



HOUSE OF REPRESENTATIVES

H. No. 10213

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AN ACT
PROVIDING FOR THE DEVELOPMENT OF THE ELECTRIC VEHICLE
INDUSTRY AND ESTABLISHING A REGULATORY FRAMEWORK
FOR THE MANUFACTURE AND USE OF ELECTRIC VEHICLES

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

1 SECTION 1. *Short Title.* – This Act shall be referred to as the “*Electric*
2 *Vehicle Industry Development Act.*”

3 SEC. 2. *Declaration of Policy.* – It is hereby declared the policy of
4 the State to:

5 (a) Generate employment opportunities to our local skilled workforce
6 to sustain their livelihood;

7 (b) Ensure the country's energy security and independence by
8 reducing reliance on imported fuel for the transportation sector;

9 (c) Promote and support innovations in clean, sustainable, and
10 efficient energy resources to accelerate social progress and human
11 development by encouraging the public and private sectors on the use
12 of alternative energy resources and low emission technologies;

13 (d) Protect the health and well-being of the people from the hazards
14 of pollution and greenhouse effect;

15 (e) Safeguard and improve the integrity, reliability, and stability of
16 the country's electric power grid by optimizing the location of energy
17 sources relative to demand;

1 (f) Promote inclusive and sustainable industrialization while
2 recognizing the role of the private sector, in order to support the
3 transition to new technologies, spur the growth of micro, small and
4 medium enterprises, attract investments, grow globally competitive and
5 innovative industries, and upgrade the country’s participation in
6 regional and global value chains;

7 (g) Recognize the role of the local government units (LGUs) as
8 competent partners of the national government in the smooth transition
9 to this innovation by providing them financial and capacity building
10 support; and

11 (h) Provide incentives to LGUs for good governance in order to further
12 empower them as partners in the attainment of national goals.

13 SEC. 3. *Scope and Application.* – This Act shall apply to the
14 manufacture, assembly, installation, research and development,
15 maintenance, trade and utilization of electric vehicles, parts and
16 components, charging stations, and related support infrastructures.

17 SEC. 4. *Definition of Terms.* – As used in this Act:

18 (a) *Battery electric vehicle (BEV)* refers to a motor vehicle which is
19 propelled exclusively by electricity stored in an on-board battery pack
20 that can be recharged in a charging station;

21 (b) *Certificate of Conformity* refers to the certificate issued by the
22 Department of Environment and Natural Resources (DENR) to a vehicle
23 manufacturer, assembler or importer certifying that a particular new
24 vehicle or vehicle type meets the requirements provided for under
25 Republic Act No. 8749, otherwise known as the “Philippine Clean Air
26 Act of 1999” and its implementing rules and regulations;

27 (c) *Certificate of Inspection* refers to a document issued by the
28 building official of an LGU to the owner of a building in line with its
29 application for charging stations, certifying to the completeness of the
30 installation of all electrical wirings and its compliance with Presidential
31 Decree No. 1096, otherwise known as the “National Building Code of
32 the Philippines”;

1 (d) *Certificate of Non-Coverage for Emission Standards* refers to a
2 certificate issued in lieu of a Certificate of Conformity by the DENR to a
3 vehicle manufacturer, assembler, or importer certifying that a
4 particular new vehicle or vehicle type does not have any exhaust
5 emission;

6 (e) *Charging fee* refers to the amount imposed on users in exchange
7 for the use of charging station equipment;

8 (f) *Charging station equipment* refers to an equipment that delivers
9 electrical energy to a rechargeable battery pack, or similar storage
10 device or system of an electric vehicle and may be located off the vehicle;

11 (g) *Charging station service provider* refers to a natural or juridical
12 person, duly accredited by the Department of Energy (DOE), who is
13 engaged in the business of selling, installing, operating or maintenance
14 of charging stations;

15 (h) *Electric power distribution system* refers to the system of wires
16 and associated facilities belonging to a franchised distribution utility,
17 extending between the delivery points on the transmission, sub-
18 transmission system, or generating plant connection and the point of
19 connection to the premises of the end-user;

20 (i) *Electric power distribution utility (DU)* refers to any electric
21 cooperative, private corporation, or government-owned utility which
22 has a franchise or authority to operate an electric power distribution
23 system, including those whose franchise or authority covers economic
24 zones;

25 (j) *Electric vehicle (EV)* refers to a land vehicle which has a traction
26 motor component that uses electricity stored in an on-board battery or
27 similar energy storage device or system for propulsion instead of a
28 traditional combustion engine. For the purposes of this Act, the term
29 “electric vehicle” or “EV” shall refer only to BEVs and plug-in hybrid
30 electric vehicles (PHEVs);

31 (k) *Green routes* refer to public transportation routes created or
32 identified by the provinces, cities and municipalities and approved by

1 the Department of Transportation (DOTr) to be exclusively traversed by
2 public utility vehicles (PUVs) classified as EVs;

3 (l) *Hybrid electric vehicle (HEV)* refers to an electric vehicle which has
4 both a traditional internal combustion engine and a traction motor and
5 can be propelled using petroleum-based fossil fuels or electricity. The
6 term “hybrid electric vehicle” or “HEV” includes a plug-in hybrid electric
7 vehicle;

8 (m) *Importer* refers to any individual, partnership, corporation, or
9 other entity, incorporated, organized, and existing under Philippine
10 laws, engaged in the importation of completely built units of EV,
11 charging stations, parts and components, and batteries;

12 (n) *Manufacturer or assembler* refers to any individual, partnership,
13 corporation, or entity, incorporated, organized and existing under
14 Philippine laws engaged in the manufacture or—assembly of EVs,
15 whether using local or imported parts and components, or both;

16 (o) *Private charging stations* refer to charging stations installed for
17 private use;

18 (p) *Plug-In Hybrid Electric Vehicle (PHEV)* refers to an EV which
19 battery can be recharged through both regenerative braking and by
20 plugging-in to an external electrical power source; and

21 (q) *Public charging stations* refer to charging stations which are
22 available for use by the public for a fee.

23 SEC. 5. *Comprehensive Roadmap for the Electric Vehicle*
24 *Industry (CREVI)*. – Within one (1) year following the effectivity of this
25 Act, a development plan to be referred to as the Comprehensive
26 Roadmap for the Electric Vehicle Industry (CREVI) shall be formulated
27 by the Electric Vehicle Advisory Board to serve as the national plan with
28 an annual work schedule to accelerate the utilization and
29 commercialization of electric vehicles in the country. The CREVI shall
30 be comprised of the following components:

31 (a) Development of standards and specifications of EVs and charging
32 stations;

- 1 (b) Industry promotion and development of the local manufacturing
2 industry for EVs and its supply chain and infrastructure;
- 3 (c) Strengthening research and development for this technology;
- 4 (d) Skills training and capacity building of needed personnel;
- 5 (e) Designation of dedicated parking slots for electric vehicles in
6 private and public buildings and establishments: *Provided*, That in
7 buildings and establishments with twenty (20) or more common parking
8 slots, at least five percent (5%) shall be reserved to EVs;
- 9 (f) Installation of charging stations in dedicated parking slots;
- 10 (g) Installation and operation of charging station in gasoline stations
11 by the owner thereof, or by a third party; and
- 12 (h) Installation of landmarks of EV charging stations in priority
13 routes, roads, and conspicuous areas.

14 The CREVI shall be incorporated in the Philippine Energy Plan of the
15 DOE and the National Transport Policy of the NEDA.

16 SEC. 6. *Electric Vehicles Advisory Board (EVAB)*. – For the effective
17 implementation of this Act, an inter-agency body, which shall be
18 referred to as the Electric Vehicle Advisory Board (EVAB), is hereby
19 created to formulate policies that shall further accelerate the
20 development and commercialization of EVs and the development of the
21 EV Industry.

22 EVAB shall be composed of the following:

- 23 (a) Secretary of the DOE as Chairperson;
- 24 (b) Secretary of the DOTr as Member;
- 25 (c) Secretary of the Department of Trade and Industry (DTI) as
26 Member;
- 27 (d) Secretary of the Department of Finance (DOF) as Member;
- 28 (e) Secretary of the Department of the Interior and Local Government
29 (DILG) as Member;
- 30 (f) Secretary of the Department of Science and Technology (DOST)
31 as Member;
- 32 (g) Secretary of the DENR as Member;

1 (h) Secretary of the Department of Public Works and Highways
2 (DPWH) as Member;

3 (i) Secretary of the Department of Budget and Management (DBM)
4 as Member; and

5 (j) Secretary of the National Economic and Development Authority
6 (NEDA) as Member.

7 The EVAB shall have as resource persons, representatives from the
8 industry sector and other government agencies.

9 The DOE Secretary as Chairperson shall within one (1) month from
10 the effectivity of this Act, convene the EVAB.

11 The EVAB shall be assisted by a technical secretariat from the Energy
12 Utilization Management Bureau (EUMB) of the DOE. The number of
13 staff of the technical secretariat and the creation of corresponding
14 positions necessary to complement or augment the existing *plantilla* of
15 the EUMB shall be determined by the Board, subject to the approval of
16 the DBM and existing Civil Service rules and regulations.

17 *SEC. 7. Powers and Duties of the EVAB.* – The EVAB shall have the
18 following powers and duties:

19 (a) Provide general direction in formulating, developing, and
20 updating the components of CREVI, pursuant to this Act;

21 (b) Review and recommend policies to increase public transport
22 applications and overall adoption of EVs, the related support
23 infrastructures, supplies, parts and components nationwide, including
24 their use for fleet operations in national government agencies and
25 LGUs;

26 (c) Oversee the efficient and effective implementation of the
27 provisions of this Act; and

28 (d) Recommend policies, as may be necessary, to promote the
29 utilization of EVs nationwide, including the use for fleet operations in
30 national government agencies and LGUs.

31 *SEC. 8. Government Regulations.* – All government regulations
32 related to the use of EVs and the establishment of charging stations
33 and related facilities shall be formulated to facilitate the creation of an

1 enabling environment for equitable and non-discriminatory private
2 sector participation, with preference for indigenous technologies, to
3 attain the long-term goal of energy sufficiency and stable energy prices

4 SEC. 9. *Role of the DOE.* – The DOE shall be the primary agency
5 tasked with the promotion of the adoption of EVs and the development
6 of charging infrastructures of EVs. Towards this end, the DOE shall:

7 (a) Promulgate uniform and streamlined policies, rules, and
8 standards on the classification, use, operation, and maintenance of EVs
9 consistent with the CREVI;

10 (b) Provide guidelines and issuances related to the promotion of the
11 use of EVs and implement the corresponding plans and programs;

12 (c) Conduct information dissemination campaign to promote the
13 utilization of the EVs;

14 (d) Develop and update the standards and specifications
15 component of the CREVI in coordination with the DOTr, DTI, DENR,
16 DPWH, LGUs and other relevant national government agencies (NGAs);
17 and

18 (e) Formulate and regularly update the CREVI pursuant to the
19 provisions of Section 5 of this Act. The CREVI shall be published not
20 later than the 30th day of September of every year;

21 (f) Accredited charging station service providers regularly review the
22 accreditation of charging station service providers, and publish on its
23 website an annual inventory of all accredited and a list of all public
24 charging stations in the country;

25 (g) Require DUs to submit their respective charging infrastructure
26 development plans as part of their Distribution Development Plans not
27 later than the 30th of August of every year;

28 (h) Enforce compliance with open access installation of charging
29 stations as required under Sections 21 and 23 of this Act;

30 (i) Enforce compliance of the provisions under Republic Act No.
31 7920, otherwise known as the “New Electrical Engineering Law” and
32 other relevant standards in the establishment of charging stations;

1 (j) Conduct regular inspections to ensure that charging stations
2 are compliant with the Philippine Electrical Code (PEC), Philippine
3 Distribution Code (PDC), and other relevant laws, rules, regulations and
4 standards;

5 (k) Aggregate and centralize data from the Energy Regulation
6 Commission (ERC), DTI, DOTr, DENR, Land Transportation Office
7 (LTO), Land Transportation Franchising and Regulatory Board (LTFRB),
8 Metro Manila Development Authority (MMDA), Philippine Competition
9 Commission (PCC), Bureau of Customs (BOC), LGUs, and other
10 relevant nongovernment agencies (NGAs) insofar as EVs and charging
11 stations are concerned;

12 (l) Require manufacturers, importers, and dealers to comply with
13 the MEP for EVs, and display the energy label and the energy efficiency
14 label showing the energy requirement and consumption efficiency of
15 such products in the packaging and on the products themselves;

16 (m) Develop, impose, and review the Minimum Energy
17 Performance (MEP) for EVs in consultation with the DTI, DOTr, and
18 DENR, and in accordance with Republic Act No. 11285, otherwise
19 known as the “Energy Efficiency and Conservation Act”; and

20 (n) Perform all other acts that are analogous to the foregoing, which
21 are necessary and incidental to accomplish the policy objectives of this
22 Act.

23 SEC. 10. *Role of the ERC.* – In addition to its functions under
24 Republic Act No. 9136, otherwise known as the “Electric Power Industry
25 Reform Act of 2001,” the ERC shall:

26 (a) Regulate the rates charged by the DUs on all charging stations,
27 taking into account the utilization of the charging station, the
28 promotion of efficiency, the unique requirements of charging stations,
29 economic sustainability of the EV support infrastructures and its effect
30 on the DU’s demand profile and distribution system; and

31 (b) Promulgate uniform and streamlined rules and requirements for
32 self-generating charging stations and centralized vehicle-to-grid
33 facilities.

1 SEC. 11. *Role of the DOTr.* – The DOTr shall be the primary agency
2 tasked with the operation, registration, and franchising of EVs. Towards
3 this end, the DOTr shall:

4 (a) Ensure compliance of vehicle owners, manufacturers, and
5 importers with the MEP for EVs to display the energy consumption label
6 or rating in coordination with the DOE and the DENR, vehicle
7 manufacturers, transport industry associations, public transport
8 groups, and non-government organizations;

9 (b) Coordinate with the DOE and other relevant agencies in the
10 preparation of standards and specifications component of the CREVI;

11 (c) Promulgate uniform and streamlined, policies, rules and
12 requirements for the registration and franchising of EVs;

13 (d) Incorporate EVs in the PUV Modernization Program;

14 (e) Conduct capacity-building activities for affected PUV operators
15 and drivers in coordination with the DOE and DTI;

16 (f) Promote and include green routes in route plans to be
17 formulated by the DOTr or other bodies;

18 (g) Establish and maintain an online monitoring platform in
19 coordination with the DOE, DTI, DENR and DOST to monitor the
20 conditions of the EVs; and

21 (h) Perform all other acts that are analogous to the foregoing, which
22 are necessary and incidental to accomplish the policy objectives of this
23 Act.

24 SEC. 12. *Role of the DTI.* – The DTI shall be the primary agency
25 tasked with the industry promotion and development of the local
26 manufacturing industry for EVs and its supply chain and
27 infrastructure. Towards this end, the DTI shall:

28 (a) Through the Bureau of Philippine Standards (BPS), develop
29 relevant national standards for products, services and infrastructure
30 related to the manufacture, fabrication, assembly, distribution, sale
31 and importation of EV, its parts and components, equipment and
32 accessories and related support facilities, to ensure consumer
33 protection and trade facilitation;

1 (b) Conduct regular review of such national standards for revision
2 or updating as may be necessary to align with developments in trade
3 and latest technology particularly on the safety, quality, technical and
4 environmental requirements of EVs;

5 (c) Regulate the quality and safety of parts and components of EVs,
6 charging stations and batteries by issuing and implementing the
7 necessary technical regulations relative to the conformity assessment
8 activities and based on relevant national standards and specifications,
9 to ensure the quality and safety of parts and components of EVs being
10 manufactured, produced, distributed, and imported for the protection
11 of the consumers;

12 (d) Develop and update the plan to develop the local manufacturing
13 industry for EVs and its supply chain and infrastructure, in
14 coordination with the DOE, DOTr, the Board of Investments (BOI), and
15 other relevant NGAs involved in the development and regulation of EVs,
16 and the manufacture of charging stations, parts and components, and
17 EV batteries;

18 (e) Develop and update the human resource development
19 component of the CREVI, in coordination with the Department of Labor
20 and Employment, Technical Education and Skills Development
21 Authority, Commission on Higher Education, and relevant NGAs;

22 (f) Coordinate with the DOE and other relevant NGAs in
23 formulating the standards and specification component of the CREVI;

24 (g) Develop, in coordination with the BOI and other relevant NGAs,
25 incentives for the EV sector pursuant to Section 29 of this Act;

26 (h) Design, in coordination with the DENR, a program for the
27 adoption of manufacturing standards for EV battery systems and
28 facilities including recycling facilities for EV batteries;

29 (i) In consultation with the DOE, require manufacturers,
30 importers, and dealers to comply with the MEP for EVs, and to display
31 the energy efficiency label showing the energy requirement and
32 consumption efficiency of such products in the packaging and on the
33 products themselves; and

1 (j) Perform all other acts that are analogous to the foregoing, which
2 are necessary and incidental to accomplish the policy objectives of this
3 Act.

4 SEC. 13. *Role of the LGUs.* – In addition to their functions under
5 existing laws, every LGU shall:

6 (a) Identify green routes and reflect these in their respective Local
7 Public Transport Route Plan (LPTRP) which shall be submitted to the
8 DOTr and LTRFB, subject to a green routes selection criteria that is
9 consistent with the National Transport Policy;

10 (b) Include the migration of PUVs to EVs in their respective
11 development plans;

12 (c) Issue Certificates of Inspection to charging stations;

13 (d) Issue permits for the construction, renovation or improvement
14 of buildings designed to operate public or common charging stations
15 pursuant to this Act;

16 (e) Submit to the DOE, not later than the 30th of January of every
17 year, the list and specific locations of all charging stations in their
18 respective localities; and

19 (f) Ensure compliance of public and private buildings construction,
20 renovation or improvement of buildings designed to operate public or
21 common charging stations in accordance with this Act.

22 SEC. 14. *Role of the DENR.* – In addition to its functions under
23 existing laws, the DENR shall:

24 (a) In consultation with the DOE, DOTr, DTI, and other public and
25 private stakeholders, promulgate rules and guidelines on the recycling
26 and disposal of EVs and charging stations, including batteries, parts
27 and other components of EVs consistent with the provisions of Republic
28 Act No. 6969 or the “Toxic Substances and Hazardous and Nuclear
29 Wastes Control Act of 1990” and related issuances;

30 (b) In coordination with the DOTr, include EVs in the
31 comprehensive air pollution management and control program in
32 accordance with Republic Act No. 8749, otherwise known as the
33 “Philippine Clean Air Act of 1999”;

1 (c) In coordination with the DOE, establish guidelines for the
2 accurate characterization of wastes involving used EVs, equipment and
3 other relevant items, including the disposal and handling of irreparable
4 vehicles and their component parts; and

5 (d) Issue a Certificate of Conformity and Certificate of Non-Coverage
6 from Emission Standards to motor vehicles upon presentation of
7 pertinent documents and inspection.

8 SEC. 15. *Role of the DPWH.* – In addition to its functions under
9 existing laws, the DPWH shall establish guidelines and requirements
10 for the construction of charging stations and other EV support
11 infrastructure in buildings and other establishments to be implemented
12 by the building officials in the issuance of building permits.

13 SEC. 16. *Role of the Government Procurement Policy Board*
14 *(GPPB).* – In addition to its functions provided under Republic Act No.
15 9184, otherwise known as the “Government Procurement Reform Act”,
16 the GPPB shall issue guidelines, rules and regulations to implement the
17 centralized procurement of electric vehicles and ensure compliance with
18 Section 19, on the Mandatory Electric Vehicles Share in Corporate and
19 Government Fleets.

20 SEC. 17. *Role of the DOST.* – In addition to its functions under
21 existing laws, the DOST shall:

22 (a) Develop and update the research and development component of
23 the CREVI, in consultation with the DTI and other relevant NGAs. The
24 research and development component shall be submitted to the DOE
25 not later than the 30th of May of every year; and

26 (b) Provide technical and financial support for the conduct of localized
27 transport studies by accredited state universities and colleges at the
28 local government level.

29 SEC. 18. *Role of the NEDA.* – In recognition of the importance of the
30 role of electric vehicle industry in national development, the NEDA shall
31 include the CREVI in the Philippine Development Plan.

32 SEC. 19. *Mandatory Electric Vehicle Share in Corporate and*
33 *Government Fleets.* – The following entities which maintain and

1 operate twenty (20) or more motor vehicles in the conduct of their
2 business or operation, shall ensure that at least ten percent (10%) of
3 their fleet shall be EVs within the timeframe indicated in the CREVI:

4 (a) Industrial and commercial companies such as cargo logistics
5 companies, food delivery companies, tour agencies, hotels, power
6 utilities, and water utilities;

7 (b) Public transport operators of buses, minibuses, jeepneys, vans,
8 tricycles taxis, and transport network vehicle services; and

9 LGUs, NGAs, and government-owned and controlled corporations:
10 *Provided*, That the electrification of government vehicle fleets shall be
11 considered a compliance with Republic Act No. 11285, otherwise known
12 as the “Energy Efficiency and Conservation Act”:

13 *Provided*, That the CREVI shall provide a timeline for the gradual
14 increase of such percentage until the entire fleet of the covered entities
15 will all be EVs: *Provided, further*, That in the implementation of this
16 provision, the availability and sufficiency of energy supply and EV
17 charging station infrastructure, as well as other conditions affecting the
18 optimal utilization of EVs.

19 SEC. 20. *Dedicated Parking Slots for Electric Vehicles in Private*
20 *and Public Buildings and Establishments.* – Private and public
21 buildings and establishments, designed with twenty (20) or more
22 common parking slots, that are constructed after the effectivity of this
23 Act and pursuant to Presidential Decree No. 1096, otherwise known as
24 the “National Building Code of the Philippines” shall designate parking
25 slots for the exclusive use of EVs: *Provided*, That the number of
26 dedicated parking slots for EVs shall be at least five percent (5%) of the
27 total number of parking slots within the building or establishment:
28 *Provided, further*, That existing private and public buildings and
29 establishments shall comply with the foregoing requirements as
30 directed by the CREVI. No permit shall be issued for the construction
31 or renovation of a building or establishment unless this section has
32 been complied with.

1 The use of dedicated parking slots by vehicles other than EVs shall
2 be punishable under Section 32 of this Act.

3 SEC. 21. *Open Access Installation of Charging Stations in*
4 *Dedicated Parking Slots.* – Pursuant to the CREVI, establishment
5 owners are encouraged to put up an EV fast charging station in
6 dedicated parking slots and enter into a contractual arrangement with
7 any such third party who wishes to become an EV charging station
8 service provider in fair, reasonable and nondiscriminatory terms:
9 *Provided,* That the EV fast charging station equipment shall be in
10 compliance with the national standard for EV power output rating and
11 safety distance: *Provided, further,* That these establishment owners
12 maintain separate accounts for their retail business and charging
13 station services.

14 The DUs’ distribution plans shall provide the necessary power
15 requirement for the establishment and operation of charging stations.

16 SEC. 22. *Distribution Utility Business in Charging Stations.* –
17 Consistent with the provisions of Section 27 of Republic Act No. 9136,
18 otherwise known as the “Electric Power Industry Reform Act of 2001”,
19 DUs may, directly or indirectly, engage in the business of charging
20 stations as a related business to allow them to maximize the utilization
21 of their assets: *Provided,* That a portion of the net income derived from
22 the utilization of such assets which form part of the rate base shall be
23 used to reduce its distribution wheeling charges as determined by the
24 ERC: *Provided, further,* That the portion of their net income that is used
25 to reduce their distribution wheeling charges shall not exceed fifty
26 percent (50%) of the net income derived from such undertaking:
27 *Provided, finally,* That separate accounts are maintained for each
28 business undertaking to ensure that neither business undertaking
29 subsidizes or encumbers each other.

30 SEC. 23. *Open Access Installation of Charging Stations in*
31 *Gasoline Stations.* – Gasoline station owners shall be encouraged to
32 put up an EV fast charging station in gas station premises or allow its
33 sublease or enter into any other contractual arrangement with any such

1 third party who wishes to become an EV charging station service
2 provider in a fair, reasonable and nondiscriminatory terms: *Provided,*
3 That the construction and operation of EV charging station equipment
4 shall comply with the EV power output rating, fire safety distance and
5 national standards and the rules set by the EVAB. The construction or
6 operation of a charging station in violation of the foregoing requirements
7 shall be punished in accordance with Section 32 of this Act.

8 The DUs concerned shall provide the necessary power requirement
9 for the establishment and operation of charging stations in accordance
10 with their distribution plans.

11 SEC. 24. *Use of Charging Stations.* – The operation of charging
12 stations of private EV terminals and accredited service providers,
13 including the imposition of their service fees, shall be subject to
14 regulations issued pursuant to the provisions of this Act. Any violation
15 of such regulation shall be punished in accordance with Section 32 of
16 this Act.

17 SEC. 25. *Permits for the Installation of Charging Stations.* – The
18 EVAB shall guide all government agencies, including LGUs, in the
19 development of a uniform and streamlined permitting process for the
20 installation, operation, maintenance, replacement, and removal of
21 charging stations: *Provided,* That the process shall be covered by the
22 provisions of Republic Act No. 9485, otherwise known as the “Anti-Red
23 Tape Act of 2007”, as amended by Republic Act No. 11032 or the *Ease*
24 *of Doing Business and Efficient Government Service Delivery Act of*
25 *2018*, and the applicable provisions of Republic Act No. 11234,
26 otherwise known as the “Energy Virtual One-Stop Shop Act”.

27 SEC. 26. *Duties and Responsibilities of Local Manufacturers and*
28 *Importers of Electric Vehicles and Related Parts and Components.* –
29 In addition to the requirements imposed by the DTI and other agencies
30 concerned, local manufacturers and importers of EVs and related parts
31 and components shall provide adequate number of shops for spare
32 parts and necessary services for EVs.

1 SEC. 27. *Duties and Responsibilities of Charging Station*
2 *Service Providers.* – A charging station service provider shall comply
3 with the rules, requirements, and standards of the DOE and ERC in
4 accordance with Sections 9 and 10 of this Act, the monitoring
5 mechanisms for vehicles of the DOTr in accordance with Section 11 of
6 this Act, and the terms and conditions stipulated in the respective
7 permits and licenses of government agencies and LGUs issued in
8 accordance with this Act.

9 SEC. 28. *Responsibilities of All Electric Vehicle Stakeholders.* –
10 The following EV stakeholders shall comply with all applicable and
11 relevant health, safety and environmental laws, rules, and regulations:
12 users; manufacturers; assemblers; importers; repair shops and service
13 providers; charging station and battery swapping service providers;
14 testing facility operators; and operators of hazardous waste
15 transportation, storage, treatment, and disposal facilities of EVs, parts
16 and components.

17 SEC. 29. *Fiscal Incentives.* – (a) Any provision of law to the
18 contrary notwithstanding, foreign and local enterprises engaged or
19 proposing to engage in the (1) manufacturing or assembly of EVs and
20 EVs vehicle parts and components, and the (2) establishment and
21 operation of charging stations and other support infrastructure such as
22 research and development centers, training centers, testing centers,
23 waste treatment facilities, may avail of the incentives provided under
24 Title XIII (tax incentives) of the National Internal Revenue Code of 1997,
25 as amended: *Provided,* That the said activities shall undergo the
26 standard processes in the identification of qualified activities under the
27 Strategic Investment Priorities Plan (SIPP).

28 The said activities may be included in the SIPP for ten (10) years
29 from the effectivity of this Act and shall be subject for review by the BOI.

30 In addition, the DTI shall, in coordination with the BOI, craft and
31 implement an EV Incentive Strategy (EVIS) as part of the industry
32 promotion and development component of the CREVI, similar to
33 Executive Order No. 182, series of 2015, otherwise known as the

1 “Comprehensive Automotive Resurgence Strategy Program”. The
2 incentive shall:

3 i. Narrow the cost gap between EVs and traditional motor vehicles
4 and enable the shift of the local traditional motor vehicle industry to
5 EVs;

6 ii. Provide time-bound, targeted, performance-based, and
7 transparent fiscal and non-fiscal support in order to attract EVs and
8 EVs parts manufacturing, particularly electronic part and other
9 strategic components, batteries, charging stations, and the
10 establishment of testing facilities; and

11 iii. Set local production targets to be achieved within ten (10) years
12 from the promulgation of the incentive strategy, subject to extension as
13 determined by the DTI.

14 The DTI shall, in coordination with the BOI, establish the
15 application and selection process for enrolment and qualification of
16 participants, imposing such terms and conditions as it may deem
17 necessary consistent with the objectives of the incentive strategy.

18 The DBM shall indicate in the annual National Expenditure
19 Program the annual estimated expenditure necessary to support the
20 EVIS program for each year until the amount appropriated is fully
21 utilized or financial obligations to the program participant are fully
22 paid, subject to the DBM policy and guidelines on budget preparation.

23 The fiscal support for the registered and eligible participants shall
24 be evidenced by a non-transferrable and non-taxable Tax Payment
25 Certificate (TPC) as provided by law. This shall be used to defray the
26 tax and duty obligations of the participants to the National Government,
27 specifically the excise tax, income tax, import duties, and VAT.

28 Registered participants shall not be allowed to register their activity
29 under any other program granting incentives.

30 (b) The importation of the following items of registered business
31 enterprises shall be exempt from the payment of customs duties and
32 value-added tax (VAT) for five (5) years from the effectivity of this Act:

1 (1) Electric Vehicles: *Provided*, That with respect to the imposition
2 of excise tax on electric vehicles, Section 149 of the National Internal
3 Revenue Code, as amended by Republic Act No. 10963, otherwise
4 known as the “Tax Reform for Acceleration and Inclusion (TRAIN)” Act,
5 shall continue to govern.

6 (2) Charging stations; and

7 (3) Capital equipment and components used in the manufacture or
8 assembly of EVs and construction of charging stations: *Provided*, That
9 in the case of imported jeepneys and electric tricycles, the DOF may,
10 upon the recommendation of the BOI, suspend the exemption in order
11 to protect the local manufacturers.

12 The DOTr shall, in coordination with the DTI, provide a mechanism
13 to provide cash grants for the purchase of EVs from registered EVIS
14 participants.

15 SEC. 30. *Non-Fiscal Incentives*. – The following entities shall be
16 granted non-fiscal incentives which shall remain in force for ten (10)
17 years from the effectivity of this Act:

18 (a) For EV users:

19 (1) Priority in the registration and renewal of registration, and
20 issuance of a special type of vehicle plate by the LTO;

21 (2) Exemption from the mandatory unified vehicular volume
22 reduction program, number-coding scheme, or other similar schemes
23 implemented by the MMDA, other similar agencies, and LGUs;

24 (3) Expeditious processing by the LTFRB of applications for
25 franchise to operate, including its renewal, for PUV operators that are
26 exclusively utilizing EVs;

27 (4) Availment of TESDA Training Program on EVs assembly,
28 use, maintenance and repair for its employees; and

29 (5) Use of dedicated/special lane on tollways;

30 (b) For EV manufacturers and importers, expeditious processing by
31 the BOC on the importation of parts and components for the
32 manufacture and assembly of EVs;

1 (c) For EV manufacturers, the government shall allow expert
2 foreign nationals to be employed under a Transfer of Technology
3 Agreement, subject to the guidelines that shall be issued by the
4 Department of Labor and Employment, the Professional Regulations
5 Commission and the DTI.

6 SEC. 31. *Financial Assistance.* – Government financial institutions
7 and other financial institutions, in accordance with and to the extent
8 allowed by the enabling provisions of their respective charters or
9 provisions of applicable laws, are hereby encouraged to provide
10 concessional financial packages with preferential interest rates and
11 favorable payment scheme to entities engaged in the activities
12 mentioned in Section 26 of this Act.

13 In furtherance of the objectives of this Act, the *Bangko Sentral ng*
14 *Pilipinas* shall encourage all banks to lend a certain percentage of their
15 portfolio to the activities herein mentioned.

16 SEC. 32. *Penalties.* – A fine ranging from a minimum of Fifty
17 thousand pesos (P50,000.00) to a maximum of Five hundred thousand
18 pesos (P500,000.00) and/or suspension or revocation of permit, when
19 applicable, shall be imposed upon any person, both natural and
20 juridical, who acts in violation of Sections 19, 20, 21, 22, 23, 24, 26,
21 27 and 28 of this Act: *Provided,* That the penalties herein provided shall
22 be without prejudice to such other penalties as may be imposed upon
23 the offenders under existing laws, rules and regulations for the same
24 act or omission.

25 The EVAB shall issue appropriate rules and guidelines on the
26 imposition of these fines and penalties.

27 SEC. 33. *Appropriations.* – The amount necessary to carry out the
28 provisions of this Act shall be included in the annual General
29 Appropriations Act.

30 SEC. 34. *Congressional Oversight.* – The Joint Congressional
31 Energy Commission (JCEC) shall exercise oversight powers over the
32 implementation of this Act. The EVAB shall submit the CREVI to the
33 JCEC not later than one (1) year following the effectivity of this Act and

1 a report on the implementation of this Act not later than the 1st day of
2 December of every year.

3 SEC. 35. *Implementing Rules and Regulations.* – Within one
4 hundred twenty (120) days from the effectivity of this Act, the EVAB
5 shall, in consultation with public and private stakeholders, issue the
6 rules and regulations for the effective implementation of the provisions
7 of this Act.

8 SEC. 36. *Separability Clause.* – If, for any reason, any section or
9 provision of this Act is declared unconstitutional or invalid, the other
10 provisions not affected thereby shall remain in full force and effect.

11 SEC. 37. *Repealing Clause.* – Any law, presidential decree or
12 issuance, executive order, letter of instruction, rule or regulation
13 inconsistent with the provisions of this Act is hereby repealed or
14 modified accordingly.

15 SEC. 38. *Effectivity.* – This Act shall take effect fifteen (15) days
16 after its publication in the *Official Gazette* or in a newspaper of general
17 circulation.

Approved,