


Annex A – Presentation of Government Agencies and Industry Groups

ANNEXES

A.1 – AEC Development Directions on Automotive



**AEC DEVELOPMENT DIRECTIONS
ON AUTOMOTIVES**

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Director
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CHVSR Strategic Planning Conference
University Hotel, UP Diliman, Quezon City
19 – 20 March 2009

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PRESENTATION OUTLINE

- BACKGROUND
- ASEAN TRADE AND INVESTMENT
- TRADE AND INVESTMENT (AUTOMOTIVE SECTOR)
- AEC BLUEPRINT
- ACCSQ PRODUCT WORKING GROUP ON AUTOMOTIVES ACTION PLAN/WORK PROGRAM

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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.

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ASEAN TRADE AND INVESTMENT

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BACKGROUND

- 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.


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ASEAN Economy and Trade

- **ASEAN Economic growth**
 - 5.8% in the short to mid term
 - 5.2% in the mid to long term
 - GDP \$800 → \$1.9B
- **Key growth areas**
 - Vietnam
 - Indonesia
- **Growth in trade**
 - \$1 trillion/yr → 2.4trillion/yr

Source: ASEAN Logistics Development Study

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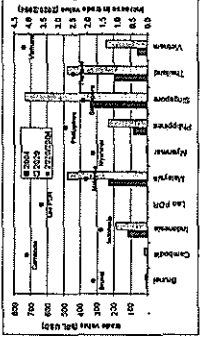
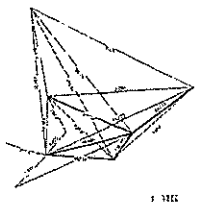


TRADE AND INVESTMENT IN AUTOMOTIVE SECTOR

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Potential Country-wise Trade

- **Key trade players in 2020**
 - Indonesia
 - Malaysia
 - Philippines
 - Singapore
 - Thailand
 - Vietnam
- **Strong expected performance from Vietnam**
- **Intra-ASEAN Trade: 20% → 25+%**

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Source: ASEAN Logistic Development Study



AUTOMOTIVE INDUSTRY AT A GLANCE

REGIONAL ECONOMY

- Seems to be a regional protection industry due to its very low shares in the world export (less than 1%) and in the 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.

Source: ASEAN Logistics Development Study

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ASEAN Priority Sectors

ASEAN Framework Agreement for the Integration of Priority Sectors (2004)

- **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) automobiles
 - Service sectors: (i) e-ASEAN; (ii) healthcare; (iii) air travel and tourism; (iv) logistics
- **Selected goods under the Agreement**
 - ICT products
 - Electronics
 - Automobiles
 - Healthcare products
 - Textiles and apparels
 - Agro-based products
 - Fisheries
 - Rubber products
 - Wood products
- **These goods represent 42% of intra-ASEAN trade**
- **Integration is still weak, but the trend is towards regional integration under the strategy of specialization and networking of support industries**

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PRODUCTION STRATEGY

- 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)

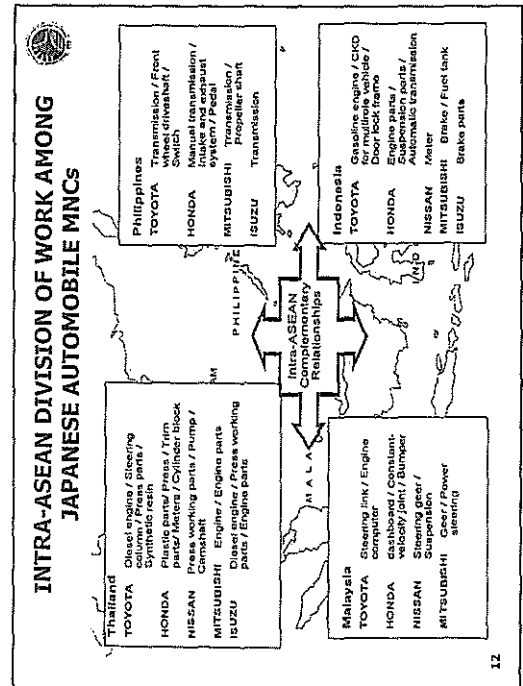
Source: ASEAN Logistics Development Study

INTRA-INDUSTRY TRADE INDEX BY PRIORITY SECTOR AND COUNTRY, 2001

	ICT Product	Electro-nics	Auto-motives	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
Laos PDR	*	*	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Malaysia	68.3	81.4	52.1	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	34.1	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	18.1	15.9	4.7

Intra-Industry Trade Index (IIT) Classification	Value of IIT Index		Integration Degree	
	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported
0.0 - 9.9	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported	No Intra-ASEAN trade reported
10.0 - 24.9	Weak Integration	Weak Integration	Weak Integration	Weak Integration
25.0 - 49.9	Mild Integration	Mild Integration	Mild Integration	Mild Integration
50.0 - 74.9	Moderately strong Integration	Moderately strong Integration	Moderately strong Integration	Moderately strong Integration
75.0 - 100.0	Strong Integration	Strong Integration	Strong Integration	Strong Integration


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AEC Blueprint Characteristics

- 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


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Single Market and Production Base

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


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Standards and Technical Barriers to Trade

- 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.


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Free Flow of Goods

- Elimination of Tariffs
- Elimination of Non-Tariff Barriers
- Trade Facilitation
- Customs Integration
- ASEAN Single Window
- Standards and Technical Barriers to Trade

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Standards and Technical Barriers to Trade

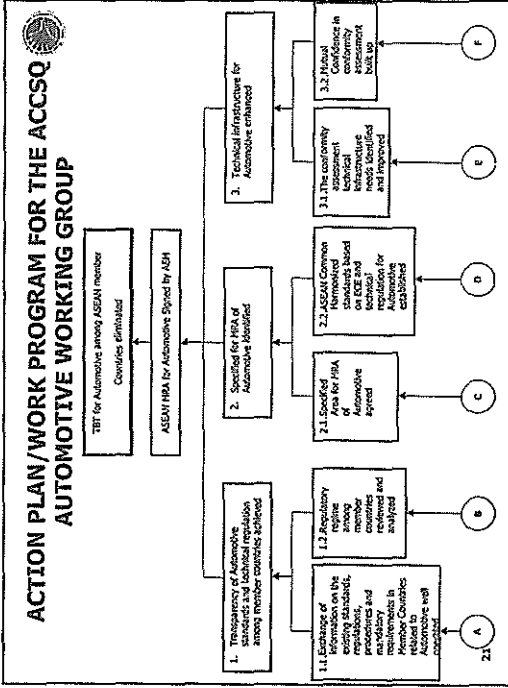
- Promote transparency in the development and application of standards, technical regulations and conformity assessment procedures in line with the requirements of the World Trade Organisation (WTO) Agreement on Technical Barriers to Trade and the ASEAN Policy Guideline on Standards and Conformance.
- 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.

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PRODUCT WORKING GROUP ON AUTOMOTIVE

- Assist the ACCSQ in addressing the elimination of technical barriers to trade in Automotives sector
- Exchange of information on standards, rules, regulations, procedures and mandatory requirements in Member Countries related to Automotives sector;
- Review and analyze the comparative study of regulatory regimes among Member Countries;

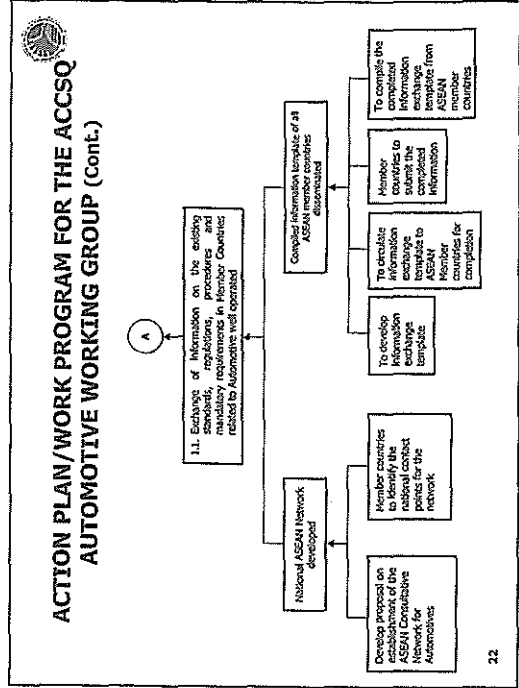
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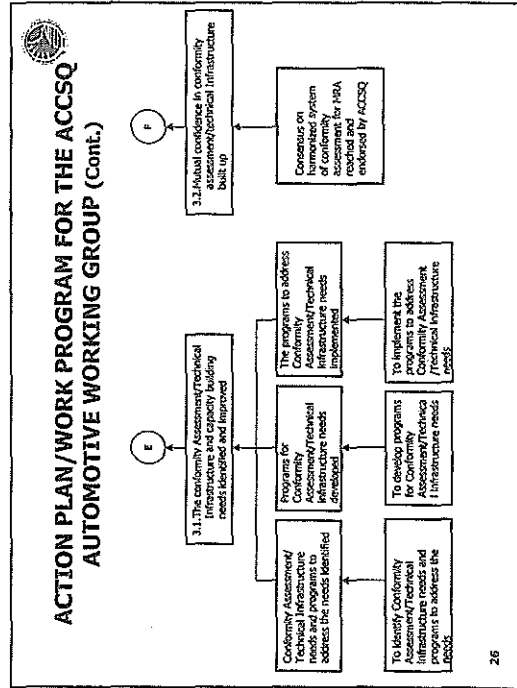
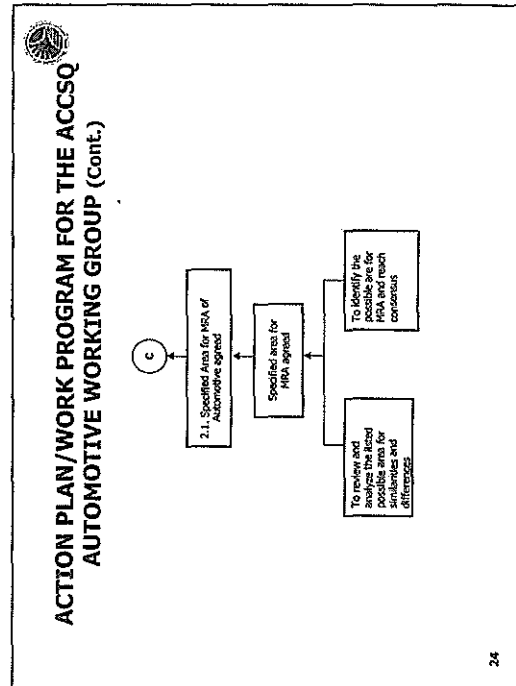
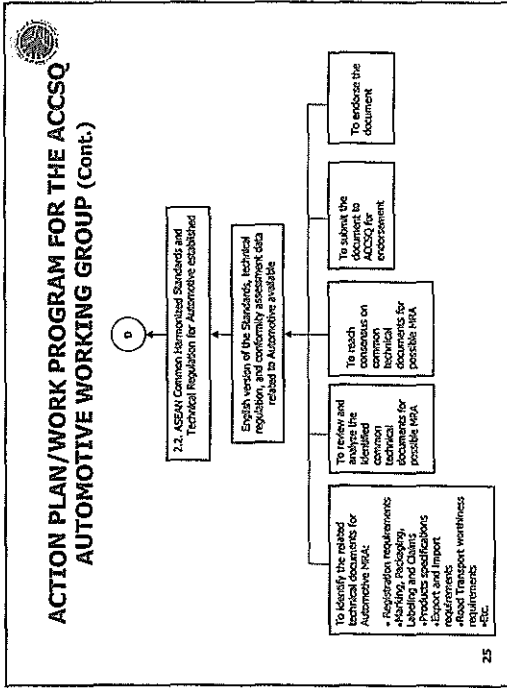
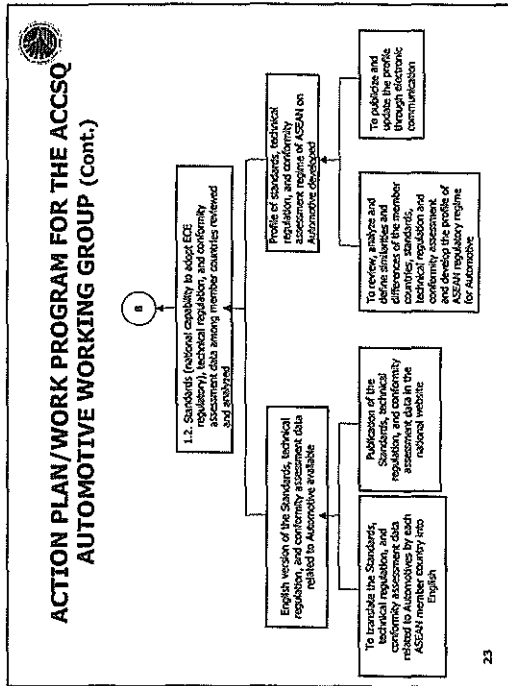


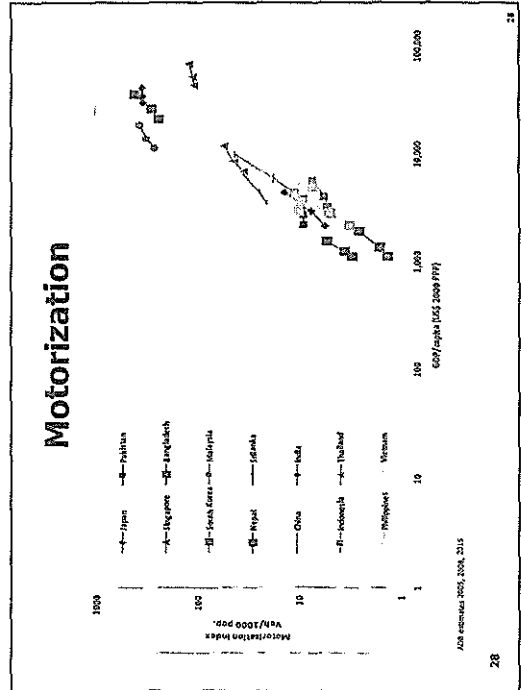
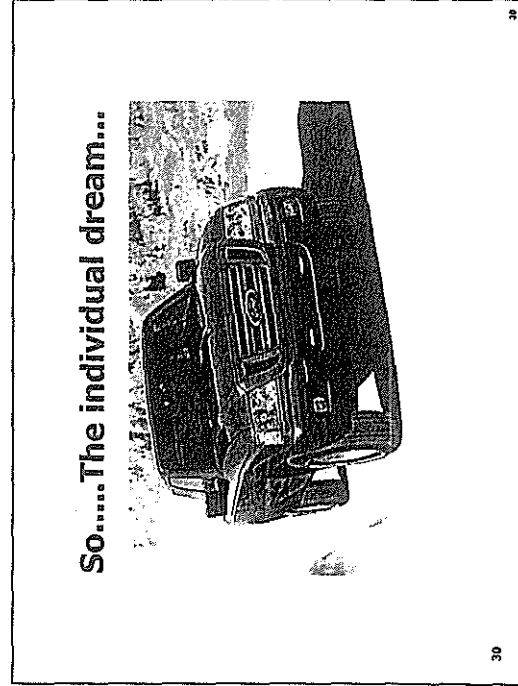
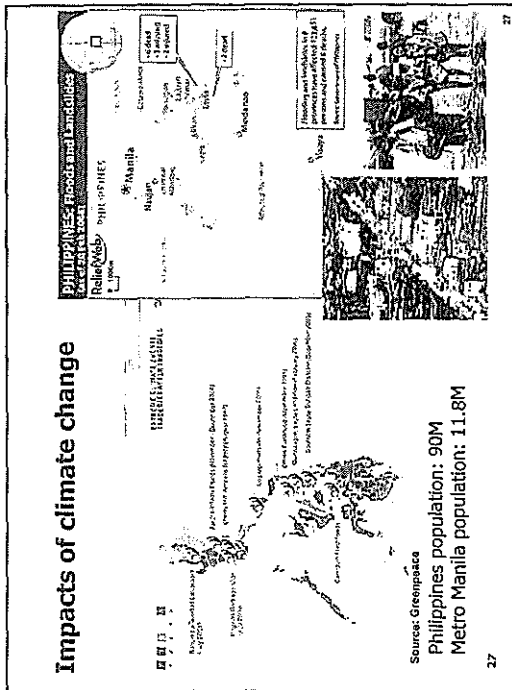
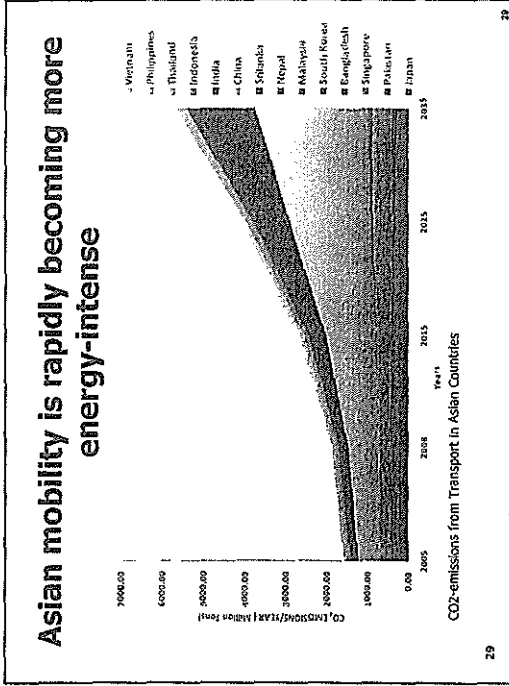
PRODUCT WORKING GROUP ON AUTOMOTIVE

- Assist the ACCSQ in addressing the elimination of technical barriers to trade in Automotives sector
- 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.

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...led to a collective nightmare



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31

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

The motor car

Professor Sir Colin Buchanan
Traffic in Towns

Penguin Books in association with HMSO (1963)

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Options

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

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Thank you!

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A.2 – Elements of Type Approval System

CHVSR Strategic Planning Conference
University Hotel, U.P., Diliman, Quezon City
19-20 March 2009

Elements of Type Approval System

By:

Lemar L. Jimenez
Sr. Transport Development Officer
Road Transport Planning Division
DOTC

1

Outline

- Definition of Type Approval
- Background
- Type Approval in the European Community
- Self-certification in North America
- VITAS in Singapore
- Motor Vehicle Certification System in Japan

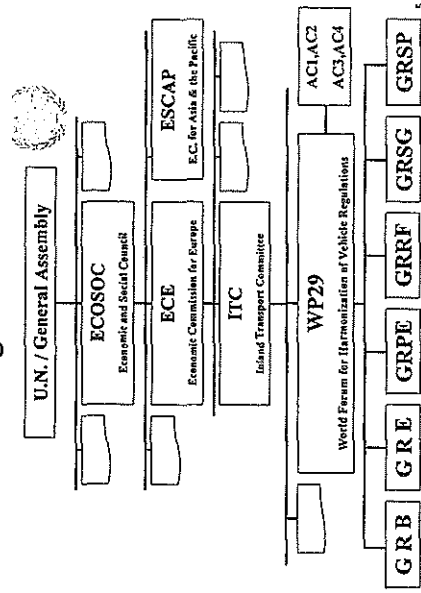
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What is a Vehicle Type Approval

- 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)

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Organization



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Background

- 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.

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- 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
- GRSG - Working Party on General Safety
- GRSP - Working Party on Safety

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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".
- **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.

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EUROPEAN COMMUNITY

- 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

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Type Approval

- 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.

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Type Approval can be either:

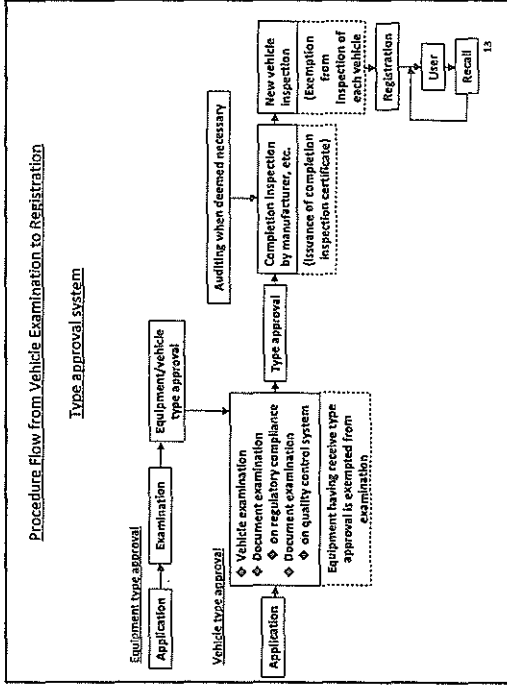
- **International**, that is, issued in accordance with a directive EC Whole Vehicle Type-Approval or an UN ECE regulation (Based on 1958 Agreement); or
- **National**, that is, issued in accordance with national statutes.

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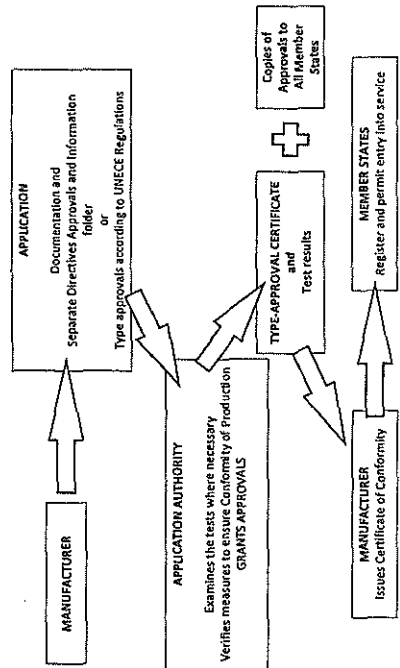
Kinds of Type Approval

- EC Whole Vehicle Type Approval – means type approvals that complies 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.

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Operation of EC type-approval (based on Directive 70/156/EEC)



12

System and Component Type Approval (Based on 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.

14

System and Component Type Approval

- A **system** means vehicle equipment, such as brakes, anti-pollution devices or interior fittings, which is essential part of the vehicle and usually can not 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.

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Directive 2007/46/EC

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

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National Small-series type-approval

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

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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.

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North America

- 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.

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VITAS in Singapore

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Self-certification

- Rather than an ECE-style system of type approvals, the US and Canada auto safety regulations operate on the principle of **self-certification** (or autocertification), 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.

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Vehicle Inspection and Type Approval System (VITAS)

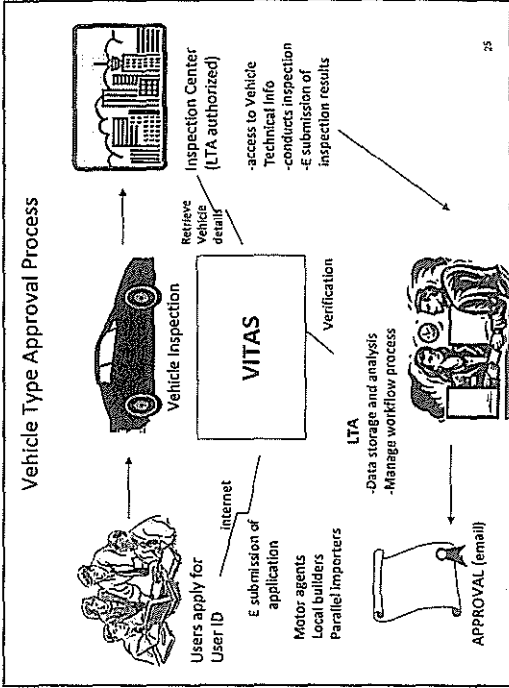
- VITAS is a web-based system that incorporates workflow and imaging technologies to facilitate end-to-end management of vehicle approval applications and vehicle inspection process from the point they are received until processed
- VITAS facilitates the enforcement inspection and weighing of overloaded vehicles
- VITAS facilitates the notification / monitoring of vehicle recall, the vehicle accessory approval and the transfer of VITAS Approval Code (VAC)
- VITAS types of processes: vehicle type approval, facility/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)

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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
- Convenience of vehicle approval and enforcement inspection at any of the 9 inspection centers located island-wide.

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Vehicle Type Approval

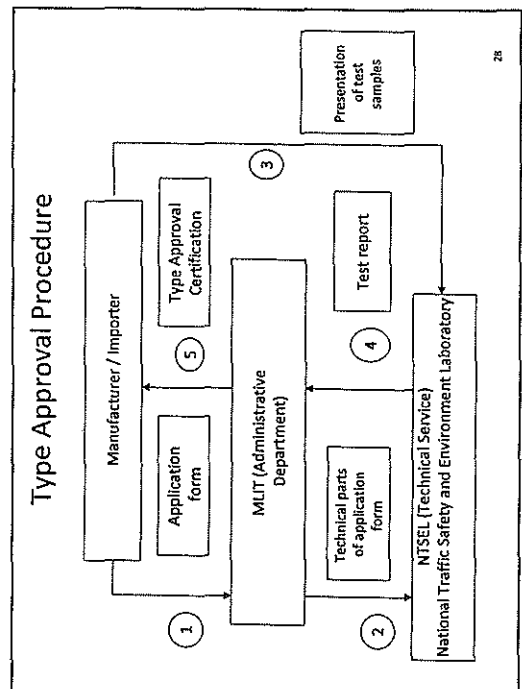
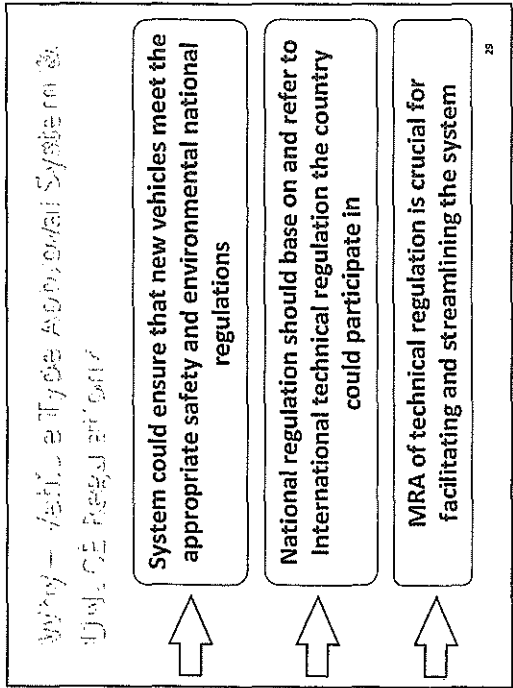
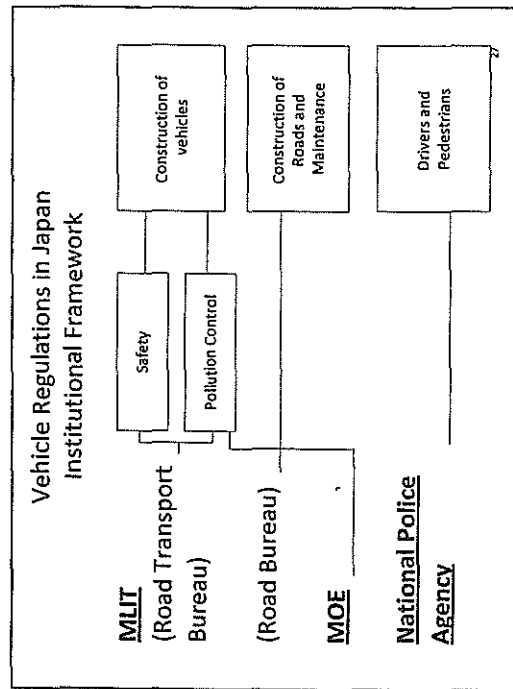
- Ensures vehicles registered for use meet vehicle safety and exhaust emission requirements
- Every vehicle make and model has to be type approved before registration
- Submission by authorized motor agent :
 - manufacturer certification / test report
 - standards
 - = accept internationally recognized vehicle safety standards e.g. ECE, JIS, ADR, FMVSS
 - = adopt Euro II and IV exhaust emission standards for petrol and diesel-driven vehicles respectively
- Vehicle inspection
 - 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)
 - verification check items (e.g. vehicle systems, labels, etc)

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Type Certification System in Japan

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

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Thank You!

A.3 – Laws Governing Motor Vehicle Standards and Regulations

*Laws Governing
Motor Vehicle Standards
and Regulations*

Republic Act No. 4136
(Land Transportation and Traffic Code of the Philippines)
“An Act to Compile the Laws Relative to Land Transportation and Traffic Rules to Create a Land Transportation Commission and For Other Purposes”
- Approved on June 20, 1964

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Republic Act No. 4109
(Philippine Standardization Law)

“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”

Approved on June 20, 1964

5

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Approved on June 20, 1964

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Commonwealth Act No. 146
(Public Service Act)

Provides for regulations for operation of public utility vehicles

LTFRB

Prescribe and regulate routes for transportation companies

Issuance/amendment or cancellation of Certificates of Public Convenience

6

Republic Act No. 8749
(Philippine Clean Air Act)

“An Act Providing for a Comprehensive Air Pollution Control Policy and For Other Purposes”

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 MVs set by the DENR. Implement the emission standards for MV 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 of the DTI, the DOT, the representatives of the fuel and automotive industries academe and the consumers set specifications for all types of fuel and fuel related products, to improve efficiency and reduced emissions

7

DPWH - DPWH and DOTC jointly promulgates rules and regulations to implement and carry out the intent, objectives, purpose and provisions of R.A. 8794.

DOTC - provides for the IRRs pertaining to the collection of MVUC and on the disposition of monies accruing to the SVPC fund.

9

Republic Act No. 8794

“An Act Imposing a Motor Vehicle User’s Charge on Owners of All Types of Motor Vehicles and For Other Purposes”

LTO - prescribed the schedule of fees on motor vehicle user’s charge based on corresponding MV classification

DBM - promulgates the procedure for the manner of payments of the MVUC on government vehicles

8

Executive Order No. 397

“Reducing the Rates of Import Duty on Completely-Knocked-Down Parts and Components for Assembly of Low Engine Displacement and Hybrid Vehicles”

Purpose: 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.

10

Executive Order No. 156

"Providing for a Comprehensive Industrial Policy and Directions for the Motor Vehicle Development Program and Its Implementing Guidelines"

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.

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***Laws Governing Motor Vehicles
Dealing with Safety Requirements***

13

Letter of Instruction 229

Directing the use of early warning devices on
MVs

- Approved on December 2, 1974

14

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

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

12

**Republic Act No. 8750
(Seatbelt Law)**

"An Act Requiring the Mandatory Compliance by Motorist of Private and Public Vehicles to Use Seatbelt Devices in All Their Manufactured Vehicles"

Implementing Agencies:

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 MVs as part of requirement of registration.

15

Republic Act No. 8506

"An act banning the registration and operation of vehicles with Right Hand Steering Wheel in any private or public street, road or highway"

17

Presidential Decree No. 96

Declaring unlawful the use or attachment of sirens, polls, horns whistles or similar gadgets that emit exceptionally loud or startling sounds

- Approved on January 13, 1973

16

**Executive Order No. 628
(Creating a Committee on Harmonization of Vehicle Standards and Regulations (CHVSR))**

Objectives:

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;

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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;

19

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.

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A.4 – Consolidated Presentation of Updates on MV Standards and Regulations

Consolidated Presentation of the Updates on MV Standards and Regulations

By
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Land Transportation Office

CHVSR Strategic Planning Conference
University of the Philippines
Diliman, Quezon City
18-19 March 2009

1

Legal Framework for MV Harmonization

3. RA 8794 or the MVUC 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 mv in the market, submit the specifications of such new model to LTO which shall recommend for approval by the Secretary, proper classification of the new model and the rate of the MVUC under which the new model shall fall.
4. RA 4109 mandates the review, revision and publication of standards every 2 years or as the need arises
5. EO 628 dated 20 June 2007 created a 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

3

Legal Framework for MV Harmonization

1. RA 4136 prohibits the registration of motor vehicles that are unfit, unsightly, unsafe or not conforming to the prescribed minimum standards and specifications
RA 4136 prescribes the minimum standards and specifications including allowable gross vehicle weight, length, width and height of the mv's, 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 LTO which shall determine under what schedule of registration fees the said model should fall
2. RA 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

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

4

Framework and Objectives

- 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
- Establish uniform and simplified standards, procedures and regulations for worldwide recognition pursuant to the objectives of the 1958, 1997 and 1998 WP29 Agreements

5

Sub-committees of CHVSR

3. Sub-committee on Participation to Regional and International Agreements
 - Chaired by DOTC
 - Co-chaired by LTO
 - Vice chaired by PAFI
 - with members from BPS, BOI, EMB, OIMB, PNP-TMG, Senate Committee on Public Services and Congress Committee on Transport
4. Sub-committee on Legislative Agenda
 - Chaired by DOTC
 - Co-chaired by LTO
 - Vice chaired by PAFI
 - with members from BPS, BOI, EUMB, OIMB, EMB, PNP-TMG, UPNCTS, COLTAP, Senate Committee on Public Services and Congress Committee on Transport

7

Sub-committees of the CHVSR

1. Sub-committee on Standards Development
 - Chaired by BPS
 - Co-chaired by OIMB
 - Vice chaired by PAFI
 - with members from DOTC, LTO, EMB, MIRDC, ITDI, PCIERD, PNP-TMG, SOPI, UPNCTS, CAMPI, MVP/MPAP, MDPPA, TMA, PAMIA, MCPPEA
2. Sub-committee on Certification and Regulation
 - Chaired by LTO
 - Co-chaired by DENR
 - Vice chaired by PAFI
 - with members from DOTC, BPS, BIS, EUMB, OIMB, LTRFB, PNP-TMG, UPNCTS, AAP, COLTAP

6

Standards Development Program

Promulgated 425 road vehicles engineering standards and 96 fuel quality standards
8 are mandatory product certification
10 are recommended for mandatory implementation

Promulgated 11 PNS on electric, hybrid and fuel cell road vehicles on 24 October 2008

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

DTI-BPS
Road Vehicles and
Component Parts

DENR-EMB
Emission
Standards

DOE-OIMB
Fuel Quality

8

Ongoing 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)
 - **R30, pneumatic tyres for mv and trailers is for circulation**
 - **R54, pneumatic tyres for commercial vehicles is on going deliberation**
 - R64, temporary use spare wheels / tyres
 - R88, retroflective tyres for 2-wheeled mv
 - R106, pneumatic tyres for agricultural vehicles
 - R108, retreaded pneumatic tyres for mv
 - R109, retreaded pneumatic tyres for commercial vehicles
 - R117, uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces

9

Program for Fuel Quality

- 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
 - 2 grades for E10
 - RON 93 – premium
 - RON 95 – premium plus

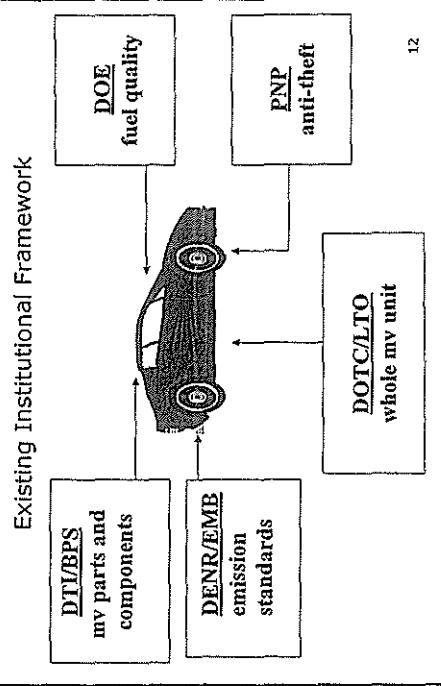
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Program for MV Emission Standards

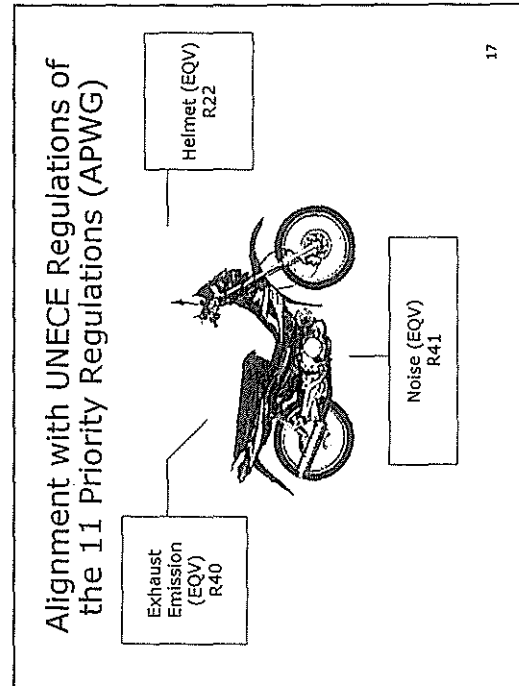
MV Emission Standards	Time Table
Emission limits (type approval)	2012 (Euro IV)
Review of emission standards for in-use vehicles	2009
Emission standards for in-use vehicles	2012
White smoke standards for MC/TC	2009
Adoption of Euro II for MC / TC	2010
Develop LPG emission standards for NOX	2010

10

Certification and Regulation



12



17

Proposed Regulations for 4 wheels (M1 and N1) by AAF TC5

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

19

Proposed Regulations for Motorcycles by AAF TC5

Regulation	Timetable by AAF	Result of Public Hearing
R60-Control Teletale	2010	2011
R81-Rear view mirror	2012	2011
R75-Tire	2009	2010
R28-Horn	2010	2013
R37-Bulb	2012	2011
R3- Reflector	2012	2011
R78- Brake	2012	2013
R10- EMC	2013	2014
R39 - Speedometer	2011	2011
R62 - Anti Theft	Ongoing discussion	2012
R53-Light installation	2012	2012
R50- Light	2012	2012
R113-headlamp (symmetrical)	2012	2012
R40-Ex Emission	Enforced	2012
R41-Noise	2010	2010
		ECE 112 - headlamps asymmetrical (2012)

A.4-9

Status of Alignment with UNECE Regulations (ASEAN TARGET - DECEMBER 31, 2008)

Reg	MV / MC Parts	Status	Remarks
R14	Safety belt anchorage	EQV	MV industry target is 2010
R16	Safety belt	EQV	MV industry target is 2010
R22	Helmet	EQV	Not included in the industry's list for harmonization until 2014
R43	Safety glass	NEQ	Technical content is not equivalent - undergoing deliberation
R40	Motorcycle exhaust	EQV	Enforced
R49	Diesel emission	NEQ	On-going deliberation
R83	Gaseous pollutant petrol	NEQ	On-going deliberation
R41	Noise emission (MC)	EQV	Industry's target is 2010
R51	Noise emission (4-wheeled mv)	EQV	Not included in the MV industry's list until 2015
R30	Pneumatic tyre (passenger)	NEQ	Technical content is not equivalent. R30 is for circulation
R54	Pneumatic tyre (com)	NEQ	Technical content is not equivalent. On-going deliberation

A.4-10

Participation to Regional and International Agreements

6. A Terms of Reference (TOR) on the evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations is under process for the conduct of cost benefit analysis on the following aspects:

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

21

Participation to Regional and International Agreements

1. DOTC and LTO is participating in the ASEAN Automotive Product Working Group meetings twice a year where the following 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 procedures;
- Vehicle type approval system; and
- Proposed harmonization of UNECE by AAF TC 5 and 3.

23

Participation to Regional and International Agreements

2. DOTC / LTO participates in the yearly JASIC meeting where the following are being discussed:

- Latest situation on WP29 Participation and 1958 Agreement
- Issues, tasks, solutions and progressing conditions for the establishment of vehicle type approval system

3. DOTC / LTO participated as Observer to the WP29 in 2006

4. DOTC / LTO participated as Observer to the WP29 in 2007

5. Planned 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

22

Legislative Agenda

A TOR on Harmonization and Modernization of Land Transportation Laws, Rules and Regulations is under process to cover the following phases:

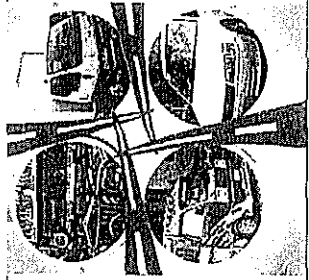
- Codification of land transportation laws;
- Legislation of reform proposals by drafting recommended house bills; and
- Education and information campaign on the proposed and legislated new code of land transportation laws that includes shepherding and lobbying for their passage

24

Thank you

25

**A.5 – Status Report – Reformulated Projects
Funded Under Special Vehicle Pollution
Control Fund (SVPCF) as of 10 February 2009**



STATUS REPORT
REFORMULATED PROJECTS FUNDED
UNDER
SPECIAL VEHICLE POLLUTION
CONTROL FUND (SYPCF)
AS OF 10 FEBRUARY 2009

Department of Transportation and Communications
PROJECT MANAGEMENT OFFICE

Name of Project:
Assessment Study of Philippine Participation and Accession to WP 29

3

□ Scope of Activities and Timelines:

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						

Department of Transportation and Communications

Name of Project:
Assessment Study of Philippine Participation and Accession to WP 29

2

Brief Description:
The project involves the assessment of the overall effects on the economy, industry, government and society in general of the possible participation to WP 29 and accession to the Agreement on Worldwide Harmonization of Vehicle Technical Standards and Regulations.

Project Cost: P5,500,000.00
Procurement Method: Public Bidding
Project Duration: Six (6) Months

Department of Transportation and Communications

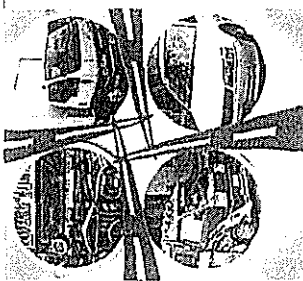
Name of Project:
Assessment Study of Philippine Participation and Accession to WP 29

4

Accomplishments

- 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

Department of Transportation and Communications



STATUS REPORT

NAME OF PROJECT:
**NATIONAL MOTOR VEHICLE
INSPECTION AND
MAINTENANCE PROGRAM**

Department of Transportation and Communications
PROJECT MANAGEMENT OFFICE

**National Motor Vehicle Inspection and
Maintenance Program**

7

Scope of Activities and Timelines:

Activities	T I M E L I N E S (Months)														
	1	2	3	4	5	6	7	8	9	10	11	12			
1 Conduct of NMMVP feasibility study															
2 Formulation and implementation & sustainability plan for the operation of the LTO MVIS facilities & its tie up with MMVP															
3 Strengthening DOTC & LTO capacity to manage the NMMVP															
4 Project Technical Report															

Department of Transportation and Communications

**National Motor Vehicle Inspection and
Maintenance Program**

6

Brief Description:

- Conduct of feasibility study
- Formulation and implementation & 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 NMMVP
- Procurement Method: Public Bidding**
- Project Cost: P15,000,000.00**
- Project Duration: Nine (9) Months**

Department of Transportation and Communications

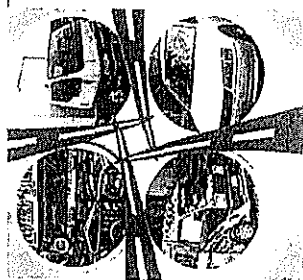
**National Motor Vehicle Inspection and
Maintenance Program**

8

Accomplishments:

- TOR is still being refined
- Bidding Documents are being prepared
- Target date of submission to EAC is on or before 27 March 2009
- Date of advertisement is expected to be on 3 April 2009

Department of Transportation and Communications



STATUS REPORT

NAME OF PROJECT:
DEVELOPMENT STUDY ON THE ESTABLISHMENT OF MOTOR VEHICLE TYPE (MV) APPROVAL SYSTEM

Department of Transportation and Communications
 PROJECT MANAGEMENT OFFICE

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

11

Proposed Implementation Schedule:

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												

Department of Transportation and Communications

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

10

Brief Description:
 Formulation of policy recommendation on the establishment of MV Approval System as well as assess the environmental and economic impact. 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 (CLRV) such as jeepsneys and other utility vehicles.

Procurement Method:
 Project Cost: P11,600,000.00

Department of Transportation and Communications

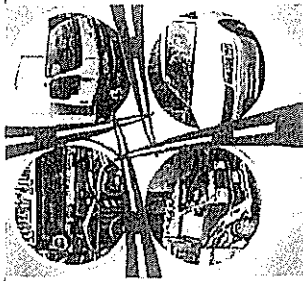

Development Study on the Establishment of Motor Vehicle Type (MV) Approval System



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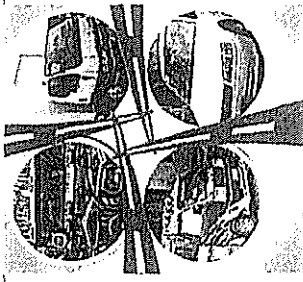

Remark(s):


- TOR is currently being drafted in coordination with UPD-NCTS

Department of Transportation and Communications


	<p>STATUS REPORT</p> <p>NAME OF PROJECT:</p> <p>CAPACITY BUILDING AND INSTITUTIONAL STRENGTHENING ON MOTOR VEHICLE TYPE APPROVAL SYSTEM</p>
 <p>Department of Transportation and Communications PROJECT MANAGEMENT OFFICE</p>	


	<p>CAPACITY BUILDING AND INSTITUTIONAL STRENGTHENING ON MOTOR VEHICLE TYPE APPROVAL SYSTEM</p>
<p>Brief Description</p> <p>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 relative to Motor Vehicle Type Approval System.</p> <p>Project Cost : P4,000,000.00</p> <p>Accomplishments:</p> <ul style="list-style-type: none"> -Scoping Seminar for this project in cooperation with UPD- NCTS is scheduled on March 2 & 3 2009 -Inputs from this workshop 	
 <p>Department of Transportation and Communications</p>	


	<p>STATUS REPORT</p> <p>NAME OF PROJECT:</p> <p>DEVELOPMENT OF CUSTOMIZED LOCAL ROAD VEHICLE (CLRV)</p>
 <p>Department of Transportation and Communications PROJECT MANAGEMENT OFFICE</p>	



	<p>Development of Customized Local Road Vehicle (CLRV)</p>
<p>Brief Description:</p> <p>Development of Philippine national standard specifications, test procedures, codes of practice, guides for road vehicles, component and related equipment for the control of pollution following international standards and national directives for the development of national standards.</p> <p>Project Cost: P3,000,000.00</p> <p>Procurement Method: MOA with DTI</p>	

Development of Customized Local Road Vehicle (CLR)		1	2	3	4	5	6	7	8	9	10	11	12
Proposed Implementation Schedule: 1. Consultation with various stakeholders to develop a Standardization Masterplan for Customized Local Road Vehicle. Conduct research and development work to prepare draft Philippine National Standard for Road Vehicle. Coordinate with DOTC and other agencies to align with Philippine National Standard and relevant safety standards. 2. Undertake technical studies, research and development on the proposed Philippine National Standard. 3. Promote Philippine National Standard for Road Vehicle. 4. Disseminate regulations, awareness, information and education campaign to various stakeholders, government and non-governmental and promote Philippine National Standard.	Activities												
	1												
	2												
	3												
	4												
	5												

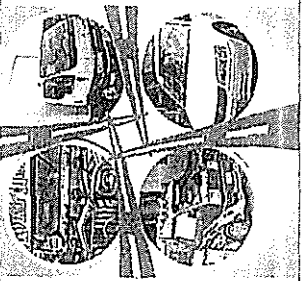

 Department of Transportation and Communications PROJECT MANAGEMENT OFFICE	STATUS REPORT NAME OF PROJECT: CAPACITY BUILDING ON HARMONIZATION OF VEHICLE REGULATION/ CERTIFICATION SYSTEM
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 Department of Transportation and Communications	Development of Customized Local Road Vehicle (CLR) <input type="checkbox"/> Remark(s): Revisions on the MOA is being undertaken.
--	--

 Department of Transportation and Communications	Capacity Building on Harmonization of Vehicle Regulation/Certification System <input type="checkbox"/> Brief Description 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 relative to harmonization of vehicle standards and regulations with universal standards.
--	--

	Capacity Building on Harmonization of Vehicle Regulation/Certification System
21	<ul style="list-style-type: none"> □ Project Cost: P1,700,000.00 □ Project Duration: Six (6) Months □ Accomplishments: <ul style="list-style-type: none"> • There is already a draft TOR prepared • Scoping Seminar for the Vehicle Type Approval System is scheduled on March 2 & 3, 2009. • Inputs from this workshop
 <small>Department of Transportation and Communications</small>	

A.6 – CAMPI’s Directions on MV Regulation

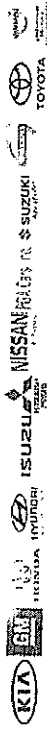
	<h1>THANK YOU!</h1>
 Department of Transportation and Communications PROJECT MANAGEMENT OFFICE	



CAMPI's DIRECTIONS ON MV REGULATIONS

Atty. HOMER A. MARANAN

CAMPIEC-CH/CH-075-09



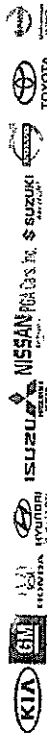
CONTENTS

Policy Framework

Emission

Safety

CAMPIEC-CH/CH-075-09

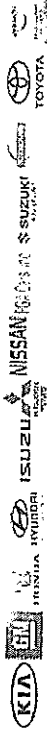


POLICY FRAMEWORK

CAMPI SUPPORTS the government's thrust to accede to 1988 Agreement

CAMPI SUPPORTS the adoption of the ECE standards in line with the ASEAN Automotive Federation (AAF) recommended schedule

CAMPIEC-CH/CH-075-09



POLICY FRAMEWORK

CAMPI recommends a Road Transport Plan with the following:

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

II. GENERAL COVERAGE:

- Institutional Framework;
- Regulatory Direction

CAMPIEC-CH/CH-075-09





POLICY FRAMEWORK

1. **Institutional Framework**
 Review and revise existing MV laws and regulations.
 If possible, formulate a basic legal framework that consolidates all existing laws and regulations on land transport and motor vehicles;
2. **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;

CAMPIC-04/CR-07-09



EMISSION

- BACKGROUND**
- ✓ EURO 1: Implemented 2003
 - ✓ EURO 2: Implemented January 1, 2008
- DIRECTION**
- ✓ Revise DAO 2007-27
 - ✓ EURO 3: Skip
 - ✓ EURO 4: 2012 for New Model Introduction (Passenger and Light Duty Vehicles only)

CAMPIC-04/CR-07-09



SAFETY

- 1st Step (by 2010)**
- 14(Belt-Anchorage),
 - 16(Safety Belts),
 - 30(Pneumatic Tires-Passenger Vehicle),
 - 43(Safety Glazing Materials),
 - 54(Pneumatic Tires-Commercial Vehicle)

CAMPIC-04/CR-07-09



SAFETY

- 2nd Step (by 2012)**
- 13(Braking, 13H/Braking-M1),
 - 17(Seats),
 - 28(Audible Warning Devices),
 - 39(Speedometer),
 - 46(Rear-View Mirrors),
 - 79(Steering Equipment)

CAMPIC-04/CR-07-09



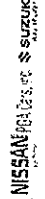
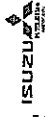


SAFETY

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).

CAMPREC/CH/GR-075-09

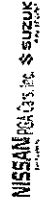
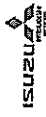


SAFETY

3rd Step (From 2015)


- 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)

CAMPREC/CH/GR-075-09



**CHVSR PLANNING
CONFERENCE**

19 - 20 MARCH 2009
UNIVERSITY HOTEL
UNIVERSITY OF THE PHILIPPINES
DILIMAN QUEZON CITY



MDPPA
MOTORCYCLE DEVELOPMENT PROGRAM PARTICIPANTS ASSOCIATION, INC.

A.7 – MDPPA’s Adoption and Enforcement Schedule of UN-ECE Regulations

REVISED UN-ECE R ADOPTION SCHEDULE

SYMBOLS: USM REG (REGULATIONS) UN (UNIFORM) UNIFORM (UNIFORM)

No	ECE Reg	SERIE	Domestic Reg	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	81	0	Rear-view mirrors											
2	39	0	Speedometers											
3	28	0	Audio frequency devices											
4	60	0	Controls and switches											
5	62	0	Anti-theft											
6	3	2	Reflectors											
7	75	0	Wires											
8	37	3	Flameless Lamp											
9	112	0	Headlamps											
10	113	0	Asymmetrical Beam											
11	59	0	Lighting											
12	53	1	Reduction of lighting											
13	10	3	Electro-impedance											
14	40	1	Emissions											
15	41	3	Noise											
16	78	3	Braking											

Series 03
Euro 3
Euro 22
Series 01

Annex B – 2006 Roadmap on Harmonization of Vehicle Standards and Regulations

SUMMARY (ENFORCEMENT SCHEDULE)	
2011	<ul style="list-style-type: none"> 1) UN-ECER 81 Rear-view mirrors 2) UN-ECER 39 Speedometers 3) UN-ECER 60 Controls and taillights 4) UN-ECER 03 Reflectors 5) UN-ECER 75 Tires 6) UN-ECER 40 Emissions (Euro 2) 7) UN-ECER 41 Noise (Series 01)
2013	<ul style="list-style-type: none"> 1) UN-ECER 28 Audible warning devices 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
2015	<ul style="list-style-type: none"> 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)

**THANK YOU
FOR YOUR
ATTENTION**



MDPPA
MOTORCYCLE DEVELOPMENT PROGRAM PARTICIPANTS ASSOCIATION, INC.

ANNEX B – 2006 ROADMAP ON HARMONIZATION OF VEHICLE REGULATIONS AND STANDARDS

WP 29 OBJECTIVE	STRATEGIES/ ACTIVITIES	DELIVERABLES	TIMETABLE	AGENCY RESPONSIBLE
1. Improving vehicle safety	1. <u>MV parts</u> a) evaluation of existing PNS standards and determination of those standards which: - conforms to the UNECE Regulation - can be made mandatory	1. Promulgation of rules and regulations for the existing 46 standards now conforming to UNECE regulations a. passive safety - door latches and door retention - steering mechanism - safety belts - head restraint b. brakes and running gear - tires - brake system for 4-wheel vehicle - brake system for 2-wheel vehicle - emergency brake stop lamp c. noise - 4-wheel vehicle noise - 2-wheel vehicle noise d. lighting and light signaling - plate lights (except motorcycles and trailers)	2008-2010	DTI-BPS IN COORDINATION WITH DOTC-LTO

B-1

		<ul style="list-style-type: none"> - signal lights - stop lights and outline marker lamps (except motorcycles and trailers) - reversing lights - filament lamps - head lamps - rear view mirrors - side view mirror - installation of lights and light signaling devices - side marker lamps e. general safety - windshield wipers - EWD - panel gauge (speedometer, odometer, chronotachograph) f. pollution and energy - automotive air conditioning system 2. Issuance of regulations for the mandatory compliance of MV parts and accessories pursuant to RA 4136 and RA 3749 <ul style="list-style-type: none"> - lights and signaling devices - horns - braking system 		DOTC, LTO
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		<ul style="list-style-type: none"> - steering mechanism - noise - windshield wiper - muffler - mirrors - panel gauge - buffer system - kuliglig, habal habal, skylab (customized vehicle) 		
		<p>3. Standards to be established</p> <ul style="list-style-type: none"> - helmet - electronic vehicle stability control - additional sound emission provision - engines - wheels - fuel injection system - air bags - child restraint system - audible warning device - silencing system - LPG for MC - Standards for customized MVs 		<p>DTI-BPS in coordination with LTO-DOTC</p>
	<p>b) establishment of a step by step long term scheme for adopting UN-ECE regulations</p>	<p>1. MVIS –</p> <ul style="list-style-type: none"> - 22 lanes - 22 lanes (to be verified) 	<p>2007-2009 2007 2008</p>	<p>DTI-BPS, DOTC,LTO</p>

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		<p>2. Type Approval Scheme – i.e. (refer to phasing and implementation of standards-TC 44)</p>	<p>2010</p>	<p>DTI-BPS, DOTC, LTO</p>
		<p>3. Experts Meeting on Type Approval</p>	<p>Feb 15-16, 2007</p>	<p>DTI-BPS, DOTC, LTO</p>
	<p>c) determination of regulations for possible harmonization</p>	<p>List of standards and regulations for Mutual Recognition Approval (MRA) and schedule of implementation</p>	<p>2008-2010</p>	<p>DTI-BPS, DOTC, LTO</p>
	<p>d) accreditation of Testing Laboratory and Calibration</p>	<p>Establishment of testing facilities for mandatory automotive parts :</p> <ul style="list-style-type: none"> a. seatbelt * b. pneumatic tires* c. auto glass* d. brake fluids* 	<p>End of 2006</p>	<p>DTI-BPS, DTI-BPS Accredited Laboratories</p>
	<p>e) public information campaigns/public hearings</p>	<p>1. Information and education campaign on the standards 2. Public hearings on the standards and regulations</p>	<p>2007-2009</p>	<p>DTI-BPS</p>
	<p>2. Whole MV unit a) review and update of AO91-005</p>	<p>1. Standards and inspection system for in-use motor vehicles for buses (for review and approval) for trucks for taxis for pujs</p>	<p>2007</p>	<p>DOTC- LTO</p>

		for mcs for other type of vehicles		
		2. Self certification of manufacturers for new MVs in accordance with existing PNS	2006	DOTC-LTO
	b) installation of infrastructure and certification procedure for the testing of vehicles (MVIS)	1. Upgrading and rehabilitation of existing MVIS	March 2008	DOTC-LTO
		2. Establishment of new MVIS	2008-2009	DOTC-LTO
		3. Type approval	2010	DOTC-LTO
	c) training and professionalization of MV inspectors	1. Capability building for MV inspectors a. training b. code of conduct c. manual-4 levels	March 2008-2009	DOTC-LTO, TESDA
	d) enforcement/implementation of motor vehicle inspection and maintenance program	1. ISO 9001:2000 certification for MVIS stations	2007-2009	DOTC, LTO
		2. monitoring and evaluation of MVIS System	2007 onwards	DOTC, LTO
		3. capability building for local manufacturers/assemblers/rebuilders and local parts markers-For inclusion in the manufacture of vehicle is the Vehicle Identification Number (VIN) and should be aligned with the R62	2007 onwards	TESDA, DTI-BIS, DTI-BOI, PNP-TMG

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		4. capability building for repair and service shops operators/technicians on proper conduct of repair and maintenance of motor vehicles	2007 onwards	TESDA,DTI-BTRCP
		5. develop and implement 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	2008-2009	DENR,DTI,DOTC,TESDA, PETC Committee
	e) Public information campaigns/public hearing	1. IEC - tri-media - conduct of awareness and preventive maintenance, seminars to transport groups 2. advocacy on road safety	2006-2009	DOTC, LTO, PIA, DTI
2. Protecting the environment	1. <u>Implementation of Euro II emission standards by 2007</u>	1. Standards development for clean air		
	2. <u>Implementation of Euro IV by 2010</u>	a. review and update of emission standards for gasoline and diesel fuels. b. issuance of memo on adoption of emission standards on gasoline	2007-2009	DENR
				DENR

		<p>emission standards on gasoline for LPG and CNG</p> <p>c. set emission standards and testing procedures for other alternative fuels e.g. biodiesel and bioethanol</p> <p>d. set fuel quality standards</p> <ul style="list-style-type: none"> - gasoline - diesel - LPG - CNG - other alternative fuels <p>e. issuance of rules and regulations for the implementation of emission standards</p> <p>f. review of DOTC AO 82-006, re-inspection and registration of LPG-fed MV (including labeling e.g. powered by LPG, safety measures and LPG conversion kits)</p> <p>g. promulgation of DOTC AO on the inspection and registration of CNG-fed MV</p> <p>2. enforcement/implementation of standards</p> <p>a. conduct road side apprehension – R134A refrigerant /smoke-belcher</p>	<p>2007-2009</p> <p>2007-2009</p> <p>2006</p> <p>Euro IV 2010 Euro II 2007 2010 2006 2006</p>	<p>DENR</p> <p>DOE-OIMB-EUMB, DTI-BPS</p> <p>DOTC-LTO, DOE, DTI-BPS-BTRCP, DENR</p> <p>DOTC-LTO, DOE, DTI-BPS-BTRCP, DENR</p> <p>DOTC-LTO</p> <p>DOTC-LTO, DENR-EMB</p>
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		<p>b. prior registration inspection</p> <ul style="list-style-type: none"> - use of PETC - use of MVIS <p>c. confirmation/validation of compliance with emission standards</p> <ul style="list-style-type: none"> - use of PETC 	<p>2006 2006-2009</p> <p>2008 Onwards</p> <p>2006-2009</p>	<p>DOTC-LTO, DTI-BPS, DENR-EMB</p> <p>DOTC-LTO</p> <p>DENR, DOTC, DTI</p>
	<p>3. <u>Provision of assistance for the implementation of R40, R49 and R83 on possible MRA</u></p>	<p>1. source out funding assistance for MLSE, SBGFE for tricycle operators</p> <p>2. preparation of FS re. retrofitting vs. total replacement of 2 stroke with 4 stroke</p> <p>3. strict implementation of the anti-overloading law</p> <p>4. source out funding assistance for retrofitting of additional axle of trucks, per manufacturers specs</p>	<p>2007</p> <p>2007</p> <p>2006 onwards</p> <p>2007</p>	<p>DENR</p> <p>DENR-UP-NCTS</p> <p>DOTC-LTO</p> <p>DOTC-LTO</p>
	<p>4. <u>Promulgation of emission regulations</u></p>	<p>1. Promulgation of EURO II emission standards for new and in-use MV</p>	<p>2007</p>	<p>DENR</p>

		2. Formulation and promulgation of regulations on the improper release or disposal of R12 refrigerant(CFC)	2007	BTRCP, DENR
		3. Promulgation of emission standards for in-use MC	2007	DENR
	5. <u>Public information campaigns and public hearings</u>	1. IEC – tri-media	2006	DTI-BPS/BIS, DOTC, LTO, TESDA, DOE
		2. Incorporation of Environmental Protection in the Curriculum of Secondary Education	2006-2007	DENR, TESDA
		3. Conduct seminar on R134A to service and repair shops operators, to include identification of proper refrigerant, recovery and disposal system	2007	DTI-BTRCP, TESDA, DENR
	6. <u>Compliance by the vehicle manufacturers with the parameters to implement Euro 2 standards</u>	1. Issuance of DENR-AO for EURO 2 vehicles	2007	DENR
	7. <u>Compliance by the vehicle and fuel manufacturers with the parameters to</u>	1. Issuance of DENR-AO and DOE Circular for Euro 4 vehicles	2009	DENR, DOE

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3. Promoting energy efficiency	1. <u>Availability of alternative fuels and issuance of laws, rules and regulations to implement the use of alternative fuels.</u>	2. Review and promulgation of PNS __ regarding fuel quality for gasoline, diesel and other fuels,	2007-2009	DOE, DTI-BPS
		3. Review and promulgation of emission standards for gasoline, diesel, and other fuels	2007-2009	DENR,DOE-OIMB
		1. Harmonization of PNS 04 (Automotive LPG Component-Containers), PNS 05 (mounting and installation of automotive LPG tanks, conversion of gas to LPG), PNS/DOE FS 3:2006 (Auto-LPG Dispensing Station), PNS (motor vehicles using LPG in their propulsion system and approval of a vehicle fitted with specific equipment for the use of LPG in its propulsion system with regard to the installation of such equipment)	2007	DTI-BPS, DOE-OIMB, DOE-EUMB, DOTC-LTO
			2006	
		2. Promotion of technology on the use of alternative fuels for motor vehicles i.e., biofuels, CNG, LPG, hybrid, electric vehicles	2006 onwards	BPS, DOE-OIMB and EUMB

		3. Formulation and promulgation of rules and regulations on the use of alternative fuels for motor vehicles i.e., biofuels, CNG, LPG, hybrid, electric vehicles a. vehicle standards/parts b. technology and supporting systems standards c. inspection procedures and standards d. classification of new models of vehicles	2006 onwards	BPS, DOE-OIMB and EUMB, DOTC, LTO
		4. Formulation, promulgation and promotion of voluntary energy efficiency labeling	2006 onwards	BPS, DOE
		5. Conduct of fuel economy runs	2006 onwards	DOE
		6. Conduct of technology fairs to promote alternative fuels	2006 onwards	BPS, DOE-OIMB and EUMB, DOTC- LTO, DENR
		7. Establishment of support infrastructure for LPG and other alternative fuels	2007 onwards	BPS, DOE-OIMB and EUMB, DOTC- LTO, DENR, PIA
	2. <u>Public information campaigns/public hearings</u>	1. IEC (tri-media)	2006 onwards	BPS, DOE-OIMB and EUMB, DOTC, LTO, DENR, PIA

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4. Increasing anti-theft performance	1. <u>Review of anti-theft standards and adopt as appropriate e.g.:</u> a. R97 Vehicle Alarm System b. R116 Protection Against Unauthorized Use c. R62 Vehicle Identification Number	2. Seminars on energy efficiency and use of alternative fuels	2007-2010	DOE, TESDA, UP-NCTS
		1. Develop and promulgate standards	2007-2010	DOTC-LTO, DTI-BPS, PNP-TMG
		2. Issuance of rules and regulations to implement anti-theft measures	2007-2010	DOTC, PNP-TMG, DTI-BPS
		3. Promulgation of rules and regulations of VIN standards	2007 onwards	DOTC, LTO, PNP-TMG
5. Participation to WP29 and Accession to 1958, 1997 and 1998 Agreements	2. <u>PUBLIC INFORMATION CAMPAIGNS / PUBLIC HEARINGS</u> 1. <u>Participation to WP29</u> a. Accession to the 1958 Agreement	4. Implementation of the Vehicle Identification Number System	2007 onwards	DOTC, LTO, PNP-TMG
		1. Coordination with manufacturers and assemblers on the set procedures	2007-2010	DOTC, LTO, PNP-TMG
		1. Participation to WP 29 meetings as Observer	2006	DOTC-LTO
		2. Participation to WP29 as member	2008	DOTC-LTO, DTI-BPS
		1. Preparation of accession documents in cooperation with DFA	2007-2008	DOTC-LTO, DTI-BPS, DFA, DENR-EMB, DOE

		<ul style="list-style-type: none"> a. identification of priority standards and technical regulations to be adopted b. identification and establishment of institutional and technical infrastructure c. sourcing of funds 		
		<p>2. Accession proper (1958 Agreements)</p> <ul style="list-style-type: none"> a. ratification of the Senate 	2008	DENR, DOTC-LTO, DOE, Senate, HOR
	b. Accession to the 1997 Agreement	<p>1. Preparation of accession documents</p> <ul style="list-style-type: none"> a. establishment of vehicle type approval system b. establishment of testing and c. certification procedure d. which can be harmonized to adopt uniform conditions for periodical technical inspection and reciprocal recognition of such inspection 	2008-2010	DOTC-LTO, DTI-BPS, DENR-EMB, DOE
		<p>2. Accession proper to the 1997 Agreement</p> <ul style="list-style-type: none"> a. ratification of the Senate 	2010	Senate, HOR

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	c. Accession to the 1998 Agreement	<p>1. Preparation of accession documents</p> <ul style="list-style-type: none"> a. establishment of GTR for vehicles, equipment and parts 	2008-2010	DOTC-LTO, DTI-BPS, DENR, DOE
		<p>2. Accession proper to the 1998 Agreement</p> <ul style="list-style-type: none"> a. ratification of the Senate 	2010	Senate, HOR
6. Legislative Agenda	1. <u>Road Vehicle Act</u>	Issuance of the law	2007-2010	Inter-agency committee to be created
	2. <u>Noise Control Act</u>	Issuance of the law	2007-2010	Inter-agency committee to be created
	3. <u>Biofuels Act</u>	Issuance of the law	2007 onwards	
	4. <u>Amendments to the Clean Air Act</u> <u>focusing on:</u>	Issuance of the law	2007-2010	Inter-agency committee to be created
	5. Amendment of the Anti-carnapping Law	Issuance of the law	2007-2010	Inter-agency committee to be created

**Annex C – Recap of the Scoping Seminar for
the Capacity Building of Personnel Including
Institutional Strengthening for MV Type
Approval System held on 5-6 March 2009
and
Recap of the CHVSR Strategic Planning
Conference held on 19-20 March 2009**

**RECAP on Scoping Seminar
for the Capacity Building of
Personnel Including
Institutional Strengthening for
MV Type Approval System on
5-6 March 2009**

1

OBJECTIVES

- Integrate the activities of the agencies involved in the Sub-committees of the Committee on Harmonization on Vehicle Standards and Regulations (CHVSR), namely: standards development and certification and regulation.
- Assess the personnel requirement, capacity building needs of personnel and institutional strengthening in the establishment of Motor Vehicle Type Approval System (MVTAS) in the country.

2

Participants/Resource Persons

- DOTC
- DOTC-PMO
- LTO
- LTFRB
- DENR
- DOE
- DTI-BPS
- DTI-PAO
- DTI-BIS
- DOST-PCIERD
- DOST-MIRDC
- UP-NCTS
- UP-CoME
- MAPUA-CoME

3

ACTIVITIES

- The seminar/workshop proceeded as follows:
- Presentation on the concept and procedure of the MV type approval system;
 - Presentation of the result of benchmarking on type approval system in Japan and Singapore;
 - Presentation of the current status of standards development for motor vehicles and for fuel and emission, regulation and certification processes and procedures as well as available infrastructures/facilities in the Philippines;
 - Presentation on accreditation and registration procedures including accreditation of testing laboratories for MVs and MV parts;
 - Workshop on the assessment of personnel requirements, training needs and institutional strengthening; and
 - Workshop on the capacity building and institutional strengthening.

4

PROGRAM OF ACTIVITIES		
Time	Topic	Presenter/Facilitator
8:00 a.m.-9:00 a.m.	Registration	
9:00 a.m.-10:30 a.m.	Registration/Opening snack	
10:30 a.m.-11:00 a.m.	Presentation of objectives and guidelines	Corazon Japson, DOTC
11:00 a.m.-11:20 a.m.	Presentation of Basic Concepts and Procedures of MVTAS	Engr. Robert Delfin, DOTC
11:20 a.m.-11:40 a.m.	MV Certification/Regulation and MVTAS benchmarking	Ms. Florencia Creus, LTO
11:40 a.m.-12:00 p.m.	Open Forum	
12:00 p.m.-1:30 p.m.	Lunch	
1:30 p.m.-1:50 p.m.	MV Standards Development	Mr. Jake Velasco, DTI
1:50 p.m.-2:10 p.m.	DENR issuance of COC and Memorandum of Understanding standards	Ms. Jean Roselee, DENR
2:10 p.m.-2:30 p.m.	Manufacturing standards for importers and dealers (MAID) accreditation and new MV registration procedures	Ms. Myrna Cabreran, LTO
2:30 p.m.-2:50 p.m.	Accreditation of testing laboratories for MVs and MV parts	C/o Dir. Cirila Botor, DTI-PAO
2:50 p.m.-3:10 p.m.	Accreditation of trucks/bus rebuilders	C/o Dir. Luis Caribayan, DTI-BIS
3:10 p.m.-3:40 p.m.	Break	
3:40 p.m.-4:00 p.m.	DOE fuel standards development	C/o Dir. Zenaida Mares, DOE/COMB
4:00 p.m.-4:20 p.m.	Accreditation of testing facilities and Procedures	Engr. Florante Catalan, DOST-MIRDC
4:20 p.m.-5:00 p.m.	Open Forum	
	End of day 1	

5

Day 2- Workshops

Time	Topic	Presenter/Facilitator
06 March 2009 (2 nd Day)		
9:00 a.m.-11:00 a.m.	Workshop on the Assessment of Personnel Requirement and Institutional Strengthening	Dr. Karl Verge/ Dr. Noriel Tiglao
11:00 a.m.- 12:00 noon	Presentation of output	
12:00 p.m.-1:30 p.m.	Lunch	
1:30 p.m.-4:00 p.m.	Workshop on Capacity Bldg and Institutional Strengthening	Dr. Karl Verge/Dr.Noriel Tiglao
4:00 p.m.-5:00 p.m.	Presentation of output	
	Closing	

6

OUTPUT

- Understand the concept and procedure of the MV type approval system
- Familiarization on the existing standards development, certification and regulation of motor vehicle and parts/components in the country
- Gap assessment on the personnel requirement, training needs and institutional requirements in motor vehicle type approval system

7

General Objectives of the Strategic 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;
- To draft an implementation or action plan towards effecting the transport agenda and strategy considering specific, measurable, attainable, realistic, and time-bounded (SMART) targets.

9

RECAP on CHVSR Strategic Planning Conference on 19-20 March 2009

8

Participants

Government	Private
DOTC	USAID-ECAP
LTO	MDPPA
DTI-BPS	CAMPI
DTI-BIS	PAFI
DOE-OIMB	AAP
	CRC
	MVPMAP

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Time	Topic	Presentations/ Discussion Points	Person in charge
9:30 - 10:00	Leveling/ Policy Directions (Plenary)	Opening Remarks/ Objectives of the Conference	Dir. Ildelfonso T. Pardo Jr.
10:00 - 10:30	Workshop Objectives (Plenary)	<ul style="list-style-type: none"> • AEC blueprint on motor vehicle development directions • Role of motor vehicle certification systems • Governing laws and regulations pertaining to motor vehicle standards and regulations 	Dir. Ildelfonso T. Pardo Jr.
10:30 - 12:00	Lunch		Mr. Lemir Jimenez
12:00 - 12:30	Plenary	<ul style="list-style-type: none"> • Consolidator presentation of harmonization of standards and regulations (DOT, ABS, LTO and DENR) • SVCF programs and projects for motor vehicle standards and regulations 	Atty. Zenaida Biteng
12:30 - 13:00	Break		Ms. Florencia Cruz
13:00 - 13:30	Workshop Objectives (Plenary)	<ul style="list-style-type: none"> • Industry perspective on harmonization of motor vehicle standards and regulations • CAMRI • ADPPA • AVPMAP 	Atty. Homer Maranan Mr. Rosendo Cruz Mr. Rafael Villarreal Suzelin Pontacion
13:30 - 17:30	Continuation of Workshop	End of Day 1	Dir. Eusebio C. Galante Jr.

Output

Action Plan on Harmonization of MV Regulations and Standards

Time	Topic	Presentations/ Discussion Points	Person in charge
09:30 - 10:00	Plenary	Workshop objectives and guidelines	Dr. Karl Verget-UP-NCTS Facilitator
10:00 - 10:30	Break		
10:30 - 12:00	Workshop	<ul style="list-style-type: none"> Validating the Roadmap on Harmonization of Vehicle Regulations and Standards 2006, Mission and Vision Enabling and hindering factors for the Roadmap on Harmonization of Vehicle Regulations and Standards Updating of Roadmap on Harmonization of Vehicle Regulations and Standards 	Facilitator
12:00 - 13:00	Lunch		Facilitator
13:30 - 17:00	Continuation of Workshop	Formulation of strategies and action agenda	Facilitator
		Drafting of SMART implementation plan	Facilitator
		Presentation of Workshop Output	Dir. Ildelfonso T. Pardo Jr.
17:00-17:30	Closing Remarks		Assec. Elmer Sanga

Thank You!

Annex D. Terms of Reference on the Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations

I. Background of the Study

The ASEAN Consultative Committee on Standards and Quality (ACCSQ) was formed by the ASEAN Economic Minister in October 1992 with the aim of removing technical barriers to trades in order to facilitate the implementation of the Common Effective Preferential Tariff (CEPT) Agreement and to realize the ASEAN Free Trade Area (AFTA).

During the ASEAN Summit in Kuala Lumpur in December 1997, the ASEAN Leaders 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 Bali Summit in October 2003, ASEAN Leaders declared that the ASEAN Economic Community (AEC) shall be the goal of regional economic integration (Bali Concord II) by 2020. At the 24th ACCSQ Meeting held in Kuala Lumpur on 03-04 August 2004, the ACCSQ Leaders agreed to establish five new Products Working Group (PWGs) and one of them is the ACCSQ PWG on Automotives. The ASEAN Economic Leaders signed on 30 November 2004 the ASEAN Framework Agreement for the integration of eleven priority sectors which includes automotive products and set 2010 as the target year for automotive integration.

Subsequently, the ASEAN Economic Ministers (AEM) Meeting held in August 2006 in Kuala Lumpur, Malaysia agreed to develop a single and coherent blueprint for advancing the AEC by identifying the characteristics and elements of the AEC by 2015 consistent with the Bali Concord II. At the 12th ASEAN Summit in January 2007, the Leaders affirmed their strong commitment to accelerate the establishment of ASEAN Community by 2015 as envisioned in the ASEAN vision 2020 and ASEAN Concord II, and signed the Cebu Declaration on the Acceleration on the Establishment of an ASEAN Community by 2015.

One of the key characteristics of the AEC is to have a single market and production base which comprises five core elements: i) free flow of goods; ii) free flow of services; iii) free flow of investment; iv) free flow of capital; and v) free flow of skilled labor. Free flow of goods can be achieved by eliminating tariff and non-tariff barriers.

To facilitate and liberalize trade and investment in the region, ASEAN through ACCSQ has endeavored to harmonize national standards with international standards and implement Mutual Recognition Agreement (MRA) on conformity assessment to achieve its end-goal of "One Standard, One Test, Accepted Everywhere". This is also in line with requirements of the WTO Agreement on Technical Barriers to Trade (TBT) and the ASEAN Policy Guidelines on standards and conformance. One of the objectives of ACCSQ-Automotive Product Working Group (APWG) is to identify areas for possible harmonization and MRAs, with the focus on harmonization of ASEAN automotive safety and emission standards based on UNECE regulations.

Annex D – Draft Terms of Reference on Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations

WP29 is recognized worldwide as the Working Party for Harmonization of Vehicle Standards and Regulations, within the framework of policies of the United Nations and the Economic Commission for Europe (UNECE) and the subject to the general supervision of the Island Transport Committee. WP29 initiates and pursues the harmonization of the technical regulations or amendments to the regulations for worldwide acceptance and are directed at improving vehicle safety, protecting the environment, promoting energy efficiency and anti-theft performance, providing uniform conditions for periodical technical inspections and strengthening economic relations worldwide, according to the objectives laid down in the respective agreements.

WP 29 administers three UNECE Agreements on the harmonization of vehicle regulations, namely:

1. **UNECE 1958 Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicle, 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.** It includes mutual recognition of governmental certifications based on the ECE Regulations, while the purpose of the 1998 Global Agreement is to internationally harmonize the regulations and mutual recognition is excluded from the 1998 Global Agreement.
2. **UNECE 1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections** provides the legal framework and procedure for the adoption of uniform Rules for carrying out technical inspections of vehicles in use and for the reciprocal recognition of the certificates of such inspections.
3. **UNECE 1998 Agreement Concerning the Establishment of Global Technical Regulations (GTR) for Wheeled Vehicles, Equipment and Parts Which Can be Fitted and/or be Used on Wheeled Vehicles.** By establishing the GTR under the 1998 agreement, the vehicles and vehicle parts produced under the common regulations will be easily available in the international market, giving consumers a wider choice, facilitating trade and reducing costs of compliance through the elimination of multiple testing and approvals.

Sometime in 2005, the Philippines sent a letter to the WP29 Secretariat expressing its intention to participate in the WP29 as an observer. In June of 2006 and 2007, the Philippines participated as an observer to the WP29 General Assembly.

On June 20, 2007, Executive Order 628 Creating a Committee on the Harmonization of Vehicle Standards and Regulations (CHVSR) with Department of Transportation and Communication (DOTC) as the Chairman and Department of Trade and Industry (DTI) as the Vice-Chairman, Department of Energy (DOE), Department of Science and Technology (DOST), Department of Environment and Natural Resources (DENR), Department of Interior and Local Government (DILG), representatives from Academe and Private Sectors as members was issued.

On 31 January 2008, an Experts Meeting on Accession to the 1958 Agreement and Participation to WP29 for Economies considering WP29 Participation was held at the Hyatt Regency Manila with the objective of enhancing the automotive safety and

environmental regulations. The Land Transportation Office (LTO) and the Department of Transportation and Communications (DOTC) spearheaded the meeting with partners from government sector like the Department of Trade and Industry (DTI), Department of Environment and Natural Resources (DENR), Department of Foreign Affairs (DFA), Department of Public Works and Highways (DPWH), Department of Science and Technology (DOST) National Economic Development Authority (NEDA) and the Department of Energy (DOE).

The progress on the domestic activity for regulations harmonization is constrained by limited technical expertise, equipment and infrastructure to conduct testing and certification. Lack of proper coordination among government agencies and private organizations likewise affect the implementation of programs and projects, however, this was addressed with the issuance of Executive Order (E.O.) No. 628 signed by President Gloria Macapagal Arroyo on 20 June 2007 creating a Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) with the DOTC Secretary as Chairman, co-chaired by the DTI Secretary to coordinate all efforts and initiatives concerning harmonization of vehicle standards, regulations and participations to WP29 and accession to its agreements.

II. Objectives

In light of government policy directions and commitments on regional integration for automotive sector, there is a need to conduct a study on the overall effects on the economy, industry, government and society in general of the possible participation to WP29 and accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations. The specific objectives are as follows:

1. To conduct a cost and benefit evaluation on the following aspects:
 - a. National Economy;
 - b. International Trade Cooperation;
 - c. Domestic Industry;
 - d. Environment and Safety; and
 - e. Policy Formulation, Administration and Implementation.
2. To recommend measures based on the results of the cost and benefit analysis.

III. Scope of Services

1. Assessment of the Motor Vehicle Sector

The Consultant shall review and assess the existing structure of the sector/industries (Public Utility Vehicles (PUVs), Private Vehicles, parts suppliers, vehicle assemblers/distributors and dealers) and its regulatory environment specific to the technical standards and regulations.

2. Analysis on the Inter-Industry Effects of Harmonization of Technical Standards and Regulations

The Consultant shall identify the sectors and/or industries that will be affected directly or indirectly with the adoption of harmonized standards and regulations in terms of prices, cost, revenue, investment, output multipliers and employment.

3. Assessment of Government's Capability Expertise and Policies

The Consultant shall assess the existing resources and, capability competency in implementing the requirements of WP29 and determine the gaps of concerned government agency in compliance with the provisions of WP29, to include infrastructures for testing, certification, Conformity of Production (COP), and accreditation. The assessment study should include the institutional aspect of the vehicle industries to cope with the standards.

The Consultant shall also perform an assessment of existing public transportation planning process including route evaluation, route rationalization, and franchise review and approval. The assessment shall include an identification of policy gaps and institutional barriers towards the development of an integrated public transportation planning system. The Consultant shall make innovative and practical recommendations to address the identified gaps and barriers.

4. Analysis on Trade Impact

The Consultant shall determine the current and future trading opportunities with the accession to MV harmonization. This includes the measurement of the flow of goods, services, investment, capital and skilled labor. Identify and evaluate the existing commitment with the International Community and the implications to the Country's economic standing as a member of ASEAN, WTO and APEC.

5. Environmental and Safety Economics Assessment

The research must be able to estimate the current level of compliance to environmental and safety requirements of motor vehicles. The Consultant must be able to estimate the cost and benefit of adopting a new set of harmonized standards.

6. Assessment and Recommendations

The Consultant should be able to provide an integrative assessment on the national economic impact of MV harmonization on all stakeholders.

Based on the impact assessment of motor vehicle harmonization, the Consultant shall make the appropriate recommendations to maximize the benefits and minimize the cost of vehicle harmonization. The Consultant shall likewise formulate the roadmap on the harmonization of vehicle regulations and standards.

7. Stakeholders' Consultative Workshop

The study, recommendations and draft Roadmap must be validated by all the stakeholders through a consultative workshop/conference that will be shouldered by the project's budget. Target Participants: Concerned government agencies, academe, private sectors (automotive industry and transport operators).

8. Roadmap on the MV Harmonization

Based on the results of the consultative workshop, the Consultant will finalize the roadmap.

IV. Resource Requirements

ITEM	COST
Professional Services	4,400,000
Office Supplies and Materials	200,000
Communication Expenses	50,000
Representation Expenses (incl. stakeholders' conference)	400,000
Capital Outlay	100,000
Contingency	350,000
TOTAL	5,500,000

V. Qualification Requirements of Key Staff Personnel

Sub - Staff	Man-Months
Project Manager	6 months
International Economics Expert	2 months
Environmental Economics Expert	3 months
Industry Expert	3 months
Policy Expert	1 month
Standards and Regulations Expert (Environment & Safety)	3 months
Research Associates	4 months (4)
Public Transportation Specialist	1 month
Transport Economist	1 month

VI. Timeline of The Project

Major Action Steps	Q1			Q2		
	1	2	3	1	2	3
Project Alignment Meetings	*					
Review of Related Literature		*		*		
Data Gathering		*		*	*	
Interviews with Key Experts		*		*	*	
Presentation of Inception Report	*					
First Progress Report		*				

Second Progress Report	*		
Presentation of the Draft Final Report		*	
Stakeholders' Conference		*	
Submission of Final Report			*

VII. Preparations and Submission of Reports

The Consultant shall prepare and submit the following reports at the date correspondingly indicated:

- a. Inception Report – Twenty (20) copies of the Inception Report shall be submitted within fifteen (15) calendar days from the issuance of the Notice to Proceed (NTP);
- b. First Progress Report – Twenty (20) copies of the First Progress Report shall be submitted within 2.0 months from the Commencement of Work;
- c. Second Progress Report – Twenty (20) copies of the Second Progress Report shall be submitted within 3.0 months from the Commencement of Work;
- d. Draft Final Report – Twenty (20) copies of the Draft Final Report shall be submitted within 5.0 months from the Commencement of Work;
- e. Final Report – Twenty (20) copies including Ten (10) Electronic copies to be submitted within fourteen (14) calendar days upon receipt of the comments on the Draft Final Report from the DOTC.

VIII. Schedule of Payment

Payment for the Consultants' Services shall be as follows:

- a. 40% upon the acceptance of the Inception Report;
- b. 25% upon the acceptance of the First Progress Report;
- c. 15% upon the acceptance of the Second Progress Report;
- d. 10% upon the acceptance of the Draft Final Report; and
- e. 10% upon the acceptance of the Final Report

IX. Data and Services to be Provided by DOTC and Other Concerned Government Agencies

1. All available data, studies, reports that can be used in the conduct of the study;
2. Access to its relevant Offices and Departments, and fully cooperate in the discussion and collection of data and information related to the services;

Annex E – Revised Draft Terms of Reference on Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations

Annex E. Terms of Reference on the Evaluation of the Philippine Participation to WP29 and Accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations

I. Background of the Study

The ASEAN Consultative Committee on Standards and Quality (ACCSQ) was formed by the ASEAN Economic Minister in October 1992 with the aim of removing technical barriers to trade in order to facilitate the implementation of the Common Effective Preferential Tariff (CEPT) Agreement and to realize the ASEAN Free Trade Area (AFTA).

During the ASEAN Summit in Kuala Lumpur in December 1997, the ASEAN Leaders 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 Bali Summit in October 2003, ASEAN Leaders declared that the ASEAN Economic Community (AEC) shall be the goal of regional economic integration (Bali Concord II) by 2020. At the 24th ACCSQ Meeting held in Kuala Lumpur on 03-04 August 2004, the ACCSQ Leaders agreed to establish five new Products Working Group (PWGs) and one of them is the ACCSQ PWG on Automotive. The ASEAN Economic Leaders signed on 30 November 2004 the ASEAN Framework Agreement for the integration of eleven priority sectors which includes automotive products and set 2010 as the target year for automotive integration.

Subsequently, the ASEAN Economic Ministers (AEM) Meeting held in August 2006 in Kuala Lumpur, Malaysia agreed to develop a single and coherent blueprint for advancing the AEC by identifying the characteristics and elements of the AEC by 2015 consistent with the Bali Concord II. At the 12th ASEAN Summit in January 2007, the Leaders affirmed their strong commitment to accelerate the establishment of ASEAN Community by 2015 as envisioned in the ASEAN vision 2020 and ASEAN Concord II, and signed the Cebu Declaration on the Acceleration on the Establishment of an ASEAN Community by 2015.

One of the key characteristics of the AEC is to have a single market and production base which comprises five core elements: i) free flow of goods; ii) free flow of services; iii) free flow of investment; iv) free flow of capital; and v) free flow of skilled labor. Free flow of goods can be achieved by eliminating tariff and non-tariff barriers.

To facilitate and liberalize trade and investment in the region, ASEAN through ASEAN Consultative Committee on Standards and Quality (ACCSQ) has endeavored to harmonize national standards with international standards and implement Mutual Recognition Agreement (MRA) on conformity assessment to achieve its end-goal of "One Standard, One Test, Accepted Everywhere". This is also in line with requirements of the WTO Agreement on Technical Barriers to Trade (TBT) and the ASEAN Policy Guidelines on standards and conformance. One of the objectives of ACCSQ-Automotive Product Working Group (APWG) is to identify areas for possible harmonization and MRAs, with the focus on harmonization of ASEAN automotive safety and emission standards based on UNECE regulations.

WP29 is recognized worldwide as the Working Party for Harmonization of Vehicle Standards and Regulations, within the framework of policies of the United Nations and the Economic Commission for Europe (UNECE) and the subject to the general supervision of the Inland Transport Committee. WP29 initiates and pursues the harmonization of the technical regulations or amendments to the regulations for worldwide acceptance, and are it is also directed at improving vehicle safety, protecting the environment, promoting energy efficiency and anti-theft performance, providing uniform conditions for periodical technical inspections and strengthening economic relations worldwide, according to the objectives laid down in the respective agreements.

WP 29 administers three UNECE Agreements on the harmonization of vehicle regulations, namely:

1. **UNECE 1958 Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicle, 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.** It includes mutual recognition of governmental certifications based on the ECE Regulations, while the purpose of the 1998 Global Agreement is to internationally harmonize the regulations and mutual recognition is excluded from the 1998 Global Agreement.
2. **UNECE 1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections,** provides the legal framework and procedure for the adoption of uniform Rules for carrying out technical inspections of vehicles in use and for the reciprocal recognition of the certificates of such inspections.
3. **UNECE 1998 Agreement Concerning the Establishing of Global Technical Regulations (GTR) for Wheeled Vehicles, Equipment and Parts Which Can be Fitted and/or be Used on Wheeled Vehicles.** By establishing the GTR under the 1998 agreement, the vehicles and vehicle parts produced under the common regulations will be easily available in the international market, giving consumers a wider choice, facilitating trade and reducing costs of compliance through the elimination of multiple testing and approvals. (while the purpose of the 1998 Global Agreement is to internationally harmonize the regulations, mutual recognition is excluded from the 1998 Global Agreement.) For verification

Sometime in 2005, the Philippines sent a letter to the WP29 Secretariat expressing its intention to participate in the WP29 as an observer. In June of 2006 and 2007, the Philippines participated as an observer to the WP29 General Assembly.

On June 20, 2007, Executive Order 628 was issued Creating a Committee on the Harmonization of Vehicle Standards and Regulations (CHVSR) to coordinate all efforts and initiatives concerning harmonization of vehicle standards, regulations and participations to WP29 and accession to its agreements, with The Department of Transportation and Communication (DOTC) as the Chairman and while the Department of Trade and Industry (DTI) as the Vice-Chairman, Department of Energy (DOE), Department of Science and Technology (DOST), Department of Environment and Natural Resources (DENR), Department of Interior and Local Government (DILG), representatives from Academe and Private Sectors as the members, was issued.

On 31 January 2008, an Experts Meeting on Accession to the 1958 Agreement and Participation to WP29 for Economies considering WP29 Participation was held at the Hyatt Regency Manila with the objective of enhancing the automotive safety and environmental regulations. The Land Transportation Office (LTO) and the Department of Transportation and Communications (DOTC) spearheaded the meeting with partners from government sector like namely the Department of Trade and Industry (DTI), Department of Environment and Natural Resources (DENR), Department of Foreign Affairs (DFA), Department of Public Works and Highways (DPWH), Department of Science and Technology (DOST), National Economic Development Authority (NEDA) and the Department of Energy (DOE).

The progress on the domestic activity for regulations harmonization is constrained by limited technical expertise, equipment and infrastructure to conduct testing and certification. Lack of proper coordination among government agencies and private organizations likewise affect the implementation of programs and projects. However, this was addressed with the issuance of Executive Order (E.O.) No. 628 signed by President Gloria Macapagal-Arroyo on 20 June 2007 creating a Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) with the DOTC Secretary as Chairman, co-chaired by the DTI Secretary to coordinate all efforts and initiatives concerning harmonization of vehicle standards, regulations and participations to WP29 and accession to its agreements.

II. Objectives

In light of government policy directions and commitments on regional integration for automotive sector, there is a need to conduct a study on the overall effects on the economy, industry, government and society in general of the possible participation to WP29 and accession to the Agreements on Worldwide Harmonization of Vehicle Technical Standards and Regulations. The specific objectives are as follows:

1. To conduct a cost and benefit evaluation on the following aspects:
 - a. National Economy;
 - b. International Trade;
 - c. Trade Agreements Cooperation;
 - d. Domestic Industry;
 - e. Environment and Safety; and
 - f. Policy Formulation/Implementation, Administration and Implementation.
2. To assess the impacts on international trade agreements
3. To recommend measures based on the results of the cost and benefit analysis and impact assessment.
4. To evaluate the various options and recommend the most beneficial Agreement.

III. Scope of Services

1. Assessment of the the Road Transport Motor Vehicle Industry Sector (expected output - effect of accession to WP 29. Revisit National Economy in terms of an equation related to cost impact (assignment ni Tess - 1st week of May)

The Consultant shall review and assess the existing existing i. a) motor vehicle industry b) regulatory environment specific to the technical standards and regulations of the road transport sector.

situation structure(?????) of all types of road vehicles the sector/industries (Public Utility Vehicles (PUVs), Private Vehicles, parts suppliers, vehicle assemblers/distributors and dealers) and its regulatory environment specific to the technical standards and regulations. Baseline a) Magnitude of Industry and the regulatory Analysis on the Inter-Industry Effects of Harmonization of Technical Standards and Regulations

The Consultant shall identify the sectors and/or industries that will be affected directly or indirectly with the adoption of harmonized standards and regulations in terms of prices, cost, revenue, investment, output multipliers and employment.

2. Assessment of Government's Capability Expertise and Policies

The Consultant shall assess the existing resources and, capability competency in implementing the requirements of 1958 Agreement WP29 and determine the gaps of concerned government agency in compliance with the provisions of WP29, to include infrastructures for testing, certification, Conformity of Production (COP), and accreditation. The assessment study should include the institutional aspect of the road transport sector vehicle industries to cope with the standards.

The Consultant shall also perform an assessment of existing public transportation planning process including route evaluation, route rationalization, and franchise review and approval. The assessment shall include an identification of policy gaps and institutional barriers towards the development of an integrated public transportation planning system. The Consultant shall make innovative and practical recommendations to address the identified gaps and barriers.

3. Analysis on Trade Impact

The Consultant shall determine the current and future trading opportunities with the accession to 1958 Agreement WP 29. Harmonization. This includes the measurement of the flow of goods, services, investment, capital and skilled labor. Identify and evaluate the existing commitment with the International Community and the implications to the Country's economic standing as a member of ASEAN, APEC and WTO and APEE.

4. Environmental and Safety Economics Assessment

The research must be able to estimate the current level of compliance to environmental and safety requirements of motor vehicles. The Consultant must be able to estimate the cost and benefit of adopting a new set of harmonized standards.

5. Assessment and Recommendations

To maximize the benefits and minimize the negative impact of harmonization of vehicle standards and regulations, the Consultant should be able to provide an integrative assessment and make the appropriate recommendations on the national economic impact of MV harmonization standards and regulations on all stakeholders.

Based on the impact assessment of motor vehicle harmonization, the Consultant shall make the appropriate recommendations to maximize the benefits and minimize the cost of vehicle harmonization. The Consultant shall likewise formulate the roadmap on the harmonization of vehicle regulations and standards.

Stakeholders' Consultative Workshop

The study, recommendations and draft Roadmap must be validated by all the stakeholders through a consultative workshop/conference that will be shouldered by the project's Budget. Target Participants: Concerned government agencies, academe, private sectors (automotive industry and transport operators).

Readmap on the MV Harmonization

Based on the results of the consultative workshop, the Consultant will finalize the roadmap.

IV. Resource Requirements

ITEM	COST
Professional Services	4,400,000
Office Supplies and Materials	200,000
Communication Expenses	50,000
Representation Expenses (incl. stakeholders' conference)	400,000
Capital Outlay	100,000
Contingency	350,000
TOTAL	5,500,000

V. Qualification Requirements of Key Staff Personnel

Sub - Staff	Man-Months
Project Manager	6 months
International Economics Expert	2 months
Environmental Economics Expert	3 months
Industry Expert	3 months
Policy Expert	1 month
Standards and Regulations Expert (Environment & Safety)	3 months
Research Associates	4 months (4)
Public Transportation Specialist	1 month

Transport Economist	1 month
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VI. Timeline of The Project (Revise to Manning's schedule.)

Major Action Steps	Q1			Q2		
	1	2	3	1	2	3
Project Alignment Meetings	*					
Review of Related Literature (Malaysia, Thailand, Indonesia, Vietnam, Myanmar, Cambodia etc.)		*		*		
Data Gathering Interviews with Key Experts		*		*		
Presentation of Inception Report	*					
First Progress Report			*			
Second Progress Report				*		
Presentation of the Draft Final Report					*	
Stakeholders' Conference						*
Submission of Final Report						*

VII. Preparations and Submission of Reports

The Consultant shall prepare and submit the following reports at the date correspondingly indicated:

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- Draft Final Report – Twenty (20) copies of the Draft Final Report shall be submitted within 5.0 months from the Commencement of Work;

- e. Final Report – Twenty (20) copies including Ten (10) Electronic copies to be submitted within fourteen (14) calendar days upon receipt of the comments on the Draft Final Report from the DOTC.

VIII. Schedule of Payment

Payment for the Consultants' Services shall be as follows:

- a. 40% upon the acceptance of the Inception Report; (check whether 40 % is applicable) 10% or 20% or 15 %
- b. 25% upon the acceptance of the First Progress Report;
- c. 15% upon the acceptance of the Second Progress Report;
- d. 10% upon the acceptance of the Draft Final Report; and
- e. 10% upon the acceptance of the Final Report

IX. Data and Services to be Provided by DOTC and Other Concerned Government Agencies

1. All available data, studies, reports that can be used in the conduct of the study;
2. Access to its relevant Offices and Departments, and fully cooperate in the discussion and collection of data and information related to the services;

Annex F – Draft Terms of Reference on Development Study on the Harmonization of Vehicle Standards and Regulations in the Philippines

ANNEX F. Development Study on the Harmonization of Vehicle Standards and Regulations in the Philippines

Department of Transportation and Communications
Special Vehicle Pollution Control Fund (SVPCF)

TERMS OF REFERENCE

I. Title

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

II. Background and Significance

Motorization has been rapidly expanding in Asia during the last several years, and while this has contributed to an increased demand for motor vehicles and expanded markets for the motor vehicle-related industries, it has also generated serious social issues on road worthiness and safety of vehicle structures and devices and the protection of the environment particularly from increasing air pollution. Trade-related concerns on technical barriers to trade caused by differing manufacturing specifications and standards on vehicles and its components have posed impediments to trading countries.

The World Forum for Harmonization of Vehicle Regulations otherwise known as WP 29 is the international conference that addresses these concerns and has developed international agreements, including the UN Agreement Concerning the Mutual Recognition of Type Approvals for Wheeled Vehicles, Equipment, etc (hereinafter referred to as the 1958 Agreement) intended to establish harmonized regulations concerning the safety of vehicle structures and devices and the environment and to realize the mutual recognition of devices according to such harmonized regulations. WP 29 also generated the UN Agreement Concerning the Global Technical Regulations for Wheeled Vehicles (hereinafter referred to as the 1998 Agreement) focusing on the global harmonization of technical regulations.

In the interest of trade and public welfare, the Philippines has participated in the WP 29 meetings first as an observer on June 20-23, 2006 and June 25-29, 2007 and has aimed to participate as a full-pledged member by CY 2008. Preparations for accession first to the 1958 Agreement then the 1998 Agreement as well as the acceptance of the UN-ECE Regulations include the crafting of the Draft Philippine Roadmap on Harmonization of Vehicle Regulation and Standards, participation to WP 29 meetings, issuance of E.O. 628 on the Creation of the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) and the adoption of its Implementing Rules and Regulations (IRR on E.O. 628), as well as the passing of related laws and orders such as the Clean Air Act of 1999 or E.O. 8749, the National Road Safety Action Plan for 2007-2010, A.O. 184 Dissolving the Road Safety Committee and the transfer of its functions to the Department of Transportation and Communications (DOTC), among others.

In line with the 2003 Declaration of ASEAN Concord II which committed to realize an ASEAN Economic Community that will result in the ASEAN region becoming a single market and production

base by 2020, the Leaders have signed the ASEAN Framework Agreement for Integration of Priority Sectors in 2004. There are 8 priority sectors that include automotive products. The ASEAN Sectoral Integration Protocol for Automotives was also signed in 2004, took effect in 2005 where the objectives are to strengthen regional integration efforts through liberalization, facilitation and promotion measures to ensure full integration of the automotive sector by 2010 and to promote private sector participation. The scope of products includes passenger cars, commercial cars, special purpose vehicles, motorcycles, parts/components for both two wheelers and four wheelers.

With respect to development of road vehicle standards in the country, there had been a continuing inter-agency technical committee meetings and consultation that included the academe and industry since 2004 where activities and plans of various agencies and organizations were summarized in the "National Strategic Standardization Master Plan for the Automotive Sector" in May 2005. The master plan covered standards and conformance considering the ASEAN Integration Program for Automotives through the ASEAN Consultative Committee on Standards and Quality (ACCSQ). This includes mutual recognition agreement (MRA) covering laboratory accreditation and road vehicles, harmonization of standards and technical regulations among member states, ensure compliance with the requirements, rights and obligations of WTO Agreements on Technical Barriers to Trade (WTO-TBT) in 1994 that includes participation in international standardization activities of the ISO, IEC and UN-ECE.

A recent move to harmonize vehicle standards and regulations was the issuance of the Executive Order No. 628 "Creating the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)", designating the Department of Transportation and Communications (DOTC) as the lead agency and the issuance of its Implementing Rules and Regulations.

On Local Motor Vehicle Classification

Whenever new vehicle models are introduced in the Philippine market, automobile manufacturers, assemblers and dealers request the government through the Land Transportation Office (LTO) for classification for the purpose of registration. Prior to the establishment of the Technical Working Group (TWG) on Motor Vehicle Classification in 2006, the LTO is the primary agency responsible for the evaluation and classification of vehicles for recommendation to the Secretary of the Department of Transportation and Communications (DOTC). Classification is being done more on the purpose of determining the fees to be charged and less on the classification based on the vehicle's intended function and suitability for use under local conditions considering environmental and safety aspects.

The current situation shows the conflict in the procedures in classification of motor vehicles among government agencies, wherein there are already vehicle models available in the market and some are already on the roads (example: all-terrain vehicles or ATVs) that are yet to be classified by the LTO. This has been caused by different considerations of the governing laws in classifying motor vehicles of concerned government agencies such as DOTC-LTO, Bureau of Customs (BOC) and the Department of Trade and Industry – Bureau of Product Standards (DTI-BPS) and the Board of Investments (BOI). In line with the future thrust of the Philippines to accede to WP29, there is a need to harmonize motor vehicle classification based on international classification.

<p>As of February 2008 (with the latest standard promulgated in July 2007), there were at least 463 Philippine National Standards (PNS) related to road vehicles. In addition, several standards shall also be developed for local customized road vehicles such as the local jeepsneys and tricycles which are being tackled in another SVPCF activity. The Technical Committees (TC) related to the development of Philippine National Standards on the automotive sector include the BPS/TC 44 (Road Vehicles) and its 28 sub-committees, Technical Committee on Petroleum Products and Additives (TCP/PA), BPS/TC 16 (Rubber and Rubber Products), BPS/TC 28 (Glass and Glass Products), BPS/TC 4 (Lamps and Related Equipment), BPS/TC 65 (Natural Gas Utilization), BPS/TC 1 (Wires and Cables) and BPS/TC 9 (Batteries and Cells).</p> <p>There is a need for the alignment of Philippine National Standard specifications, test procedures, codes of practice, guides for road vehicles, components and related equipment for the control of pollution from mobile sources as per R.A. No. 4109 in support of the implementation of the Clean Air Act (R.A. No. 8749). Correspondingly these national standards needs to be in line with international commitments for alignment of national standards with international standards namely with ASEAN, APEC and WTO. It would be expected that the standardization activities on road vehicles and related components and parts would report to the CHVSR established by E.O. 628 through the Sub-Committee on Standards Development.</p>	<p>III. Objectives</p> <p>A. Development of the Implementation Framework for Harmonization of Vehicle Standards and Regulations in the Philippines</p> <ol style="list-style-type: none"> 1. Identify the key elements and guiding principles of the ASEAN Framework Agreement for the Integration of Priority Sectors, in general, and the automotive sector, in particular. 2. Design the institutional framework including governance, management structures and associated decision-making mechanisms towards greater responsiveness of the Department of Transportation and Communications (DOTC) and other concerned agencies in addressing issues on vehicle regulations and standards. 3. Define the roles and responsibilities of relevant transport-related agencies and stakeholders including DOTC and its attached agencies, automotive manufacturing industry, public transport groups (operators, drivers and commuters), consumers, local government units, civil society and the academe. 4. Review of all relevant local laws (e.g. Land Transportation and Traffic Code, Philippine Standardization Law, Philippine Clean Air Act of 1999), issuances (Department Administrative Orders, Memorandum Circulars, Executive Orders etc.), standards (PNS), guidelines, procedures, manuals (LTO) as well as regional (ex. ASEAN) and international agreements (ex. WP29) and standards (ex. UN-ECE, ISO)
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<p><u>On Motor Vehicle Type Approval System</u></p> <p>The Philippine Clean Air Act of 1999 provides that the emission test for type approval shall be carried out by the DOTC/LTO for the issuance of the certificate of conformity to new motor vehicles by the DENR-EMB. While the DOTC/LTO is developing inspection capability of the motor vehicle type approval system test, the previous emission test results of pre-production engine vehicle type duty authenticated by the Philippine Embassy/Consulate of the country of origin or manufacture of subject motor vehicle shall be valid and sufficient.</p> <p>The Act also provides that the DENR through the EMB in coordination with the DOTC, shall review vehicle emission standards every 2 years. In the review and revision of emission standards, the harmonization of national emission standards with internationally-accepted standards is also pursued. It also provides for the formulation of functional equivalence of the emission limits and test procedures. The DENR, in coordination with DOTC and DTI, and in consultation with the motor vehicle manufacturers and other stakeholders, are also expected to study the feasibility of adopting EURO IV or stricter standards or other appropriate standards in the Philippines to further reduce emissions from motor vehicles. The DOTC also shall have the authority to participate in the formulation of an Action Plan for the control and management of air pollution from motor vehicles.</p> <p>The Clean Air Act provides that the emission test for type approval shall be carried out by the DOTC/LTO and that the agency shall develop inspection capability of motor vehicle type approval system test. In the absence of the local type approval test facility, a certificate of conformity (COC) is issued by the DENR-EMB to new motor vehicles introduced in the Philippine market through the evaluation of comprehensive laboratory test report provided by the manufacturer.</p> <p>With respect to some aspects of vehicle safety/roadworthiness, the Seatbelt Use Act (R. A. 8750) was enacted where the government confirms manufacturer certification using Philippine National Standards (PNS), product test using international standards and installation inspection by the LTO. With respect to vehicle classification such as construction, the government through the DOTC-LTO confirms this upon registration using DAO of the LTO. It can be observed that there are different certification and inspection schemes/regulations for new motor vehicles for different aspects and parts. Harmonization of local regulations with international standards for different aspects/vehicle parts is limited or on-going.</p> <p><u>On Development of Road Vehicle Standards</u></p> <p>The DTI through the BPS is mandated as per R.A. No. 4109 to undertake standardization activities for consumer safety and for environmental protection as per R.A. No. 8749 (Philippine Clean Air Act of 1999) to improve air quality through abatement and mitigation of air pollution from mobile sources. The TC 44 standardization activities covers all aspect of standardization of road vehicles from design specifications, performance requirements test procedures and codes of practice. It establishes the minimum requirements by which quality, safety and effects on environment among others that can be used for evaluating road vehicles that will be allowed to be sold and eventually travel the roads of the country.</p>

<p>5. Compile baseline transport data on existing automotive industry, both formal and informal, and assess the industry's performance and quality levels.</p> <p>6. Identify gaps in existing policies, laws and issuances and prepare a revised implementation framework for the Harmonization of Vehicle Standards in the Philippines.</p> <p>B. Development of the Policy Framework for the Harmonization of Vehicle Standards and Regulations in the Philippines towards greater conformance of the automotive sector to WP 29/ UN-ECE Regulations and the ASEAN strategic framework.</p> <ol style="list-style-type: none"> 1. Evaluate the country's overall readiness in harmonizing its vehicle regulations and standards towards greater conformance to WP 29/ UN-ECE Regulations, as well as, to measures and timeliness set forth by the ASEAN Framework Agreement in relation to automobiles. 2. Review and assess the outputs and targets identified in the Draft Philippine Roadmap on Harmonization of Vehicle Regulation and Standards. 3. Identify the direct and indirect economic impact of the ASEAN Sectoral Integration Protocol for Automobiles and the Roadmap for Integration of Automotive Products Sector on the country's automotive industry including potential impact on national and domestic economy. 4. Develop a strategy for Customized Local Road Vehicle (CLR V) industry to ensure that they fit within the overall ASEAN strategic framework and still maximize the benefits of regional economic integration. <p>IV. Scope of Work</p> <p>In addressing the objectives, the Study should conduct:</p> <ul style="list-style-type: none"> • Review all relevant policies, laws and issuances, existing standards and regulations towards harmonizing the country's motor vehicle classification system based on international classification. • Stocktaking and benchmarking of current ASEAN practices on standards and conformance in the automotive sector and pursuing ASEAN Mutual Recognition Agreement towards developing a policy and implementation framework for the establishment of a motor vehicle type approval system for the Philippines. • Economic impact analysis on the harmonization of the country's road vehicle standards with WP 29/ UN-ECE Regulations and ASEAN Framework Agreement with a view towards developing a clear policy framework for the Customized Local Road Vehicles (CLR V) industry. 	
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<p>V. Expected Outputs</p> <p>The following outputs are expected:</p> <ol style="list-style-type: none"> 1. Inception Report – a more detailed and thorough discussion of the approach presented in the proposal and includes a preliminary review of literature (not simply a list of references), a detailed work and financial plan, draft survey instruments, and a proposed outline of the final report, including identification of policy reports. 2. Interim Report – discusses the progress to date, compilation of existing baseline data and information, details of interviews/ consultation meetings conducted, summary transcript of the interviews conducted highlighting key insights gained. 3. Draft Report – covers all section in the outline agreed at the inception phase. 4. Final Report – incorporates comments, corrections, and recommendations from participants at the draft report presentation and from other reviewers. 5. Policy paper on the conflicting laws, rules and regulations on motor vehicle classifications and recommendation for harmonization among agencies and with international standards. <p>In general, the report must contain:</p> <ol style="list-style-type: none"> a) An Abstract and an Executive Summary. b) Main body of the report: no page limit is specified, however it should be understood that the report must be extremely thorough while concise at the same time. c) A section or chapter thoroughly discussing the policy implications and recommendations. d) A section or chapter providing recommendations which will have positive downstream effect on economic integration and cooperation under the ASEAN strategic framework as well as support sustainable economic growth. e) A section stating how the recommendations and policies would have an impact of gender and on economic and social relationship between them (if applicable), as well as, as that of disadvantaged sectors of the society. f) A section stating how the recommendations would have an impact on the environment (if applicable). g) A technical annex (if any) describing the applied methodology in sufficient detail to enable the study to be replicated. h) Interview/ survey instruments (if any) <p>VI. Project Considerations</p> <p>Critical inputs to the Study include but are not limited to the following studies and documents:</p> <ol style="list-style-type: none"> 1. Land Transportation and Traffic Code 2. Philippine Clean Air Act (R.A. No. 8749) 3. ASEAN Transport Action Plan 2005-2010 4. ASEAN Sectoral Integration Protocol for Automobiles 	
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<ul style="list-style-type: none">• Appendix I Roadmap For Integration Of Automotive Products Sector
<p>VIII. Timeframe and Milestones</p> <p>The Consultant is expected to complete the Study in 6-8 months. Payment milestones are as follows:</p> <ul style="list-style-type: none">• Acceptance of the revised inception report – 35%• Completion of fieldwork and acceptance of the interim report – 25%• Submission and presentation of Draft Final Report – 30%• Acceptance of Final Report and other outputs listed in Section V of this TOR – 10%

Annex G – Executive Order No. 628: Creating the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)

MAINTA
BY THE PRESIDENT OF THE PHILIPPINES

EXECUTIVE ORDER NO. 628
CREATING A COMMITTEE ON HARMONIZATION OF VEHICLE
STANDARDS AND REGULATIONS (CHVSR)

WHEREAS, efficient and reliable transportation services constitute a vital supportive system to national development;

WHEREAS, the harmonization of standards and regulations pertaining to motor vehicles and its related components and equipment will enhance road safety, decrease pollution, promote energy conservation and efficiency and redound to the general welfare of the public;

WHEREAS, it is the responsibility of the State to safeguard its citizenry, particularly passengers, drivers and pedestrians from injuries and damages caused by vehicular accidents;

WHEREAS, Republic Act No. 4136 or the "Land Transportation and Traffic Code" provides, among others, rules and regulations that prohibit the registration of vehicles that are unfit, unsightly, unsafe or not conforming to the prescribed minimum standards and specifications;

WHEREAS, Republic Act No. 4109 or the "Philippine Standardization Law" mandates the review, revision and publication of the standards every two (2) years or as the need arises to ensure substantial improvement in air quality for the health, safety and welfare of the general public;

WHEREAS, Republic Act No. 8749 or the "Philippine Clean Air Act of 1999" likewise provides for harmonization of national emission standards with the international standards;

WHEREAS, WP 29 was established on 6 June 1952 as a Working Party on the Construction of Vehicles under the United Nations Economic Commission for Europe (UN-ECE) and serves as the World Forum for Harmonization of Vehicle Regulations since March 2000 by initiating and pursuing actions aimed at the worldwide harmonization and development of technical standards and regulations for vehicles;

WHEREAS, there are three (3) Agreements under WP 29 which are in pursuance to its objectives by establishing uniform and simplified standards, procedures and regulations for reciprocal acceptance and recognition by the world community;

WHEREAS, there is a need for an inter-agency body at the national level that shall coordinate and integrate efforts and initiatives concerning harmonization of vehicle standards and regulations in the country, and prepare the country's eventual participation to the WP 29 and "accession" to its Agreements;

NOW, THEREFORE, I, GLORIA MACAPAGAL-ARROYO, President of the Republic of the Philippines, by virtue of the powers vested in me by law, do hereby order:

SECTION 1. Creation of the Committee on Harmonization of Vehicle Standards and Regulations. - There is hereby created the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR), hereinafter referred to as the Committee, which shall be primarily responsible for the effective coordination of efforts by 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.

SECTION 2. Composition of CHVSR. - The CHVSR shall be composed of the following:

- a. Chairman - Secretary, Department of Transportation and Communications (DOTC)
- b. Vice Chairman - Secretary, Department of Trade and Industry (DTI)
- c. Members - Secretary, Department of Environment and Natural Resources (DENR);
Secretary, Department of Energy (DOE);
Secretary, Department of Science and Technology (DOST);
Secretary, Department of the Interior and Local Government (DILG);
Representative from the Academic, and
Representatives from the Private Sector (automotive industry, transport and motorists).



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COM. HARMON. 40786

The CIVISR may form Task Forces, Technical Working Groups or Sub-Committees tasked to perform specific duties and assignments which shall be composed of representatives from government agencies concerned and private sector or non-governmental organizations.

SECTION 3. Secretariat. - A Secretariat is hereby created to assist the Committee, to be composed of representatives from the DTI Bureau of Product Standards and the Department of Transportation and Communications/Land Transportation Office (DOTC/LTO).

SECTION 4. Functions of the CIVISR. - The CIVISR shall initiate and pursue the formulation of reasonable and workable plans and programs aimed at preparing the country's eventual participation to the WP 29 and accession to its "Agreements."

Specifically, the Committee shall perform the following functions:

1. Review the conformity of existing Philippine National Standards and other relevant laws and regulations with current international rules and procedures as well as technical regulations;
2. Identify, classify and prioritize implementation of vehicle and vehicle parts' standards;
3. Identify safety regulations for possible harmonization based on UN-ECE regulations;
4. Identify and establish the institutional and technical infrastructure requirement to enhance participation to WP 29;
5. Consult and coordinate with the Department of Foreign Affairs (DFA) and other bodies concerned concerning the country's accession to relevant UN Agreements and Conventions;
6. Submit an annual report of its activities and accomplishments to The President; and
7. Perform such other duties and functions which may be necessary in the attainment of the objectives of WP 29, and such other acts as may be necessary and proper to implement this Executive Order.



SECTION 5. Funding. - The funds to support the operations and special vehicle pollution control funds sourced from the special road safety and under Republic Act No. 8794 or the "Motor Vehicle Users' Charge Law" and such other funding sources as may be recommended by the Department of Budget and Management (DBM).

SECTION 6. Repealing Clause. All executive issuances, orders, rules and regulations or parts thereof which are inconsistent with the provisions of this Executive Order are hereby repealed, amended or modified accordingly.

SECTION 7. Effectivity. This Executive Order shall take effect fifteen (15) days after its publication in a national newspaper of general circulation.

DONE in the City of Manila, this 20th day of June, in the year of Our Lord, Two Thousand and Seven.

Ben M. Reyes

By the President:

EdUARDO R. ERMITA
Executive Secretary



CERTIFIED COPY.
MARIANITO M. DIMARANDAL
DIRECTOR III
MANAGING RECORDS OFFICE



IMPLEMENTING RULES AND REGULATIONS OF EXECUTIVE ORDER NO. 628 CREATING THE COMMITTEE ON HARMONIZATION OF VEHICLE STANDARDS AND REGULATIONS (CHVSR)

Pursuant to Executive Order No. 628, dated 20 June 2007, Creating a Committee on Harmonization of Vehicle Standards and Regulations (CHVSR), the Department of Transportation and Communications (DOTC) hereby adopts and promulgates the following rules and regulations:

Section 1. Title

These Rules shall be known as the Implementing Rules and Regulations of Executive Order No. 628, Creating the Committee on Harmonization of Vehicle Standards and Regulations, and shall hereinafter referred to as the "Committee".

Section 2. Declaration of Policy

It is the policy of the government to provide efficient, safe, reliable and sustainable transport services in order to improve the quality of life by enhancing vehicle safety, protecting the environment, promoting energy efficiency and increasing anti-theft performance

Section 3. Framework and Objectives:

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 WP-29 Agreements.

Annex H – Implementing Rules and Regulations of Executive Order No. 628 Creating the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR)

Section 4. Coverage/Composition:

The Committee shall be composed of the following:

1. Chairman : Secretary of the Department of Transportation and Communications

2. Vice-Chairman: Secretary of the Department of Trade and Industry

3. Members

A. Representatives from the following departments concerned:

1. Department of Environment and Natural Resources (DENR)
2. Department of Energy (DOE)
3. Department of Science and Technology (DOST)
4. Department of Interior and Local Government (DILG)
5. Department of Foreign Affairs (DFA)

B. Representatives from component agencies:

1. Land Transportation Office (LTO)
2. Land Transportation Franchising and Regulatory Board (LTFRB)
3. Bureau of Product Standards (BPS)
4. Board of Investments (BOI)
5. Bureau of Import Services (BIS)
6. Environmental Management Bureau (EMB)
7. Oil Industry Management Bureau (OIMB)
8. Energy Utilization Management Bureau (EUMB)
9. Industrial Technology Development Institute (ITDI)
10. Metals Industry Research and Development Center (MIRDC)
11. Philippine Council for Industry and Energy Research and Development (PCIERD)
12. Philippine National Police-Traffic Management Group (PNP-TMG)

C. Representative from the Academe:

1. University of the Philippines (U.P.)

D. Representatives from the private sector:

1. Philippine Automotive Federation Inc. (PAFI)
2. Automobile Association of the Philippines (AAP)
3. Confederation of Land Transportation Organization of the Phils. (COLTOP)

The Committee may however invite other representatives from the academe and the private sector.

Section 5. Functions of the Committee:

The Committee shall have the following functions:

1. Review the existing Philippine National Standards and other relevant laws and regulations on whether they are in conformity with current international rules and procedures as well as technical regulations;
2. Identify, classify and prioritize implementation of type approval system based on United Nations- Economic Commission for Europe (UN-ECE) standards and regulations;
3. Identify safety regulations for harmonization with UN-ECE regulations;
4. Identify and establish the institutional and technical infrastructure requirements to enhance participation to the WP 29;
5. Consult and coordinate with the Department of Foreign Affairs (DFA) and other bodies concerned concerning the country's accession to relevant UN Agreements and Conventions;
6. Perform such other duties and functions which may be necessary in the attainment of the objectives of WP 29, and such other acts as maybe necessary and proper to implement the provisions of EO 628.

Section 6. Sub-Committees:

Pursuant to Section 2 of EO 628 the following Sub-Committees are hereby created with their respective composition:

1. Sub-Committee on Standards Development

- Chairman : Bureau of Product Standards (BSP); ^{DTI}
- Co-Chairman : Oil Industry Management Bureau (OIMB);
- Vice Chairman : Philippine Automotive Federation Inc. (PAFI);
- Members : DOTC-Road Transport Program Management Office (DOTC-RTPMO), Land Transportation Office (LTO), Environmental Management Bureau (EMB), Metals Industry Research and Development Center (MIRDC), Industrial Technology Development Institute (ITDI), Philippine Council for Industry and Energy Research and Development (PCIERD), Philippine National Police.

Development (PCIERD), Philippine National Police-Traffic Management Group (PNP-TMG), Safety Organization of the Philippines Inc. (SOPt), University of the Philippines-National Center for Transport Studies (UP-NCTS), Local Automotive Manufacturers and Assemblers, Chamber of Automotive Manufacturers of the Phils., Inc. (CAMPt), Motor Vehicle Parts Manufacturer Association of the Phils. (MVPMPA), Motorcycle Development Program Participants Association (MDPPA), Truck Manufacturers Association (TMA), Philippine Association of Motorcycle Importers and Assemblers, Inc. (PAMIA), and Motorcycle Parts Producers and Exporters Association (MCPPEA)

2. Sub-Committee on Certification and Regulations

Chairman : Land Transportation Office (LTO)
 Co-Chairman : Environmental Management Bureau (EMB)
 Vice-Chairman : Philippine Automotive Federation Inc. (PAFI)
 Members : Bureau of Product Standards (BPS), Bureau of Import Services (BiS), Energy Utilization Management Bureau (EUMB), Oil Industry Management Bureau (OIMB), Department of Transportation and Communications-Road Transport Program Management Office (DOTC-RTPMO), Land Transportation Franchising and Regulatory Board (LTFRB), Philippine National Police-Traffic Management Group (PNP-TMG), University of the Philippines-National Center for Transport Studies (UP-NCTS), Automotive Association of the Philippines (AAP) and Confederation of Land Transportation Organization of the Philippines (COLTOP).

3. Sub Committee on Participation to Regional and International Agreements;

Chairman : Department of Transportation and Communications-Road Transport Program Management Office (DOTC-RTPMO)
 Co-Chairman : Land Transportation Office (LTO)
 Vice-Chairman : Philippine Automotive Federation Inc. (PAFI)
 Members : Bureau of Product Standards (BPS), Board of Investment (BOI), Environmental Management Bureau (EMB), Oil Industry Management Bureau (OIMB), Philippine National Police-Traffic Management Group (PNP-TMG), Senate-Committee on Public Services and Congress-Committee on Transport

4. Sub Committee on Legislative Agenda

Chairman : Department of Transportation and Communications-Road Transport Program Management Office (DOTC-RTPMO)
 Co-Chairman : Land Transportation Office (LTO)
 Vice Chairman : Philippine Automotive Federation Inc. (PAFI)
 Members : Bureau of Product Standards (BPS), Board of Investment (BOI), Energy Utilization Management Bureau (EUMB), Oil Industry Management Bureau (OIMB), Environmental Management Bureau (EMB), Philippine National Police-Traffic Management Group (PNP-TMG), University of the Philippines-National Center for Transport Studies (UP-NCTS), Confederation of Land Transportation Organization of the Philippines (COLTOP), Senate-Committee on Public Services and Congress-Committee on Transport.

Section 7. Functions of the Sub-Committees:

The Sub-Committees shall initiate and pursue the formulation of plans and programs towards the harmonization of vehicle standards and regulations. They shall specifically perform the following:

1 Sub-Committee on Standards Development

- a. Oversee and coordinate all standardization activities of all government member agencies through the Committee which will be used as basis for regulations;
- b. Recommend to the Committee 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 such as, but not limited to, the ASEAN Consultative Committee on Standards and Quality Automotive Product Working Group, Asia Pacific Economic Cooperation-Road Transport Harmonization Program (APEC-RTHP), Vienna Agreement on Road Traffic Safety, UN-ECE WP 29 and World Trade Organization-Technical Barriers to Trade (WTO-TBT) Agreement;
- c. Develop, implement and maintain processes for setting priorities for motor vehicle standards through the Committee.

- d. Identify and recommend to the Committee the institutional and technical infrastructure requirements relative to the implementation of standards and regulations; and
- e. Conduct public information campaign, public hearings and consultations to all stakeholders.

2. Sub-Committee on Certification and Regulations:

- a. Establish and recommend to the Committee a motor vehicle type approval system for whole vehicle and component parts that is in conformance with international standards;
- b. Formulate and recommend to the Committee the matrix of technical requirements, relative to the harmonization of motor vehicle standards and regulations;
- c. Develop and recommend to the Committee, standards and 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;
- d. Identify and recommend to the Committee the institutional and technical infrastructure requirements relative to the implementation of whole vehicle type approval system and component parts and testing certification system;
- e. Conduct public information campaign, public hearings and consultations to all stakeholders.

3. Sub-Committee on Participation to Regional and International Agreements

- a. Plan and organize the administrative activities of the Committee for the participation to the regional and international agreements such as, but not limited to, the ASEAN Consultative Committee on Standards and Quality Automotive Product Working Group, Asia Pacific Economic Cooperation-Road Transport Harmonization Program (APEC-RTHP), Vienna Agreement on Road Traffic Safety, UN-ECE WP 29 and World Trade Organization-Technical Barriers to Trade (WTO-TBT) Agreement;
- b. Recommend administrative measures to the Committee, that will ensure implementation of the objectives set in the aforementioned regional and international agreements.

- c. Coordinate with government bodies concerned as regards accession and participation to WP 29 Agreements.

4. Sub-Committee on Legislative Agenda

- a. Review the current jurisprudence, laws, rules, regulations, and issuances relative to motor vehicle standards and regulations.
- b. Recommend to the Committee legislative measures towards the attainment of the motor vehicle standards, regulations and other related laws.
- c. Prepare the draft and conduct consultation on the proposed legislations and submit such to the Committee for endorsement to the House of Representatives and the Senate.

Section 8. Secretariat:

The Department of Transportation and Communications - Road Transport Program Management Office shall be the Secretariat of the Committee and will have the following functions:

1. Record and document all the proceedings of the Committee meetings.
2. Handle all administrative requirements of the Committee.
3. Prepare all documents for deliberation by the Committee.
4. Manage all records used as referenced by the Committee.
5. Perform all other functions as may be deemed necessary by the Committee.

Section 9. Reportorial Requirements:

The Sub-Committees shall submit their Regular Reports, through the Secretariat, to the Committee.

The Secretariat shall consolidate the Sub-Committee reports for submission to the Committee.

The Committee shall submit an Annual Report of its activities and accomplishments to the President.


Section 10. Funding:

The funds to support the operations and activities of the Committee shall be sourced from the special road safety and special vehicle pollution control funds administered by the Road Board created under Republic Act No. 8799, or the "Motor Vehicle User's Charge Law," and such other funding sources as may be recommended by the Department of Budget and Management (DBM).

Section 11. Effectivity:

This Implementing Rules and Regulations shall take effect fifteen (15) days after its publication in the Official Gazette or newspaper of general circulation.

Done this ____ day of January 2008, Mandaluyong City, Philippines.


LEANDRO R. MENDOZA
Secretary



Annex I – List of UNECE Regulations

Annex I – List of UNECE Regulations

Standard No.	Description
UNECE 1	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM AND/OR A DRIVING BEAM AND EQUIPPED WITH FILAMENT LAMPS OF CATEGORIES R2 AND/OR H51
UNECE 2	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF INCANDESCENT ELECTRIC LAMPS FOR HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH
UNECE 3	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF RETRO-REFLECTING DEVICES FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 4	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DEVICES FOR THE ILLUMINATION OF REAR REGISTRATION PLATES OF POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 5	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE "SEALED BEAM" HEADLAMPS (SB) EMITTING A EUROPEAN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH
UNECE 6	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DIRECTION INDICATORS FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 7	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF FRONT AND REAR POSITION (SIDE) LAMPS, STOP-LAMPS AND END-OUTLINE MARKER LAMPS FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 8	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH AND EQUIPPED WITH HALOGEN FILAMENT LAMPS (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11)
UNECE 9	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF THREE-WHEELLED VEHICLES WITH REGARD TO NOISE
UNECE 10	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO ELECTROMAGNETIC COMPATIBILITY
UNECE 11	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO DOOR LATCHES AND DOOR RETENTION COMPONENTS
UNECE 12	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE DRIVER AGAINST THE STEERING MECHANISM IN THE EVENT OF IMPACT
UNECE 13	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES OF CATEGORIES M, N AND O WITH REGARD TO BRAKING
UNECE 14	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO SAFETY-BELT ANCHORAGES, ISOFIX ANCHORAGES SYSTEMS AND ISOFIX TOP TETHER ANCHORAGES
UNECE 15	REPLACED BY REG. 83
UNECE 16	I. SAFETY-BELTS, RESTRAINT SYSTEMS, CHILD RESTRAINT SYSTEMS AND ISOFIX CHILD RESTRAINT SYSTEMS FOR OCCUPANTS OF POWER-DRIVEN VEHICLES II. VEHICLES EQUIPPED WITH SAFETY-BELTS, RESTRAINT SYSTEMS, CHILD RESTRAINT SYSTEMS AND ISOFIX CHILD RESTRAINT SYSTEMS
UNECE 17	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE SEATS, THEIR ANCHORAGES AND ANY HEAD RESTRAINTS
UNECE 18	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED USE

UNECE 19	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLE FRONT FOG LAMPS
UNECE 20	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH AND EQUIPPED WITH HALOGEN FILAMENT LAMPS (H1, H4 LAMPS)
UNECE 21	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THEIR INTERIOR FITTINGS
UNECE 22	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTOR CYCLES AND MOPEDS
UNECE 23	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REVERSING LAMPS FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 24	UNIFORM PROVISIONS CONCERNING: I: THE APPROVAL OF COMPRESSION IGNITION (C.I.) ENGINES WITH REGARD TO THE EMISSION OF VISIBLE POLLUTANTS II: THE APPROVAL OF MOTOR VEHICLES WITH REGARD TO THE INSTALLATION OF C.I. ENGINES OF AN APPROVED TYPE III: THE APPROVAL OF MOTOR VEHICLES EQUIPPED WITH C.I. ENGINES WITH REGARD TO THE EMISSION OF VISIBLE POLLUTANTS BY THE ENGINE IV: THE MEASUREMENT OF POWER OF C.I. ENGINE
UNECE 25	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HEAD RESTRAINTS (HEADRESTS), WHETHER OR NOT INCORPORATED IN VEHICLE SEATS
UNECE 26	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THEIR EXTERNAL PROJECTIONS
UNECE 27	UNIFORM PROVISIONS FOR THE APPROVAL OF ADVANCE-WARNING TRIANGLES
UNECE 28	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF AUDIBLE WARNING DEVICES AND OF MOTOR VEHICLES WITH REGARD TO THEIR AUDIBLE SIGNALS
UNECE 29	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE OCCUPANTS OF THE CAB OF A COMMERCIAL VEHICLE
UNECE 30	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR MOTOR VEHICLES AND THEIR TRAILERS
UNECE 31	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HALOGEN SEALED-BEAM UNIT (HSB UNIT) MOTOR VEHICLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH
UNECE 32	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE BEHAVIOUR OF THE STRUCTURE OF THE IMPACTED VEHICLE IN A REAR-END COLLISION
UNECE 33	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE BEHAVIOUR OF THE STRUCTURE OF THE IMPACTED VEHICLE IN A HEAD-ON COLLISION
UNECE 34	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PREVENTION OF FIRE RISKS
UNECE 35	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE ARRANGEMENT OF FOOT CONTROLS
UNECE 36	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION
UNECE 37	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF FILAMENT LAMPS FOR USE IN APPROVED LAMP UNITS ON POWER-DRIVEN VEHICLES AND OF THEIR TRAILERS

UNECE 38	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REAR FOG LAMPS FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 39	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE SPEEDOMETER EQUIPMENT INCLUDING ITS INSTALLATION
UNECE 40	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR CYCLES EQUIPPED WITH A POSITIVE-IGNITION ENGINE WITH REGARD TO THE EMISSION OF GASEOUS POLLUTANTS BY THE ENGINE
UNECE 41	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR CYCLES WITH REGARD TO NOISE
UNECE 42	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THEIR FRONT AND REAR PROTECTIVE DEVICES (BUMPER, ETC.)
UNECE 43	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SAFETY GLAZING MATERIALS AND THEIR INSTALLATION ON VEHICLES
UNECE 44	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF RESTRAINING DEVICES FOR CHILD OCCUPANTS OF POWER-DRIVEN VEHICLES ("CHILD RESTRAINT SYSTEM")
UNECE 45	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HEADLAMP CLEANERS, AND OF POWER-DRIVEN VEHICLES WITH REGARD TO HEADLAMP CLEANERS
UNECE 46	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DEVICES FOR INDIRECT VISION AND OF MOTOR VEHICLES WITH REGARD TO THE INSTALLATION OF THESE DEVICES
UNECE 47	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOPEDS EQUIPPED WITH A POSITIVE-IGNITION ENGINE WITH REGARD TO THE EMISSION OF GASEOUS POLLUTANTS BY THE ENGINE
UNECE 48	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHTSIGNALLING DEVICES
UNECE 49	UNIFORM PROVISIONS CONCERNING THE MEASURES TO BE TAKEN AGAINST THE EMISSION OF GASEOUS AND PARTICULATE POLLUTANTS FROM COMPRESSION-IGNITION ENGINES FOR USE IN VEHICLES, AND THE EMISSION OF GASEOUS POLLUTANTS FROM POSITIVE-IGNITION ENGINES FUELLED WITH NATURAL GAS OR LIQUEFIED PETROLEUM GAS FOR USE IN VEHICLES
UNECE 50	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF FRONT POSITION LAMPS, REAR POSITION LAMPS, STOP LAMPS, DIRECTION INDICATORS AND REAR-REGISTRATION-PLATE ILLUMINATING DEVICES FOR MOPEDS, MOTOR CYCLES AND VEHICLES TREATED AS SUCH
UNECE 51	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES HAVING AT LEAST FOUR WHEELS WITH REGARD TO THEIR NOISE EMISSIONS
UNECE 52	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF M2 AND M3 SMALL CAPACITY VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION
UNECE 53	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CATEGORY L3 VEHICLES WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHTSIGNALLING DEVICES
UNECE 54	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR COMMERCIAL VEHICLES AND THEIR TRAILERS
UNECE 55	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MECHANICAL COUPLING COMPONENTS OF COMBINATIONS OF VEHICLES
UNECE 56	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HEADLAMPS FOR MOPEDS AND VEHICLES TREATED AS SUCH

UNECE 57	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HEADLAMPS FOR MOTOR CYCLES AND VEHICLES TREATED AS SUCH
UNECE 58	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. REAR UNDERRUN PROTECTIVE DEVICES (RUPDS) II. VEHICLES WITH REGARD TO THE INSTALLATION OF AN RUPD OF AN APPROVED TYPE III. VEHICLES WITH REGARD TO THEIR REAR UNDERRUN PROTECTION (RUP)
UNECE 59	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REPLACEMENT SILENCING SYSTEMS
UNECE 60	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF TWO-WHEELED MOTOR CYCLES AND MOPEDS WITH REGARD TO DRIVER-OPERATED CONTROLS INCLUDING THE IDENTIFICATION OF CONTROLS, TELL-TALES AND INDICATORS
UNECE 61	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF COMMERCIAL VEHICLES WITH REGARD TO THEIR EXTERNAL PROJECTIONS FORWARD OF THE CAB'S REAR PANEL
UNECE 62	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES WITH HANDLEBARS WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED USE
UNECE 63	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF TWO-WHEELED MOPEDS WITH REGARD TO NOISE
UNECE 64	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES EQUIPPED WITH TEMPORARY-USE SPARE WHEELS/TYRES
UNECE 65	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SPECIAL WARNING LAMPS FOR MOTOR VEHICLES
UNECE 66	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD TO THE STRENGTH OF THEIR SUPERSTRUCTURE
UNECE 67	UNIFORM PROVISIONS CONCERNING: I. APPROVAL OF SPECIFIC EQUIPMENT OF MOTOR VEHICLES USING LIQUEFIED PETROLEUM GASES IN THEIR PROPULSION SYSTEM II. APPROVAL OF A VEHICLE FITTED WITH SPECIFIC EQUIPMENT FOR THE USE OF LIQUEFIED PETROLEUM GASES IN ITS PROPULSION SYSTEM WITH REGARD TO THE INSTALLATION OF SUCH EQUIPMENT
UNECE 68	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES INCLUDING PURE ELECTRIC VEHICLES WITH REGARD TO THE MEASUREMENT OF THE MAXIMUM SPEED
UNECE 69	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REAR MARKING PLATES FOR SLOW-MOVING VEHICLES (BY CONSTRUCTION) AND THEIR TRAILERS
UNECE 70	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REAR MARKING PLATES FOR HEAVY AND LONG VEHICLES
UNECE 71	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF AGRICULTURAL TRACTORS WITH REGARD TO THE DRIVER'S FIELD OF VISION
UNECE 72	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR CYCLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM AND A DRIVING BEAM AND EQUIPPED WITH HALOGEN LAMPS (HIS1 LAMPS)
UNECE 73	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF GOODS VEHICLES, TRAILERS AND SEMI-TRAILERS WITH REGARD TO THEIR LATERAL PROTECTION
UNECE 74	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CATEGORY L1 VEHICLES WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES
UNECE 75	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR MOTOR CYCLES AND MOPEDS

UNECE 94	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE OCCUPANTS IN THE EVENT OF A FRONTAL COLLISION
UNECE 95	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION
UNECE 96	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF COMPRESSION IGNITION (C.I.) ENGINES TO BE INSTALLED IN AGRICULTURAL AND FORESTRY TRACTORS AND IN NON-ROAD MOBILE MACHINERY WITH REGARD TO THE EMISSIONS OF POLLUTANTS BY THE ENGINE
UNECE 97	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)
UNECE 98	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EQUIPPED WITH GAS-DISCHARGE LIGHT SOURCES
UNECE 99	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF GAS-DISCHARGE LIGHT SOURCES FOR USE IN APPROVED GAS-DISCHARGE LAMP UNITS OF POWER-DRIVEN VEHICLES
UNECE 100	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF BATTERY ELECTRIC VEHICLES WITH REGARD TO SPECIFIC REQUIREMENTS FOR THE CONSTRUCTION AND FUNCTIONAL SAFETY
UNECE 101	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PASSENGER CARS POWERED BY AN INTERNAL COMBUSTION ENGINE ONLY, OR POWERED BY A HYBRID ELECTRIC POWER TRAIN WITH REGARD TO THE MEASUREMENT OF THE EMISSION OF CARBON DIOXIDE AND FUEL CONSUMPTION AND/OR THE MEASUREMENT OF ELECTRIC ENERGY CONSUMPTION AND ELECTRIC RANGE, AND OF CATEGORIES M1 AND N1 VEHICLES POWERED BY AN ELECTRIC POWER TRAIN ONLY WITH REGARD TO THE MEASUREMENT OF ELECTRIC ENERGY CONSUMPTION AND ELECTRIC RANGE
UNECE 102	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. A CLOSE-COUPLED DEVICE (CCD) II. VEHICLES WITH REGARD TO THE FITTING OF AN APPROVED TYPE OF CCD
UNECE 103	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REPLACEMENT CATALYTIC CONVERTERS FOR POWER-DRIVEN VEHICLES
UNECE 104	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF RETRO-REFLECTIVE MARKINGS FOR HEAVY AND LONG VEHICLES AND THEIR TRAILERS
UNECE 105	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES INTENDED FOR THE CARRIAGE OF DANGEROUS GOODS WITH REGARD TO THEIR SPECIFIC CONSTRUCTION FEATURES
UNECE 106	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PNEUMATIC TYRES FOR AGRICULTURAL VEHICLES AND THEIR TRAILERS
UNECE 107	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CATEGORY M2 OR M3 VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION
UNECE 108	UNIFORM PROVISIONS CONCERNING THE APPROVAL FOR THE PRODUCTION OF RETREADED PNEUMATIC TYRES FOR MOTOR VEHICLES AND THEIR TRAILERS
UNECE 109	UNIFORM PROVISIONS CONCERNING THE APPROVAL FOR THE PRODUCTION OF RETREADED PNEUMATIC TYRES FOR COMMERCIAL VEHICLES AND THEIR TRAILERS
UNECE 110	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. SPECIFIC COMPONENTS OF MOTOR VEHICLES USING COMPRESSED NATURAL GAS (CNG) IN THEIR PROPULSION SYSTEM; II. VEHICLES WITH REGARD TO THE INSTALLATION OF SPECIFIC COMPONENTS OF AN APPROVED TYPE FOR THE USE OF COMPRESSED NATURAL GAS (CNG) IN THEIR PROPULSION SYSTEM

UNECE 76	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF HEADLAMPS FOR MOPEDS EMITTING A DRIVING BEAM AND A PASSING BEAM
UNECE 77	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PARKING LAMPS FOR POWER-DRIVEN VEHICLES
UNECE 78	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES OF CATEGORIES L1, L2, L3, L4 AND L5 WITH REGARD TO BRAKING
UNECE 79	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO STEERING EQUIPMENT
UNECE 80	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SEATS OF LARGE PASSENGER VEHICLES AND OF THESE VEHICLES WITH REGARD TO THE STRENGTH OF THE SEATS AND THEIR ANCHORAGES
UNECE 81	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REAR-VIEW MIRRORS AND OF TWO-WHEELED POWER-DRIVEN VEHICLES WITH OR WITHOUT SIDE CAR, WITH REGARD TO THE INSTALLATION OF REAR-VIEW MIRRORS ON HANDLEBARS
UNECE 82	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOPED HEADLAMPS EQUIPPED WITH FILAMENT HALOGEN LAMPS (HS2 LAMPS)
UNECE 83	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE EMISSION OF POLLUTANTS ACCORDING TO ENGINE FUEL REQUIREMENTS
UNECE 84	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PASSENGER CARS EQUIPPED WITH AN INTERNAL COMBUSTION ENGINE WITH REGARD TO THE MEASUREMENT OF FUEL CONSUMPTION
UNECE 85	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF INTERNAL COMBUSTION ENGINES INTENDED FOR THE PROPULSION OF MOTOR VEHICLES OF CATEGORIES M AND N WITH REGARD TO THE MEASUREMENT OF THE NET POWER
UNECE 86	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF AGRICULTURAL OR FORESTRY TRACTORS WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES
UNECE 87	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DAYTIME RUNNING LAMPS FOR POWER-DRIVEN VEHICLES
UNECE 88	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF RETRO-REFLECTIVE TYRES FOR TWO-WHEELED VEHICLES
UNECE 89	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. VEHICLES WITH REGARD TO LIMITATION OF THEIR MAXIMUM SPEED OR THEIR ADJUSTABLE SPEED LIMITATION FUNCTION II. VEHICLES WITH REGARD TO THE INSTALLATION OF A SPEED LIMITING DEVICE (SLD) OR ADJUSTABLE SPEED LIMITATION DEVICE (ASLD) OF AN APPROVED TYPE III. SPEED LIMITATION DEVICES (SLD) AND ADJUSTABLE SPEED LIMITATION DEVICE (ASLD)
UNECE 90	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF REPLACEMENT BRAKE LINING ASSEMBLIES AND DRUM-BRAKE LININGS FOR POWER-DRIVEN VEHICLES AND THEIR TRAILERS
UNECE 91	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SIDE-MARKER LAMPS FOR MOTOR VEHICLES AND THEIR TRAILERS
UNECE 92	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF NON-ORIGINAL REPLACEMENT EXHAUST SILENCING SYSTEMS (RESS) FOR MOTORCYCLES, MOPEDS AND THREE-WHEELED VEHICLES
UNECE 93	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. FRONT UNDERRUN PROTECTIVE DEVICES (FUPDs) II. VEHICLES WITH REGARD TO THE INSTALLATION OF AN FUPD OF AN APPROVED TYPE III. VEHICLES WITH REGARD TO THEIR FRONT UNDERRUN PROTECTION (FUP)

Annex J -- List of Philippine National Standards (PNS) on Road Vehicles

UNECE 111	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF TANK VEHICLES OF CATEGORIES N AND O WITH REGARD TO ROLLOVER STABILITY
UNECE 112	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EMITTING AN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH AND EQUIPPED WITH FILAMENT LAMPS
UNECE 113	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE HEADLAMPS EMITTING A SYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH AND EQUIPPED WITH FILAMENT LAMPS
UNECE 114	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. AN AIRBAG MODULE FOR A REPLACEMENT AIRBAG SYSTEM; II. A REPLACEMENT STEERING WHEEL EQUIPPED WITH AN AIRBAG MODULE OF AN APPROVED TYPE; III. A REPLACEMENT AIRBAG SYSTEM OTHER THAN THAT INSTALLED IN A STEERING WHEEL
UNECE 115	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF: I. SPECIFIC LPG (LIQUEFIED PETROLEUM GASES) RETROFIT SYSTEMS TO BE INSTALLED IN MOTOR VEHICLES FOR THE USE OF LPG IN THEIR PROPULSION SYSTEM II. SPECIFIC CNG (COMPRESSED NATURAL GAS) RETROFIT SYSTEMS TO BE INSTALLED IN MOTOR VEHICLES FOR THE USE OF CNG IN THEIR PROPULSION SYSTEM
UNECE 116	UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE PROTECTION OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE
UNECE 117	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF TYRES WITH REGARD TO ROLLING SOUND EMISSIONS AND TO ADHESION ON WET SURFACES
UNECE 118	UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE BURNING BEHAVIOUR OF MATERIALS USED IN THE INTERIOR CONSTRUCTION OF CERTAIN CATEGORIES OF MOTOR VEHICLES
UNECE 119	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CORNERING LAMPS FOR POWER-DRIVEN VEHICLES
UNECE 120	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF INTERNAL COMBUSTION ENGINES TO BE INSTALLED IN AGRICULTURAL AND FORESTRY TRACTORS AND IN NON-ROAD MOBILE MACHINERY, WITH REGARD TO THE MEASUREMENT OF THE NET POWER, NET TORQUE AND SPECIFIC FUEL CONSUMPTION
UNECE 121	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE LOCATION AND IDENTIFICATION OF HAND CONTROLS, TELL-TALES AND INDICATORS
UNECE 122	UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE APPROVAL OF VEHICLES OF CATEGORIES M, N AND O WITH REGARD TO THEIR HEATING SYSTEMS
UNECE 123	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF ADAPTIVE FRONT-LIGHTING SYSTEMS (AFS) FOR MOTOR VEHICLES
UNECE 124	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF WHEELS FOR PASSENGER CARS AND THEIR TRAILERS
UNECE 125	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES WITH REGARD TO THE FORWARD FIELD OF VISION OF THE MOTOR VEHICLE DRIVER
UNECE 126	UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PARTITIONING SYSTEMS TO PROTECT PASSENGERS AGAINST DISPLACED LUGGAGE, SUPPLIED AS NON ORIGINAL VEHICLE EQUIPMENT