
12 July 2024

HON. NEIL P. CATAJAY

Director, Bureau of Philippine Standards
Department of Trade and Industry

Subject: Position Paper and Comments on the Draft Department Administrative Order (DAO) on the New Technical Regulations Concerning the Mandatory Product Certification of Automotive Products

Dear Director Catajay,

The European Chamber of Commerce of the Philippines (ECCP) Automotive Committee extends its gratitude to the Department of Trade and Industry – Bureau of Philippine Standards (DTI-BPS) for the opportunity to actively engage in discussions concerning the mandatory product certification of automotive products. We appreciate the efforts of the DTI-BPS to improve the regulatory environment for automotive products.

After careful review of the revised draft DAO, the ECCP Automotive Committee respectfully submits the following comments and recommendations following the clarificatory meeting held with the DTI-BPS and the ECCP, together with the Anti-Red Tape Authority (ARTA) to address market access issues on automotive products last 19 February 2024, as well as the subsequent meeting of the Bureau with the Chamber on 3 April 2024:

1. Recognition of International Certifications and Omission of Factory Audit for PS Mark Holders

We propose that if a product already has international certifications, it should be possible to shorten the processing time and list of requirements for obtaining the Import Commodity Clearance (ICC) sticker and the Philippine Standard (PS) Mark. International certifications should serve as a basis for streamlined procedures, reducing redundancy and facilitating faster market access.

For products that already hold the PS Mark and conform to international standards, we recommend that the requirement for a factory audit be omitted. This would reduce the administrative burden on manufacturers while ensuring that products meet the necessary standards. Moreover, we recommend that European companies be provided with a green lane for undergoing PS Mark approval. Establishing a green lane would recognise the high standards of European automotive products and facilitate a more efficient approval process.

2. Clarification on Sampling and Critical Testing

We acknowledge that the DTI-BPS seeks to ensure transparency and to verify the consistent conformance of products covered by the Bureau. In cases where the BPS exercises its

prerogative to require sampling and critical testing, we seek clarification on the specific basis and conditions under which these actions will be taken.

3. Three-Year Recertification for PS License Application Process

We recommend that surveillance audit as well as recertification for the PS License Application Process be conducted every two or three years instead of annually. This recommendation would reduce the frequency of audits and allow manufacturers to allocate resources more efficiently while still maintaining compliance with the necessary standards.

4. Five-Year Effectivity of PS Certification

We propose that the effectivity period of the PS certification be extended to five years instead of the current three years. This would provide manufacturers with greater stability and reduce the administrative burden associated with frequent renewals.

5. Capacity-building and System Enhancement

We suggest continual capacity-building of the workforce to enhance their ability to review transactions effectively. Additionally, we recommend system enhancements to include an archival feature and increased storage/server capacities. These improvements will ensure the efficient handling and storage of data, supporting a more streamlined certification process.

6. Adoption of United Nations (UN) Regulations and ISO Standards for E-marked tyres

As stated in Rule 6.4.1 of the draft DAO, for all imported automotive products covered in the Order that possess a type approval certificate compliant with the UN Regulations annexed under the United Nations Economic Commission for Europe (UNECE) 1958 Agreement, importers are required to apply for ICC on a per product and per shipment basis.

Furthermore, in accordance with Rule 6.3.9.2, if the document evaluation reveals that the required tests specified in the applicable Philippine National Standards (PNS) are not completed, an adequate number of samples will be collected during inspection.

Based on the requirements, compliance with UNECE standards necessitates additional testing for the following:

- Bead unseating, tyre strength, and tyre endurance for passenger car tyres
- Tyre strength and tyre endurance for commercial vehicle tyres

PNS UNECE 30-2010 incorporates United Nations Regulation (UNR) No. 30, supplemented by additional requirements outlined in the addendum from PNS 25, specifically focusing on bead unseating, tyre strength, and tyre endurance. On the other hand, PNS UNECE 54

adopts UNR No. 54 and incorporates additional requirements specified in the addendum from PNS 25, specifically concerning tyre strength and tyre endurance.

Within the framework of the 1958 Agreement, we urge the government to acknowledge E-marked tyres in compliance with UN regulations. This implies that solely the type approval certificate should suffice. Furthermore, we propose that regulations concerning bead unseating and tyre strength align with the International Organisation for Standardisation (ISO) 10191:2021 standards, focusing specifically on Bias tyres, in alignment with the Philippines' membership in ISO.

As such, on behalf of the tyre industry, we urge the adoption of UNR-type approval and the E approval mark as recognised standards for automotive products in the Philippines. We believe this approach will streamline certification processes while ensuring adherence to international quality and safety standards.

The ECCP Automotive Committee believes that these recommendations will not only facilitate compliance but also promote a more efficient and effective regulatory environment for automotive products in the Philippines. We appreciate your review of our comments and look forward to continued collaboration with the DTI-BPS to enhance the automotive industry's regulatory framework.

Should you require further information, you may contact Ms. Chin Nethercott at advocacy@eccp.com.

Thank you very much for your consideration.

Sincerely,



Paulo Duarte

ECCP President and Automotive Committee Co-Chairperson



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ECCP Automotive Committee Co-Chairperson