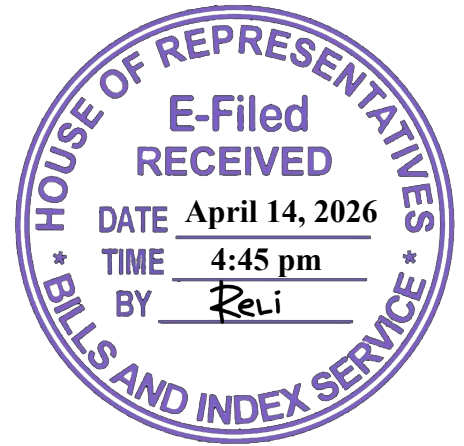


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

House Bill No. 8864



Introduced by Representative
BRIAN POE, PhD, MNSA

**AN ACT REGULATING THE REGISTRATION, LICENSING, AND
UTILIZATION OF ELECTRIC TWO-WHEELED AND THREE-WHEELED
VEHICLES ON MAJOR THOROUGHFARES AND EXPRESSWAYS,
AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 4136, REPUBLIC
ACT NO. 11697, AND REPUBLIC ACT NO. 2000, AND FOR OTHER
PURPOSES**

EXPLANATORY NOTE

The Philippine transportation landscape is currently confronting an administrative bottleneck regarding the classification and road integration of two-wheeled and three-wheeled electric vehicles (EVs). While Republic Act No. 11697, or the Electric Vehicle Industry Development Act (EVIDA), laid a vital foundation for promoting electric mobility, the absence of granular, speed-and-power-specific statutory guidelines has resulted in regulatory friction across national highways and local intersections alike.

Our current traffic enforcement relies heavily on Republic Act No. 4136, a 1964 statute severely underequipped to handle modern micro-mobility devices. This statutory silence has forced the Land Transportation Office (LTO), the Metropolitan Manila Development Authority (MMDA), and various Local Government Units (LGUs) to issue a patchwork of administrative orders and ordinances. Consequently, we see conflicting enforcement where electric kick-scooters and high-performance electric motorcycles are often caught in the same regulatory dragnet, leading to abrupt blanket bans on major thoroughfares. Furthermore, the implementation of Republic Act No. 2000 (Limited Access Highway Act) continues to rely on internal combustion engine (ICE) displacement metrics—specifically the 400cc minimum threshold established by older departmental issuances. This archaic standard effectively bars technologically advanced, highway-capable electric vehicles from

our expressways, penalizing their electric propulsion rather than evaluating their actual performance capabilities.

This bill seeks to resolve these conflicts by establishing a unified, tiered regulatory framework based strictly on vehicle speed, continuous rated power output, and intended road utilization. It proposes to categorize these vehicles into three distinct classes:

First, it defines Micro Light Electric Vehicles (Micro-LEVs), which include low-speed pedal-assist bicycles weighing 50 kilograms or less and capped at 25 kilometers per hour. Recognizing their nature as active personal mobility devices, the bill formally exempts them from motor vehicle registration and driver's licensing. However, to protect operators and the motoring public, their use is strictly confined to local roads, barangay roads, and designated active transport lanes, explicitly prohibiting them from major thoroughfares and expressways.

Second, the measure addresses the "middle ground" of commuter EVs by defining Standard Light Electric Vehicles (Standard LEVs)—those exceeding 25 km/h but falling below the 11 kW (for two-wheels) or 15 kW (for three-wheels) threshold. The bill removes existing ambiguities by mandating LTO registration and requiring operators to hold a valid driver's license. In exchange for accountability, licensed Standard LEV operators are guaranteed access to the outermost right lane of national roads and major thoroughfares. To prevent the arbitrary disruption of the transport network, LGUs and the MMDA are required to obtain DOTr approval and designate alternate routes before imposing any bans on these compliant vehicles.

Finally, the bill introduces the Highway-Capable Electric Vehicle (HCEV) classification. By establishing a statutory equivalency—recognizing an 11 kW two-wheeled HCEV as the performance equivalent of a 400cc ICE motorcycle, and a 15 kW three-wheeled HCEV as the equivalent of a 600cc motorcycle—the legislation modernizes expressway access. Toll operators and traffic authorities will be prohibited from denying access to duly registered HCEVs that meet these continuous rated power thresholds.

By amending Republic Act Nos. 4136, 11697, and 2000, this Act harmonizes our road utilization laws with the realities of modern electric mobility. It ensures pedestrian safety on local streets, mandates accountability for commuter vehicles, and prevents administrative discrimination against high-performance EVs on our national expressways.

In view of the foregoing, the immediate passage of this bill is earnestly sought.


HON. BRIAN POE, PhD, MNSA
Representative
FPJ Panday Bayanihan Party-List

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PURPOSES**

Be it enacted by the Senate and the House of Representatives of the Philippines in
Congress assembled:

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Congress assembled:*

Section 1. Short Title. – This Act shall be known as the "Electric Vehicle Registration
and Road Utilization Act."

Section 2. Declaration of Policy. – The State shall ensure the safe and orderly
integration of electric vehicles into the national transportation network through clear,
unified statutory guidelines tiered according to vehicle speed, power output, and
intended road use. This Act shall be implemented in a manner consistent with, and in
furtherance of, the policy of promoting electric vehicle adoption under Republic Act
No. 11697 (Electric Vehicle Industry Development Act or EVIDA), balancing road
safety with the necessity of inclusive mobility.

Section 3. Definition of Terms. – For purposes of this Act, the following terms are hereby defined as follows:

(a) Micro Light Electric Vehicle (Micro-LEV) — an electric two-wheeled vehicle or pedal-assist bicycle weighing fifty kilograms (50 kg) or below, with a maximum design speed not exceeding twenty-five kilometers per hour (25 km/h).

(b) Standard Light Electric Vehicle (Standard LEV) — an electric two-wheeled or three-wheeled vehicle capable of speeds exceeding 25 km/h and designed for local or arterial commuting, with continuous rated power below eleven kilowatts (11 kW) for two-wheeled configurations and below fifteen kilowatts (15 kW) for three-wheeled configurations.

(c) Highway-Capable Electric Vehicle (HCEV) — an electric two-wheeled or three-wheeled motor vehicle (without sidecar) with continuous rated power of at least eleven kilowatts (11 kW) for two-wheeled, or at least fifteen kilowatts (15 kW) for three-wheeled, capable of safely sustaining at least one hundred kilometers per hour (100 km/h) on a level road.

(d) Major Thoroughfare — any national primary road, radial road, circumferential road, or highway connecting municipalities and cities with high vehicular volume, as designated by the DPWH.

(e) Continuous Rated Power — the maximum power an electric motor can sustain continuously for at least thirty (30) minutes without exceeding manufacturer-rated thermal limits. This shall be established through DTI-accredited testing, internationally recognized type-approval certificates, or manufacturer technical declarations recognized by the Land Transportation Office (LTO).

Section 4. Micro-LEVs: Exemption and Road Restrictions – Micro-LEVs are active personal mobility devices. They are exempt from LTO motor vehicle registration and

driver's licensing requirements. They are limited to local roads, barangay roads, and designated active transport lanes, and are strictly prohibited from traversing major thoroughfares and expressways.

An operator of a Micro-LEV caught on a prohibited road shall be cited and fined under Section 8(a). Identification shall be established through a valid government-issued ID. To facilitate enforcement despite the lack of a license plate, traffic authorities are authorized to immediately impound the Micro-LEV if the operator refuses citation or fails to present competent proof of identity.

The Department of Trade and Industry (DTI) shall mandate a point-of-sale recording system for Micro-LEVs to retain baseline ownership data.

Section 5. Standard LEVs: Registration, Licensing, and Road Access —

(a) Registration. — Standard LEVs used on any public road are subject to mandatory LTO registration. This provision expressly amends Section 9(b) of Republic Act No. 11697: the registration exemption for private-use LEVs under EVIDA is retained only for Micro-LEVs and for Standard LEVs used exclusively off the public road network.

(b) Licensing. — Operators must hold a valid driver's license with the appropriate restriction code and wear a motorcycle helmet compliant with Republic Act No. 10054.

(c) Road Access. — Registered and licensed Standard LEV operators may use national roads and major thoroughfares strictly along the outermost right lane or any designated micro-mobility lane.

(d) Local Government and MMDA Harmonization. — To prevent arbitrary disruptions to the national transport network, the DOTr shall issue National EV Integration Standards. Any Local Government Unit (LGU), the MMDA, or other traffic authority seeking to enact an ordinance or regulation banning

or restricting compliant Standard LEVs from a major thoroughfare must first formally consult with the DOTr.

Such local restrictions shall only be valid if they conform to the National EV Integration Standards, are justified by a localized road safety necessity, and designate an accessible, contiguous alternate route for LEV users. Existing blanket bans failing these conditions are deemed suspended pending harmonization with DOTr standards.

Section 6. HCEVs: Power Equivalency and Expressway Access — For all purposes of expressway access under Republic Act No. 2000 and its implementing orders:

(a) A two-wheeled HCEV with continuous rated power of at least 11 kW is the statutory equivalent of a two-wheeled ICE motorcycle with displacement of at least 400cc.

(b) A three-wheeled HCEV with continuous rated power of at least 15 kW is the statutory equivalent of a three-wheeled ICE motorcycle with displacement of at least 600cc.

A duly registered HCEV meeting the applicable threshold may use all limited-access expressways on the same terms as the equivalent ICE motorcycle class. No toll operator, agency, or traffic authority may deny expressway access to a registered HCEV solely on account of its electric propulsion.

Section 7. Registration and Visual Identification. — Within ninety (90) days from effectivity, the LTO shall:

(a) establish distinct registration classifications for Standard LEVs and HCEVs;

(b) issue color-coded plates or decals immediately distinguishing Standard LEVs (restricted to the outer lane) from HCEVs (expressway-cleared); and

(c) publish guidelines for accepting manufacturer power certifications as proof of continuous rated power.

Section 8. Penalties —

- (a) Micro-LEV on a prohibited road: fine of One Thousand Pesos (PhP 1,000) per violation. Failure to establish identity shall result in the immediate impoundment of the unit.
- (b) Unregistered Standard LEV or HCEV on a public road, or operation without a valid license: fines and impoundment under Republic Act No. 4136.
- (c) Standard LEV operating outside the outermost right lane on a major thoroughfare: fine of Two Thousand Pesos (PhP 2,000).
- (d) Sub-threshold electric vehicle on a limited-access expressway: fine of Ten Thousand Pesos (PhP 10,000) and immediate impoundment.
- (e) Toll operator denying expressway access to a registered HCEV in violation of Section 6: fine of Fifty Thousand Pesos (PhP 50,000) per violation, adjudicated by the Toll Regulatory Board (TRB). TRB decisions are appealable to the DOTr and thereafter to the Court of Appeals on questions of law.

Section 9. Implementing Rules and Regulations — The DOTr, in coordination with the LTO, TRB, MMDA, DPWH, and DTI, shall issue the Implementing Rules and Regulations, including the National EV Integration Standards required under Section 5(d), within one hundred twenty (120) days from effectivity. Existing regulations not inconsistent with this Act remain in force on a transitory basis pending the issuance of the IRR.

Section 10. Separability Clause — If any provision of this act is held invalid, the other provisions not affected shall remain in full force and effect.

Section 11. Repealing Clause — All laws, executive orders, issuances, rules and regulations, or parts thereof inconsistent with the provisions of this act are repealed or modified accordingly.

Section 12. Effectivity. — This Act shall take effect fifteen (15) days after THE COMPLETION OF its publication in the Official Gazette or in a newspaper of general circulation.

Approved,


HON. BRIAN POE, PhD, MNSA
Representative
FPJ Panday Bayanihan Party-List