A RESOLUTION
DIRECTING THE COMMITTEE ON TRANSPORTATION TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION ON THE COMPLAINTS OF MOTORISTS REGARDING THE IMPLEMENTATION OF THE DEPARTMENT OF TRANSPORTATION’S (DOTR) AND THE LAND TRANSPORTATION OFFICE’S (LTO) NEW MOTOR VEHICLE INSPECTION SYSTEM (MVIS)

WHEREAS, last year, the undersigned filed numerous House Resolutions regarding the Private Emission Testing Centers (PETCs) accredited by the Land Transportation Office (LTO); regarding the long lines in these testing centers, the lack of said testing centers not only in Cagayan de Oro City but also in Iligan City and Cotabato City, and regarding alleged anomalies surrounding these centers;

WHEREAS, last year, the Department of Transportation (DOTr) and the LTO Land Transportation Office-Philippines (LTO) already approved and started the operations of private motor vehicle inspection centers (PMVICs) to cater to the vehicle inspection need of owners as requirement for registration;

WHEREAS, PMVICs are privately-owned automated vehicle inspection facilities that will not only check a vehicle’s compliance with emission standards but will also test its roadworthiness prior to registration;

WHEREAS, with these new MVICs, it was hoped that the alleged anomalies surrounding these PETC would be long gone;

WHEREAS, DOTr Assistant Secretary for Procurement and Project Implementation and head of the Authorization Committee Giovanni Lopez said last August that of the 138 identified sites, 113 have already been awarded to private operators, with 25 sites still to be awarded with aim of opening 32 sites nationwide by last week of August;

WHEREAS, Asec Lopez also said then that, “pending to be made operational this August are PMVICs at the following sites in Luzon: (Region 1) San Fernando City, La Union; Vigan, Ilocos Sur; Laoag City, Ilocos Norte; within Lingayen and Alaminos, Pangasinan; (Region 3) Angeles City, Pampanga; (Region 4A) Dasmariñas, Cavite; San Pedro, Laguna; (Region 4B) Calapan, Oriental Mindoro; (National Capital Region) Pasig City; Valenzuela City; (Region 5) Pamplona, Camarines Sur; Pili, Camarines Sur; Sorsogon City; and Daet, Camarines Norte. In the Visayas, PMVIC will operate in the following: (Region 6) Roxas City, Capiz; (Region 7) Mandaue City, Cebu (2 sites); Danao City, Cebu; Naga City, Cebu; Dumaguete City, Negros Oriental (2 sites); Tagbilaran City, Bohol; Tubigon, Bohol; Bais City, Negros Oriental; (Region 8) Maasin City, Southern Leyte; and Ormoc City, Leyte; For Mindanao, motorists will soon be able to have their motor vehicle inspected at the following PMVIC sites: (Region 9) Ipil, Zamboanga Sibugay; (Region 10) Iligan City, Lanao del Norte; Ozamis City, Misamis Occidental; (Region 11) Mati City, Davao Oriental; Panabo City, Davao del Norte; (Region 12) General Santos City, South Cotabato";
WHEREAS, the automated MVIS is actually good for the motoring public if implemented properly with DOTr Secretary Arthur Tugade stating that, “Yung automated inspection, titignang mabuti ang roadworthiness ng sasakyan nang sa ganun, malaman kung ligtas itong bumaybay sa mga kalsada. Hindi na po manu-mano ang inspection. Machine po ang gagawa kaya naman accurate ang resulta. At dahil limited ang human intervention, mawala la ‘yung sinasabi nating opportunities for corruption’;

WHEREAS, however, there are already numerous reports of alleged inconsistencies and anomalies surrounding these MVICs;

WHEREAS, in an article Carguide.ph, it was reported that one issue is the fact that the LTO held “public consultations on the MVIS program without informing the public and that allegedly, the “LTO favored certain kinds of equipment for use in PMVICs—ones that don’t play well with all-wheel drive vehicles due to the lack of idle rollers”;

WHEREAS, in the same article, it was reported that any dealership or existing service center applying to be a PMVIC were turned down and the LTO, instead, identified operators who had little or no automotive experience;

WHEREAS, reported alleged issues regarding these MVICs include:

1. a Pampanga business leader had his 2011 “casa-maintained and well-preserved” BMW Z4 with 7,000km on the odometer inspected, paid the Php 1,800 fee, waited 3 hours, only to find out that his car failed because of “weak” brakes. He then brought his car to the BMW dealership where the mechanics found no defects. He returned to the same MVIC for another inspection, paid another Php 800 fee, and finally his car passed;

2. a Subaru Forester owner complained on Facebook about how another PMVIC borked his SUV’s center differential after it was treated as a front-wheel drive in the speedometer test (an all-wheel drive vehicle can cook its center differential if the front and rear wheels spin at different speeds too much for too long. It’s for this reason why certain countries like the U.S. and the U.K. forego speedometer tests);

3. the Clean Air Movement of the Philippines posted on Facebook that a 2017 Land Cruiser failed the inspection for having an exhaust that’s too loud. The legal standard is pegged at 99 decibels, the SUV supposedly recorded 85.2 decibels during inspection test (that figure from the PMVIC is louder than the Saturn V rocket that sent people to the moon (204 decibels) and even the explosion of the Krakatoa volcano (202 decibels measured from three miles away);

WHEREAS, it seems that these MVICs intentionally fail certain vehicles for said vehicles to be retested after the payment of another fee;

WHEREAS, the San Fernando City, La Union Council announced that it has moved to suspend local PMVIC operations because of the following reasons:

1. “The inspection and re-inspection fees for motor vehicles set by the PMVICs add to the heavy burden already being experienced by everyone on account of the prevailing health emergency”

2. “The PMVIC based in the city has violated Section 19 of the LTO Memorandum Circular No. 2018-2158, which provides that the complaints and feedback of customers should be monitored and analyzed, and the contents of the LTO’s Quality Management Procedure Manual should be observed in Handling Client’s complaints related to the implementation of the motor vehicle inspection system (MVIS)”

3. The General Welfare clause of Republic Act No. 7160 (Local Government Code), states that the concerned officials and personnel of the City Government need time to check and observe the facilities’ operations and personnel of PMVIC to ensure that
they are able and ready to efficiently deliver the service that owners of private vehicles
deserve and pay for."

WHEREAS, while it is understandable that in the early stages of any new project, there will be
some kinks, there is still a need to immediately look into the PMVIS in order to help solve the
problems being encountered by our motoring public, which only add to the numerous concerns
brought about by the pandemic.

WHEREAS, among the questions that need to be answered include:
1. Were there studies conducted before the roll-out of this program?
2. Who were the transportation experts consulted for this program?
3. What is the basis of choosing the 138 initial sites and why only 138?
4. What is the process in accrediting these IMVIs?

NOW THEREFORE BE IT RESOLVED, by the House of Representatives to direct the
Committee on Transportation to conduct an inquiry, in aid of legislation on the above issue
and thus serve notice to all concerned, including the DOTr, the LTO, CAMPI and such other
entities and corporations which may shed light and resolve the issue

Adopted,

RUFUS B. RODRIGUEZ