTC PMO will take charge.

Finally, Atty. Maranan reiterated that the implementation of the regulations should not leave out or exclude sectors like the CLRV.

As a result of presentation to stakeholders, the Revised Draft Action Plan on Harmonization of Vehicle Standards and Regulations as of April 24, 2009 is shown in Table 16.

6.5 PRESENTATION OF TERMS OF REFERENCE OF DEVELOPMENT STUDIES

Ms. Japson of DOTC presented the draft terms of reference of two development studies that are scheduled for implementation in 2009 and solicited comments from government and industry stakeholders. The following sections show the summary of discussion on the draft TORs.

6.5.1 Drafting of TOR on Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations

Ms. Santiago of CAMPI asked on the definition of international trade cooperation. The MDPPA representative asked if the study will include motorcycles/2-wheeled vehicles. Ms. Santiago also asked if it would regulate sub-standard parts. Ms. Teresita Del Rosario of DTI-BPS replied that with or without regulations, the industry is still there. There are two agreements, the 1958 Agreement and the 1998 Agreement. Mr. Nacua of PAFI asked why not accede to the 1958 Agreement. The representative of MVPMAP (Motor Vehicle Parts Manufacturers' Association of the Philippines) said that the United States does not recognize the 1958 Agreement but only the 1998 Agreement. Ms. Creus of LTO suggested to first think of acceding to the 1958 Agreement and later think on acceding to the 1998 Agreement. Annex D shows the draft version of the terms of reference as presented to the stakeholders while Annex E shows the revised draft terms of reference reflecting the suggestions and comments of stakeholders.

6.5.2 Drafting of TOR on Development Study on the Harmonization of Vehicle Standards and Regulations in the Philippines

Ms. Santiago of CAMPI asked what would happen if the recommendation of the study on the accession to WP29 would be negative. Ms. Japson of DOTC explained that there are overlaps. Ms. Santiago recommended that the two related studies on accession and harmonization should have definite timelines. Since it would take time in drafting the TOR, Ms. Japson announced to the body to email comments on the TOR. Annex F shows the draft terms of reference.

Table 16. Revised Draft Action Plan on Harmonization of Vehicle Standards and Regulations, 2009-2015
(Draft Version as of April 24, 2009)

1) STANDARDS DEVELOPMENT (1 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
<p>1. Oversee and coordinate all standardization activities of all government member agencies through the Committee which will be used as basis for regulations, covering</p> <p>2. Recommend policy thrusts for all road vehicle related standards development organizations based on established road map of standardization and harmonization in accordance with regional and international agreements</p> <p>3. Develop, implement and maintain processes for setting priorities for motor vehicle standards thru the Committee</p>								

1) STANDARDS DEVELOPMENT (2 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
A. Conduct inventory of existing standards and test methods	Inventory of standards on: A.1 MV and parts (4-wheeled vehicles) A.2 MV and parts (2-wheeled vehicles) A.3 CLRV (4-wheeled MV) A.4 CLRV (2-3 wheeled MV) B. fuel quality C. emissions (exhaust and noise)	425 existing PNS on Road Vehicles which includes Auto LPG/ CNG conversion standards for use for M and N category vehicles, hybrid vehicles standards, fuel quality and others						
B. Coordinate schedule of review/ formulation of new standards and test methods	Schedule of PNS review/formulation							
	A.1 motor vehicles and its parts (4-wheeled vehicles) Review of existing PNS		R14 safety belt anchorage R16 safety belt R43 safety glass R30 pneumatic tire passenger R54 pneumatic tire commercial	R13 braking R13H braking-M1 R17 seats R28 audible warning devices R39 speedometer R46 rear view mirrors R79 steering equipment	R3 reflex reflectors R4 rear registration plate lamps R6 direction indicators R7 front and rear position lamps, stop lamps and end outline marker lamps R19 front fog lamps R23 reversing lamps R37 filament lamps R38 rear fog lamps R45 headlamp cleaners R48 installation of lights R77 parking lamps R91 slide marker lamps R98 gas discharge headlamps R99 gas discharge light sources R112 headlamps with an asymmetrical passing beam R119 cornering lamps (still to be developed)	CHVSR Sub-Committee on Standards Development DTI-BPS Technical Committee on Road Vehicles (BPS/TC44)	-Reference materials such as other foreign and international standards and practices -IT Equipment -Technical secretariat -Logistical requirements, supplies and other administrative costs -Transportation expenses of the members -Publication costs	P50M (DOTC-SVPCF and DTI-BPS)

1) STANDARDS DEVELOPMENT (3 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
	A.2 motor vehicles and its parts (2-3-wheeled vehicles) Review of existing PNS		R22 helmet PNS for the use of Auto-LPG fuel systems for category L vehicles	R81 rear view mirrors R3 speedometers R60 controls and telltales R03 reflectors R75 tires R40 emissions Euro II R28 audible warning devices R37 filament lamps R112 headlamps asymmetrical R113 headlamp symmetrical R50 lighting devices	R62 anti theft R10 electro magnetic interference R41 noise (series 03) R78 braking	CHVSR Sub-Committee on Standards Development DTI-BPS Technical Committee on Road Vehicles SC on Motorcycles (BPS/TC44/SC22)		
	A.3 Customized Local Road Vehicles (CLR.V) 4-wheel MV - Classification - Development of Standards for Jeeps - Development of Standards for Vehicle Systems, Components and Separate - Technical Units of CLR.Vs (Container, Carrier, Chassis, Fuel System)	- Issued PNS 2060-2007 in June 14, 2007, Classification of CLR.Vs - SVPCF Project 69.3-1 (Dev't of Standards for CLR.V) TOR developed (for DOTC-DTI MOA) - Researches on Jeepney specifications, drive cycle and emissions on-going (UP-COE)	Development of CLR.V Standards (Jeepney)	"Re-engineering the Jeepney and other paratransit systems" – DOST-ERDT Project, 2009-2011 Prototype LPG, hybrid (diesel electric), EV		CHVSR Sub-Committee on Standards Development DTI-BPS DOTC DOE UP-NCTS UP COE DOST-PCIERD	P3M (DOTC) P13.36M (DOST) P1.567M (UP)	DOTC SVPCF DOST-ERDT

1) STANDARDS DEVELOPMENT (4 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
	B. Fuel Quality Revised PNS	PNS developed already included in 425 total	-PNS DOE QS 008 E-gasoline -PNS DOE QS 001 Unleaded Motor Gasoline, to differentiate from E-gasoline - PNS on CNG/NGV -PNS DOE QS 005: 2005 LPG			CHVSR Sub-Committee on Standards Development BPS DOE Technical Committee on Petroleum Products and Additives	- Reference materials such as other foreign and international standards and practices - IT Equipment - Technical secretariat - Logistical requirements, supplies and other administrative costs - Transportation expenses of the members - Publication costs	P30 M (DOTC-SVPCF, DOST and DOE)
	B. Fuel Quality New PNS		-Test methods for coco biodiesel -PNS for generic biodiesel -PNS for biodiesel blends higher than 2%	PNS for Euro IV Fuels (2012) PNS for higher ethanal blends	PNS for new fuels PNS for new test methods			

1) STANDARDS DEVELOPMENT (5 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
	C.1 Exhaust Emission	Adopted Euro 2 emission limits to complete the adoption of EURO 2 MV, inclusion of relevant footnotes of emission limits is needed	Proposed revision to complete the omitted data (DENR DAO 2007-27) R40 motorcycle exhaust	Adoption of Euro 4 by 2012 for MV (passenger and light vehicles) Adoption of Euro 2 by 2011 for MC	Adoption of Euro 3 MC by 2015	CHVSR Sub-Committee on Standards Development DENR-EMB for exhaust emissions	P15M (standards development) Conduct mapping and identification of sources b) Collection of information on the ff data: meteorological, geographic, type of industry, approximate location, energy consumption, number of vehicles c) Collection/ monitoring of air quality data along road side using hand held portable, real-time reading/ continuous monitoring or filter-based d) Conduct air quality modeling and transport e) Assessment of ambient HC, NOx, CO, PM data f) Dynamometer test for vehicles covered under DAO 2007-27 (Euro 2 Compliant) – Baseline data for adopting stricter emission limits with the usage of Euro 4 (fuel specs)	SVPCF
	C.2 Noise Emission		R51 noise emission (4-wheel MV) R41 MC noise emission (Series 01)				P2M a) Collect noise level data at traffic oriented zone, residential, institutional and others. b) Noise test of new MV and MC (test procedure based on R51 and R41)	DOTC-SVPCF

1) STANDARDS DEVELOPMENT (6 of 6)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
4. Identify and recommend to the Committee the institutional and technical infrastructure requirements regarding implementation of standards and regulations								
A. Conduct inventory of regulations implementing the standards	Inventory of existing regulations		A.1 MV and parts (4-wheeled vehicles) A.2 MV and parts (2-wheeled vehicles) A.3 CLRV (4-wheeled MV) A.4 CLRV (2-3 wheeled MV) B. fuel quality C. emissions (exhaust and noise)				Subcontracting	P10M DOTC-SVPCF
B. Identify technical and infrastructure requirements to enforce the standards, their availability, status and location	Recommendation regarding technical and infrastructure requirements - Enhanced Capability Development		-Technical training for members -Testing equipment	-Technical training for members -Testing equipment -Testing center	-Technical training for members -Testing equipment -Testing center	Enhanced Capability Development		P100 M (for fuel quality) DOTC-SVPCF
5. Conduct IEC, public information campaign, public hearings and consultations to all stakeholders related to development of MV standards	Public information campaign, public hearings and consultations conducted nationwide.	Several IEC campaigns related to Auto-LPG for use on MV were already conducted.	Continuing activity	Continuing activity	Continuing activity	CHVSR Sub-Committee on Standards Development	Seminar/ Workshop/ Training expenses Travelling expenses of speakers	DOTC-SVPCF

2) REGULATION (ENFORCEMENT) (1 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
Regulation (Enforcement) A. Establishment of MV Type Approval System (MVTAS) for whole vehicle and component parts that is in conformance with international standards	Inventory of the existing laws, policies, rules and regulations related to certification and regulation Reference data on MVTAS being done in other countries Benchmarking in selected countries with established successful type approval system Harmonized MV classification among government agencies	Conducted review and inventory of existing laws, rules and regulations related to MV certification and regulations Gathered certification and regulation processes in Thailand, Malaysia, Singapore and Indonesia Conducted type approval benchmarking in Singapore and Japan.	Maintain current set up as interim MVTAS until 2010 introducing some procedures from Singapore, parallel with capability building and institutional strengthening Conduct of development study for long-term implementation covering among others: 1) capacity building on personnel and testing; 2) testing and other related infrastructure facilities and 3) institutional development whether MVTAS will be implemented with one agency/several agencies. To be included, also, is the development of criteria guidelines in prioritizing enforcement of technical regulations (TOR being prepared at DOTC, to be funded by SVPCF) Conduct of workshop to harmonize MV classification Coordination with DTI-BPS on the classification of customized local road vehicles and development of standards	Implementation of the results of the development study for long-term implementation of MVTAS Issuance of policies on the harmonized MV classification Issuance of policy to implement regulation for customized local road vehicles	Operation of the long range MVTAS Implementation of regulations for customized local road vehicles (CLR/V)	Sub-Committee on Certification and Regulations	Funding for the interim MVTAS P8M Conduct of development study (c/o DOTC) P3.5M Workshops to harmonize MV classification – P2M	SVPCF SVPCF SVPCF

2) REGULATION (ENFORCEMENT) (2 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
B. Formulate the technical regulations to implement the MV standards	Matrix of technical regulations Inclusion of the manufacturer of vehicle of the VIN, aligned with R62	Gathered proposals on MV regulations Coordinated with DTI-BPS and DENR on the alignment of 11 priority MV regulations in the ASEAN with 31 December as the target date of alignment. Current Status: 6 EQV and 5 NEQ	Identify the priority regulations for alignment / implementation, taking into consideration the 8 mandatory regulations, 10 regulations proposed for mandatory implementation, 11 priority regulations for alignment in the ASEAN and the AAF 15 (TCS) and 28 (TC3) proposed regulations Conduct of expert meetings: • certification and regulation • passive safety items, seatbelt, seatbelt anchorage • pneumatic tires (passengers and commercial vehicles) • noise emission (motorcycles and 4-wheelers) • safety glass	Strict implementation of the 8 mandatory regulations Mandatory implementation of E10 Conduct of public hearing on the 10 regulations proposed for mandatory regulations Conduct of public hearings on other regulations for implementation Issuance of policy to regulate R14, R15, R30, R54, R22, R43, R49 and R83 in 2010 for 4-wheeled MVs Issuance of policy to regulate R75, R40 in 2010 for motorcycles	Issuance of policy to regulate R41, RR51, R13, R13H, R17, R28, R39, R46 and R79 in 2012 for 4-wheeled MVs Issuance of policy to regulate in MC R60, R81, R37, R3, R39 in 2011 R62, R53, R50, R113, R112 in 2012 R28, R78 IN 2013	Sub-Committee on Certification and Regulations	Conduct of public hearings and consultations on the implementation of the 10 proposed mandatory regulations – P2M Public hearings on other regulations for implementation – P2M	SVPCF

2) REGULATION (ENFORCEMENT) (3 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
<p>C. Develop procedures for testing, servicing, repair and the required adjustment of vehicle emission system and component parts and testing certification system</p> <p>D. Develop procedures for the accreditation of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians</p>	<p>Manuals of procedures for testing, servicing, repair and the required adjustment of vehicle emission system and component parts and testing certification system; and manual of procedures for accreditation</p> <p>Policies to implement C & D</p>	<p>Conducted inventory of testing laboratories and manufacturers</p>	<p>Partnership with industry players and effective collaboration with international and regional partners and institute</p> <p>Coordination with other concerned government agencies and stakeholders and identify the roles and responsibilities of each agency</p> <p>Develop guidelines in the accreditation procedure in coordination with all concerned government agencies and stakeholders (Preparation of TOR for outsourcing)</p>	<p>Issuance of accreditation policy</p> <p>Accreditation of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians as a prerequisite for conducting the testing</p>	<p>Continuous accreditation and monitoring of training institutions, instructors and their facilities and the licensing of qualified private service centers and their technicians as a prerequisite for conducting the testing</p>	<p>Sub-Committee on Certification and Regulation</p>	<p>Outsourcing of the development of manuals – P6M</p> <p>Production of manuals P3M</p>	<p>SVPCF</p>

2) REGULATION (ENFORCEMENT) (4 of 4)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
<p>E. Develop capacity building program for MV type approval system</p>	<p>Capacity building for Implementing Agencies, local manufacturers/ assemblers/ rebuilders and local parts makers</p> <p>Developed and implemented standards and procedures for the certification of training institutions, instructors and facilities</p>	<p>Conducted scoping seminar on capacity building for MVTAS</p>	<p>Conduct training needs assessment to implement long term VTAS through coordination with the concerned government agencies and stakeholders</p> <p>Develop training program to provide the implementing agencies with the necessary skills and capabilities to implement certification, regulations and conformity assessment (TOR to be prepared)</p>	<p>Sustained capacity building for Implementing Agencies/ local manufacturers / assemblers / rebuilders and local parts makers</p>	<p>Sustained capacity building</p>	<p>Sub-Committee on Certification and Regulations</p>	<p>Outsourcing of the development of training program for the implementing agencies, local manufacturers, assemblers, rebuilders and local parts makers. P3M</p> <p>Conduct of Training – P2M per year</p>	<p>SVPCF</p>
<p>F. Conduct public information campaign, public hearings and consultations to all stakeholders</p>	<p>Consultation meetings on MV standards and regulations</p> <p>Awareness, preventive maintenance programs</p>	<p>Conducted public hearing on the TC 5 proposed 15 regulations and TC 3 proposed 28 regulations</p>	<p>Sustained consultation with all stakeholders through meetings, workshops and seminars</p> <p>Preparation of information and education materials</p>	<p>Continuing public information and education campaign</p>	<p>Continuing public information and education campaign</p>	<p>Sub-Committee on Certification and Regulations</p>	<p>Consultations and public hearing – P2M per year</p> <p>Information and education materials – P1M per year</p>	<p>SVPCF</p>

3) PARTICIPATION IN REGIONAL AND INTERNATIONAL AGREEMENTS (1 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
A. Participation and Accession to the WP29 Agreement/s		<ul style="list-style-type: none"> Philippines as observer in 2006 and 2007 WP29 Agreements 				Sub-Committee on Participation to Regional and International Agreements		
<ul style="list-style-type: none"> Cost Benefit Analysis Study on WP29 Participation and Accession to its Agreements on the Worldwide Harmonization of Vehicle Technical Standards 	CBA Study on WP29	<ul style="list-style-type: none"> TOR Completed 	<ul style="list-style-type: none"> June to Dec 2009 			Sub-Committee on Participation to Regional and International Agreements	5.5M	SVPCF
<ul style="list-style-type: none"> Conduct Public Consultation on the results of CBA Analysis to include concerned stakeholders 	<ul style="list-style-type: none"> Feedbacks on CBA study Recommendation on the participation to WP29 		<ul style="list-style-type: none"> Nationwide Public consultation in the 1st Qtr of 2010 			Sub-Committee on Participation to Regional and International Agreements	2.0M	SVPCF
<ul style="list-style-type: none"> Coordinate with DFA recommending for Philippine membership to WP29 Coordinate with the Executive and the Senate re: WP 29 Accession 	UN issuance of certified true copy of WP29 Agreement to DFA		<ul style="list-style-type: none"> DFA to file the application and work on the accession to WP29 in 2nd quarter 2010 Executive Briefing 			Sub-Committee on Participation to Regional and International Agreements		
<ul style="list-style-type: none"> Seek for President's ratification on WP 29 Agreement 	Signed document/ Ratified by President		<ul style="list-style-type: none"> DFA to seek for President's signature in 3rd quarter of 2010 			Sub-Committee on Participation to Regional and International Agreements		

3) PARTICIPATION IN REGIONAL AND INTERNATIONAL AGREEMENTS (2 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
<ul style="list-style-type: none"> Submission of CTC of Agreement to Senate for concurrence 	Senate Concurrence to the Ratification			<ul style="list-style-type: none"> Senate Ratification in 2010-2011 				
<ul style="list-style-type: none"> Deposit CTC of Agreement to UN for information 	WP29 Membership			WP 29 membership in 2011				
B. Participation to Regional and International Agreements		<ul style="list-style-type: none"> Participation and Compliance with international commitments Preparation and submission of relevant documents 	Continuing	Continuing	Continuing	Sub-Committee on Participation to Regional and International Agreements		
1. Participation to ASEAN consultative committee on standards and quality Automotive Product Working Group (ACCSQ-APWG)								
2. Participate in the AEM-METI Economic and industrial Cooperation Committee (AMEICC)								
3. Attendance / Participation to JASIC Meetings								
4. World forum on Harmonization of MV Standards in Geneva								

4) LEGISLATIVE AGENDA (1 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
Legislative Agenda								
A. Harmonization and Modernization of Land Transportation Laws	Draft Bill and Issuance of new Law (Road Vehicles Act)	Terms of Reference	TOR already drafted; MDA or awarding of study contract by 2 nd Quarter of 2009			Sub-Committee on Legislative Agenda	20M	SVPCF
<ul style="list-style-type: none"> Develop a Legal Analytical Framework in order to facilitate the review and analysis of existing Land Transportation Laws, policies, rules and regulations 	Legal analytical (Conceptual) framework for the study of land transportation Laws, policies, rules and regulations	Ongoing discussions at sub-committee level	Framework developed by 3 rd Quarter 2009					
<ul style="list-style-type: none"> Collate and arrange by purposes and subject matters the laws, policies, rules and regulations in a proposed codified form 	Codified transportation laws and issuances	Inventory of existing laws and issuances conducted by SC on Certification and Regulation, and SC on Legislative Agenda	Codification by 4 th Quarter of 2009,					
<ul style="list-style-type: none"> Analysis: Identify conflicting or redundant laws, rules and regulations and other issuances among concerned government agencies having concurrent jurisdiction 	Position papers, legal opinions and commentaries containing conclusions and recommendations on the comparison of the old and new laws, rules and regulations, processes	n/a	Recommendations by 2 nd Quarter of 2010					
<ul style="list-style-type: none"> Draft proposed house bills of recommended reform measures 	Draft legislation harmonizing laws, redefining the functions of each agency concerning land transportation	n/a	Draft legislation by 4 th Quarter of 2010 Re-consider date of draft legislation					
<ul style="list-style-type: none"> IEC and consultations before, during and after legislation process that includes shepherding the proposed code 	IEC materials and documentations for consultations	n/a	Consultations with various stakeholders including regular public hearings and TWG meetings					

4) LEGISLATIVE AGENDA (2 of 2)

Plans, Activities & Programs (PAP)	Output	Accomplishments	Timetable			CHVSR Sub-Committee/ Agency	Resource Requirement	Funding Source
			2009-2010 (Short)	2011-2013 (Medium)	2014-2015 (Long)			
B. Road Safety Bill	Issuance of the law							
C. Amendments to Clean Air Act	[Included in Harmonization and Modernization of Land Transportation Laws]							
D. Amendments to Anti-Carnapping Law	[Included in Harmonization and Modernization of Land Transportation Laws]							
E. Amendments to RA 4136	[Included in Harmonization and Modernization of Land Transportation Laws]							