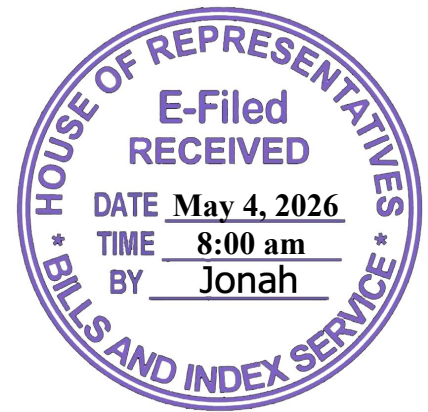


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session
House Bill No. **9025**



Introduced by: Congressman **BIENVENIDO M. ABANTE, JR.**

AN ACT
ESTABLISHING AN EXTENDED PRODUCER RESPONSIBILITY (EPR) AND
TAKE-BACK SYSTEM FOR HYBRID AND ELECTRIC VEHICLE BATTERIES,
PROVIDING FOR THEIR PROPER DISPOSAL, AND REGULATING THE
IMPORTATION AND END-OF-LIFE MANAGEMENT THEREOF

EXPLANATORY NOTE

The rapid adoption of hybrid vehicles has delivered real benefits: lower fuel consumption, reduced tailpipe emissions, and improved air quality outcomes in congested urban centers.¹ These gains, however, can be short-lived if policy focuses only on cleaner vehicles on the road while ignoring what happens when these technologies reach end-of-life.²

Hybrid and electric vehicles rely on high-voltage traction batteries with finite service lives, typically degrading after 8-10 years or 150,000-200,000 km.³ As used hybrid vehicles are imported and circulate in the domestic market, the country inevitably inherits the end-of-life problem: failing traction batteries that are discarded, stored indefinitely, or handled by informal channels without clear standards, authorized facilities, or a functioning recycling market.⁴ Without a lifecycle management system, “green” mobility risks becoming a future toxic waste liability.⁵

This bill therefore: (a) establishes an EPR and take-back obligation for traction batteries used in hybrid and electric vehicles; (b) requires registration, reporting, and compliance plans for producers, importers, distributors, and assemblers; (c) mandates authorized collection points and environmentally sound interim storage and

¹ Changing Transport. (2022). Management of batteries from end-of-life hybrid electric vehicles: The case of Mongolia. https://changing-transport.org/wp-content/uploads/2022_Management_End-of-Live_batteries.pdf.

² RichestPH. (2025, May 22). EV batteries in the Philippines: Recycling, disposal, and the environmental impact. <https://richestph.com/ev-batteries-in-the-philippines-recycling-disposal-and-the-environmental-impact/>.

³ Toyota Motor Philippines. (2019, November 26). Toyota Motor Philippines has a plan for all those hybrid batteries. CarGuide.PH. <https://www.carguide.ph/2019/11/toyota-motor-philippines-has-plan-for.html>.

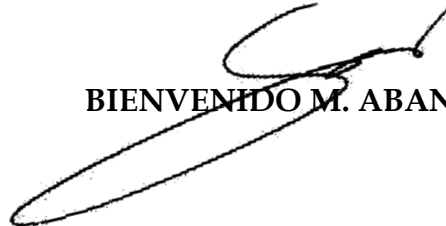
⁴ Changing Transport. (2022). Management of batteries from end-of-life hybrid electric vehicles: The case of Mongolia. https://changing-transport.org/wp-content/uploads/2022_Management_End-of-Live_batteries.pdf.

⁵ University of Mindanao. (2025, October 5). UM experts urge local government of Davao for proactive policy on EV battery waste. <https://umindanao.edu.ph/info/news/article/722>.

transport; (d) imposes import safeguards for used hybrid/electric vehicles and traction batteries to ensure traceability and financing of end-of-life management; and (e) provides penalties and enforcement powers to ensure compliance.

In sum, this measure ensures that the country's transition to cleaner transport remains sustainable across the technology's full lifecycle, so that today's air-quality solution does not become tomorrow's hazardous-waste crisis.

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



BIENVENIDO M. ABANTE, JR.

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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 “**Hybrid and EV Battery Disposal and Take-Back Act**”

SEC. 2. Declaration of Policy. — It is the policy of the State to: (a) promote a sustainable transition to low-emission mobility through lifecycle-based environmental governance; (b) ensure the environmentally sound management of end-of-life traction batteries, consistent with the mandate of the DENR to promulgate rules on recycling and disposal of EVs and batteries under Republic Act No. 11697 (EVIDA); and (c) prevent the Philippines from becoming a repository of end-of-life hazardous components by ensuring that importation and distribution are coupled with enforceable take-back, recovery, and disposal systems.

SEC. 3. Coverage. — This Act shall apply to: (a) traction batteries used to propel hybrid electric vehicles (HEVs), plug-in hybrid electric vehicles (PHEVs), and battery electric vehicles (BEVs), including but not limited to nickel-metal hydride (NiMH) and lithium-ion batteries; (b) battery packs, modules, and cells intended for traction use, whether new or used; (c) producers and obliged enterprises engaged in the manufacture, assembly, importation, distribution, sale, servicing, collection, transport, recycling, refurbishment, or disposal of covered batteries.

SEC. 4. Definition of Terms. — As used in this Act:

(a) “*End-of-life traction battery*” means a traction battery that is no longer fit for its intended propulsion use due to age, failure, degradation, damage, or obsolescence.

(b) “*Obligated enterprise*” means any person or entity that manufactures, assembles, imports, distributes, or sells HEVs, PHEVs, BEVs, or traction batteries in the Philippines, including entities importing used vehicles for resale.

(c) “*Extended Producer Responsibility (EPR)*” refers to the environmental policy approach requiring producers to be environmentally responsible throughout the life cycle of a product, especially at the post-consumer or end-of-life stage.

(d) “*Producer*” includes brand owners, manufacturers, and importers of vehicles or traction batteries placed in the Philippine market.

(e) “*Second-life application*” refers to repurposing a traction battery for non-propulsion use, subject to safety, testing, labeling, and traceability requirements set by the DENR and DOE.

(f) “*Environmentally sound management*” refers to collection, handling, storage, transport, recycling, treatment, and disposal conducted in a manner protective of human health and the environment, consistent with applicable environmental standards.

SEC. 5. Lead Implementing Agencies. — The DENR shall be the lead agency for environmental compliance, waste management standards, permitting, and enforcement under this Act, consistent with its role to promulgate rules and guidelines on the recycling and disposal of EVs and batteries.

The DOE shall support the DENR in policy coordination related to EV industry development and roadmap alignment.

SEC. 6. Battery EPR Registration and Compliance Plan. —

(a) All obligated enterprises shall register with the DENR prior to placing covered vehicles or traction batteries into the Philippine market.

(b) Within a period to be set in the Implementing Rules and Regulations (IRR), each obligated enterprise shall submit a Battery EPR Compliance Plan containing, at minimum:

- (1) estimated annual volume and types of traction batteries placed in the market;
- (2) collection and take-back mechanisms, including designated collection points nationwide;
- (3) interim storage standards and transport arrangements using authorized service providers;
- (4) partnerships with duly accredited recyclers, treaters, or disposal facilities;

- (5) targets, timetable, and financing for recovery, recycling, refurbishment, and final disposal;
- (6) consumer information and labeling measures on safe return and handling; and
- (7) reporting and audit protocols.

(c) The DENR shall evaluate, approve, conditionally approve, or require revision of the plan.

SEC. 7. *Mandatory Take-Back and Collection System.* —

(a) Obligated enterprises shall establish and finance a convenient take-back and collection system for end-of-life traction batteries, including batteries removed during servicing, replacement, or decommissioning of vehicles.

(b) No person shall dispose of traction batteries through ordinary municipal waste streams.

(c) The DENR shall prescribe minimum standards for collection points, including fire safety, spill containment, inventory logs, and emergency response measures.

SEC. 8. *Minimum Recovery and Diversion Targets.* —

(a) The DENR, in consultation with DOE and industry stakeholders, shall set progressive minimum annual recovery and diversion targets for obligated enterprises, considering local capacity and safety.

(b) Compliance may be achieved through:

- (1) recycling into recoverable materials through accredited facilities;
- (2) refurbishment for second-life applications, only if the battery passes safety and performance criteria and is traceable; and
- (3) final treatment and disposal for non-recyclable fractions in accordance with applicable standards.

SEC. 9. *Import Safeguards for Used Hybrid and Electric Vehicles.* — (a) Any importer of used HEVs, PHEVs, or BEVs for resale shall, as a condition for import clearance, comply with DENR registration and submit proof of participation in an approved Battery EPR Compliance Plan. (b) The DENR, in coordination with the Bureau of Customs and relevant agencies, shall require documentation ensuring traceability of the vehicle and its traction battery, including battery chemistry/type and serial or identification data, subject to IRR. (c) The DENR may require an environmental handling fee or EPR guarantee mechanism to ensure financing of end-of-life management.

SEC. 10. *Standards on Recycling, Disposal, and Waste Management.* — The DENR shall promulgate detailed rules and guidelines on the recycling and disposal of traction batteries. Such rules shall include guidelines for accurate characterization, disposal, handling, and management of wastes involving EVs and batteries.

SEC. 11. *Prohibited Acts.* — The following are prohibited:

- (a) placing covered traction batteries in the market without DENR registration and an approved EPR Compliance Plan;
- (b) dumping, open storage without authorization, or abandonment of end-of-life traction batteries;
- (c) dismantling or extracting battery components by unauthorized persons or facilities;
- (d) misdeclaration or concealment of used traction batteries or used hybrid/electric vehicles to evade EPR obligations; and
- (e) falsification of reports, recovery credits, or audit records.

SEC. 12. *Incentives and Market Development Measures.* — The DOE and DENR, in coordination with relevant agencies, may recommend fiscal and non-fiscal incentives to accelerate the establishment of compliant recycling and treatment capacity, consistent with national EV industry development objectives.

SEC. 13. *Penalties.* — The IRR shall provide graduated administrative penalties, without prejudice to applicable civil and criminal liabilities under existing environmental laws, including:

- (a) fines per violation and per day of continuing violation;
- (b) suspension or revocation of registration;
- (c) cease and desist orders; and
- (d) blacklisting for repeated and willful non-compliance.

SEC. 14. *Implementing Rules and Regulations.* — Within ninety (90) days from effectivity, the DENR, in consultation with the DOE, DTI, DOTr, Bureau of Customs, and other stakeholders, shall promulgate the IRR.

SEC. 15. *Separability Clause.* — If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected thereby shall remain in full force and effect.

SEC. 16. *Repealing Clause.* — All laws, decrees, orders, rules and regulations or parts thereof inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 17. *Effectivity.* — This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved.