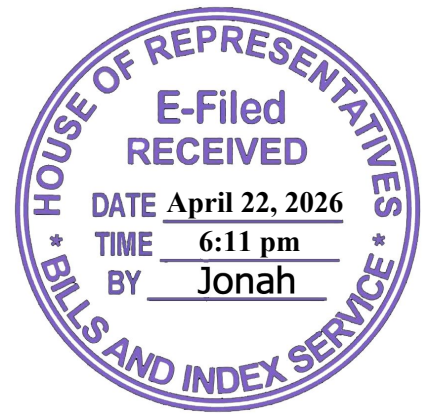


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

House Bill No. 8957



Introduced by **Representative ERIC G. YAP**

EXPLANATORY NOTE

This bill seeks to define and institutionalize the classification, registration, and operation of all types of electric motor vehicles (EMVs) in the Philippines in order to establish a clear, comprehensive, and responsive regulatory framework that promotes innovation, ensures road safety, and supports sustainable transportation.

The rapid emergence of electric vehicles—including e-bikes, e-tricycles, e-scooters, and other electric mobility devices—has transformed the country's transport landscape. However, the absence of a unified legal and regulatory framework has resulted in inconsistent policies, confusion among users and regulators, and gaps in enforcement. This measure addresses these issues by standardizing vehicle classifications, prescribing appropriate operational guidelines, and streamlining registration processes under the Land Transportation Office (LTO).

The proposed measure establishes corresponding rules on where these vehicles may operate, the requirements for driver licensing and registration, and safety standards such as the mandatory use of protective helmets. By doing so, the bill ensures that electric vehicles are properly integrated into the existing transport system while safeguarding all road users.

By encouraging the adoption of electric mobility, this measure contributes to lowering transportation costs, enhancing energy security, and mitigating environmental impacts. This bill advances the State's commitment to a modern, efficient, and sustainable transportation system that is adaptive to technological developments while remaining anchored on safety, accountability, and public welfare.

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


HON. ERIC G. YAP

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House Bill No. **8957**

Introduced by **Representative ERIC G. YAP**

AN ACT
DEFINING THE CLASSIFICATION, REGISTRATION, AND OPERATION OF
ALL TYPES OF ELECTRIC MOTOR VEHICLES

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

Section 1. *Short Title.* – This Act shall be known as the “*Electric Motor Vehicle Registration Act*”.

SEC. 2. *Declaration of Policy.* – It is hereby declared the policy of the State that its goals of national economy comprise equitable distribution of opportunities, income, and wealth; a sustained increase in the amount of goods and services produced by the nation for the benefit of the people; and an expanding productivity as the key to raising the quality of life for all. It is in this regard that pursuant to Republic Act (RA) No. 4136, otherwise known as the “*Land Transportation and Traffic Code*”, the Land Transportation Office (LTO) is mandated to register roadworthy motor vehicles prior to its use or operation on or upon any highway of the Philippines to contribute to infrastructure development for the benefit of all road users as well as to increase regulation for road safety.

SEC. 3. *Definition of Terms.* – As used in this Act:

a. Accreditation refers to the authority granted by LTO for Manufacturer, Assembler, Importer, Rebuilder and/or Dealer to transact with former relative to stock reporting, sales reporting and registration of motor vehicles and/or its components;

b. Category refers to vehicle category as specified in the Philippine National Standards (PNS) on Road Vehicles-Classification and Definition PNS 1891:2008 (UN ECE Published 2017) ICS 43.040.01;

c. Curb Weight refers to the total unloaded mass of a vehicle with standard equipment and all necessary operating consumables such as fluids, oils, coolant, refrigerant and batteries in the case of electric vehicles;

d. Electric Mobility Scooter refers to a two (2), three (3), or four (4) wheeled vehicle, with or without operable pedals, powered by electrical energy with less than three hundred (300) wattage capable of propelling the unit up to a maximum speed of 12.5 km/hr;

e. Electric Vehicle refers to a motor vehicle powered by electric motors with power storage charge directly from external sources. This excludes hybrid vehicles; and

f. Unladen Weight refers to the unloaded weight of the vehicle. In the case of electric vehicles, it excludes the weight of the battery.

SEC. 4. *Type and Category of Electric Motor Vehicles.* – For the purposes of this Act, electric motor vehicles shall be classified according to type and category, consistent with applicable PNS, as follows:

a. Personal Mobility Scooters. – Vehicles designed for short-distance travel within communities, including electric mobility scooters as defined under this Act. Its operation shall be limited to within private roads, subject to internal regulations. It may be operated on pedestrian walkways, bicycle lanes, or similar lanes as designated by proper authorities. The rider shall wear a protective helmet similar to those designed for bicycle riders. No driver's license or registration shall be required.

b. Electric Kick Scooters. – Stand-up, two (2-) wheeled electric vehicles designed for short-distance travel. Its operation shall be limited within *barangay* roads and may be used on bicycle lanes or similar designated lanes. The rider shall wear a protective helmet similar to those designed for motorcycle riders. No driver's license or registration shall be required.

c. Category L Electric Vehicles. – Motor vehicles with less than four (4) wheels, including four (4) wheeled vehicles with restrictions on maximum speed, mass, and rated power. It shall include the following:

1. Category L1 (e-Moped 2w) refers to a two (2) wheeled vehicle, with or without pedals, powered by electrical energy capable of propelling the unit up to a maximum speed of fifty kilometers per hour (50 km/hr). These shall not be used for public transport purposes. Driver's license and registration are not required. For regulation purposes, they are further classified into Category L1a and L1b. E-bikes fall under this category.

i. Category L1a - capable of propelling the unit up to a maximum speed of twenty-five kilometers per hour (25 km/hr). Its operation shall be limited within *barangay* local roads, and can pass national roads and other types of roads for purposes of crossing only when the road/lane it is allowed to traverse is divided by the

former. They may be operated on bicycle lanes and similar lanes designated by proper authorities. Drivers/riders of this vehicle are required to wear a protective helmet similar to those designed for bicycle riders, when driven on the road.

ii. Category L1b - capable of propelling the unit to a maximum of twenty-six (26) to fifty kilometers per hour (50 km/hr). Its operation may be allowed to go beyond *barangay* roads to cover other local roads: *Provided*, That it will take the outermost part of the road close to the edge. It can pass main thoroughfares and national roads for purposes of crossing only when the road it is allowed to traverse is divided by the former, and shall yield the right of way to all oncoming traffic that constitute an immediate hazard. Drivers/riders of these units are required to wear a motorcycle protective helmet.

2. Category L2 (e-Moped 3w) refers to a three (3) wheeled vehicle, with or without pedals, powered by electrical energy capable of propelling the unit up to a maximum speed of fifty kilometers per hour (50 km/hr). These shall not be used for public transport purposes. Driver's license and registration are not required. For regulation purposes, they are further classified into Category L2a and L2b.

i. Category L2a - capable of propelling the unit up to a maximum speed of twenty-five kilometers per hour (25 km/hr). Its operation shall be limited within or along private *barangay* roads, and can pass main thoroughfares, national roads, and other types of roads for purposes of crossing only when the road/lane it is allowed to traverse is divided by the former and shall yield the right of way to all oncoming traffic that constitute an immediate hazard. They may be operated on bicycle lanes considering their limited speed. Drivers/riders of this vehicle are required to wear a protective helmet similar to those designed for bicycle riders, when driven on the road.

ii. Category L1b - capable of propelling the unit to a maximum of twenty-six (26) to fifty kilometers per hour (50 km/hr). Its operation may be allowed to go beyond *barangay* roads to cover other local roads: *Provided*, That it will take the outermost part of the road close to the edge. It can pass main thoroughfares and national roads for purposes of crossing only when the road it is allowed to traverse is divided by the former and shall yield the right of way to all oncoming traffic that constitute an immediate hazard. Drivers/riders of these units are required to wear a motorcycle protective helmet.

3. Category L3 (e-Motorcycle) refers to a two wheeled vehicle, powered solely by electrical energy capable of propelling the unit more than fifty kilometers per hour (50 km/hr). Its operation shall be allowed in all types of roads except in limited access highways where vehicle speeds are normally faster except for units with higher power ratings the minimum of which will be determined by the Department of Transportation (DOTr) on separate issuance.

All drivers and riders are required to wear duly approved motorcycle helmets and should have a valid motorcycle driving license. Category 3 vehicles may be used for public transport, subject to existing laws and regulations.

4. Category L4 and L5 (e-Tricycle/e-Three Wheeled Vehicle) refer to a three wheeled motor vehicle powered solely by electrical energy, designed for the carriage of passengers, goods, cargoes, and freights, with a minimum rated power of one thousand watts (1000 W), maximum speed of fifty kilometers per hour (50 km/hr), and maximum curb weight of six hundred kilograms (600 kg). Categories L4 and L5 refer to the asymmetrical and symmetrical configurations respectively.

Its operation shall be allowed to go beyond *barangay* roads to cover other local roads and tertiary national roads and the driver is a bearer of appropriate driver's license. It can pass main thoroughfares and national roads for purposes of crossing only when the road it is allowed to traverse is divided by the former and shall yield the right of way to all oncoming traffic that constitute an immediate hazard.

Concerned Local Government Units (LGUs) may authorize these types of vehicles, whether private or "for hire", to traverse national highways or main thoroughfares thru the passage of an ordinance, but shall be constrained to the outermost lane/part of the highway. Both are prohibited along limited access highways. Similar to a regular motorcycle-tricycle, a helmet is not required.

5. Category L6 and L7 (e-Quad) refer to a four (4) wheeled microcar with limited weight, power and speed. They are further classified into light electric quadricycles and heavy electric quadricycles.

i. Category L6 refers to an e-Quad having an unladen mass of not more than three hundred and fifty kilograms (350 kg) powered solely by electrical energy of up to four thousand watts (4000 W) capable of propelling the unit to a maximum of forty-five kilometers per hour (45 km/hr).

ii. Category L7 refers to an e-Quad having an unladen mass of not more than five hundred and fifty kilograms (550 kg) powered solely by electrical energy of up to fifteen thousand watts (15,000 W) capable of propelling the unit to more than forty-five kilometers per hour (45 km/hr).

Its operation may be allowed to go beyond private and *barangay* roads to cover other local roads and tertiary national roads, and the driver is a bearer of appropriate driver's license. It can pass main thoroughfares and national roads for purposes of crossing only when the road it is allowed to traverse is divided by the former, and shall yield the right of way to all oncoming traffic that constitute an immediate hazard.

Concerned LGUs may authorize these types of vehicles, whether private or "for hire", to traverse national highways or main thoroughfares thru the passage of an ordinance but shall be constrained to the outermost lane/part of the highway. Both are prohibited along limited access highways. Similar to a regular motorcycle-tricycle, a helmet is not required.

d. Category M Electric Vehicles. Electric vehicles with at least four (4) wheels solely powered by electric energy and designed to carry heavier passenger loads than quadricycles. They are further classified into M1, M2, and M3.

1. Category M1 Electric Vehicle - designed to carry no more than eight (8) seats in addition to the driver, and having a maximum gross weight not exceeding 3.5 tons. It includes most models of electric cars (e-cars), electric SUVs (e-SUV), and electric vans (e-vans).

2. Category M2 Electric Vehicle - designed to carry more than eight (8) seats in addition to the driver, and having a maximum gross weight more than 3.5 tons, but not exceeding five (5) tons. It includes public utility e-jeepneys.

3. Category M3 - designed to carry more than eight (8) seats in addition to the driver, and having a maximum gross weight exceeding five (5) tons. It includes e-buses.

Existing rules and regulations governing the operation of Category M vehicles with diesel or gas fuel type shall be adopted for the electric vehicle counterpart.

e. Category N Electric Vehicles. Electric vehicles with at least four (4) wheels solely powered by electric energy and designed to carry heavier goods. They are further classified into N1, N2, and N3.

1. Category N1 Electric Vehicle – has a maximum gross weight not exceeding 3.5 tons. It includes light trucks and light cargo vans.
2. Category N2 Electric Vehicle – has a maximum gross weight more than 3.5 tons but not exceeding twelve (12) tons, and is used for the carriage of goods.
3. Category N3 – has a maximum gross weight exceeding twelve (12) tons. It includes heavy trucks.

Existing rules and regulations governing the operation of Category N vehicles with diesel or gas fuel type shall be adopted for the electric vehicle counterpart.

SEC. 5. *Rates of Motor Vehicle Road User's Tax.* – For the purposes of this Act, the following rates of Motor Vehicle Road User's Tax (MVUC) shall be applicable.

Electric Vehicle Type/Category	MVUC Rate
Category L2b and L3	Motorcycle without Sidecar
Category L4	Motorcycle with Sidecar
Category L5, L6, and L7	Similar to Car “Light”
Category M and N	Similar to Conventional Counterparts

SEC. 6. *Requirements for Classification and Initial Registration of New Model Electric Vehicle.* – To ensure compliance to the standards prescribed above and for proper classification pursuant to Section 5 of Republic Act No. 8794, entitled “*An Act Imposing a Motor Vehicle User's Charge on Owners of All Types of Motor Vehicles and For Other Purposes*”, as amended, all manufacturers, assemblers and/or importers of electric vehicles shall, not later than three (3) months prior to the introduction of any new model in the market, submit the specifications of such model to the LTO which shall determine the classification and the rate of MVUC which the new model shall fall.

The requirements for the classification of new models of electric vehicles and its initial registration shall be in accordance with the requirements per existing policies, rules, and regulations on the registration of motor vehicles except for emission requisites.

a. Requirements for Classification

1. Letter-request for classification;
2. Specification of the electric vehicle;
3. Photos of the vehicle submitted for classification; and
4. Motor Vehicle Inspection Report from LTO Motor Vehicle Inspection Center (MVIC).

b. Requirements for Initial Registration

1. Original Sales Invoice;
2. Certificate of Stock Reported (CSR). It must be noted that the Certificate of Payment/Certification for components from the Bureau of Customs (BOC) is required prior to the application for CSR;
3. Original PNP-HPG MV Clearance; and
4. Appropriate Insurance Certificate of Cover.

SEC. 7. *Plate and Special Lane for Registration and Recording.* – Plates and stickers of electric vehicles shall follow the specifications to be adopted by the LTO.

The LTO shall designate special lanes for the registration of electric vehicles from the effectivity of this Act. In offices where designation of special lanes is not feasible, electric vehicle transactions shall be assigned at Senior Citizen/Persons with Disability (PWD) lanes.

SEC. 8. *Manufacturers, Assemblers, Importers, and Dealers (MAIDs) of Electric Vehicles.* – All MAIDs of electric vehicles shall apply and comply with the accreditation requirements of the LTO per existing rules and regulations. MAIDs of electric vehicles which do not require registration shall not be accredited by the LTO.

SEC. 9. *Penalties.* – Road violations of Electric Motor Vehicle shall be punished as follows:

- a. For not wearing helmet (driver/rider/backrider), a fine of One thousand and five hundred pesos (P1,500.00);
- b. For operating in restricted roads (Obstruction), a fine of One thousand pesos (P1,000.00);
- c. Failure to carry official receipt and certificate of registration (OR/CR), a fine of One thousand pesos (P1,000.00);
- d. Unregistered/Expired Vehicle Registration, a fine of Ten thousand pesos (P10,000.00); and
- e. Other applicable penalties under Department of Transportation and Communications Joint Administrative Order (DOTC JAO 2014-01) which fine is discretionary to the administrative agency taking into consideration all the attending circumstances.

SEC. 10. *Appropriations.* – The funds necessary to carry out the initial implementation of this Act shall be charged against the respective budget of concerned agencies for the current year. Thereafter, such sums as may be necessary for the continued implementation of this Act shall be included in the annual General Appropriations Act.

SEC. 11. *Implementing Rules and Regulations.* – Within ninety days (90) from the effectivity of this Act, the DOTr, in coordination with the LTO, shall promulgate the necessary implementing rules and regulations to implement the provisions of this Act.

SEC. 12. *Repealing Clause.* – All provisions of laws and rules inconsistent with the provisions of this Act are hereby repealed or amended accordingly.

SEC. 13. *Separability Clause.* – If for any reason, any section or provision of this Act is declared unconstitutional or invalid, the other sections or provisions not affected thereby shall remain in full force and effect.

SEC. 14. *Effectivity.* – This Act shall take effect fifteen (15) days following its publication in a newspaper of general circulation.

Approved,