



S E N A T E

S. No. 1382

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AN ACT PROVIDING THE NATIONAL ENERGY POLICY AND REGULATORY FRAMEWORK FOR THE USE OF ELECTRIC VEHICLES AND THE ESTABLISHMENT OF ELECTRIC CHARGING STATIONS

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

1

CHAPTER I

2

GENERAL PROVISIONS

3

SECTION 1. *Short Title.* – This Act shall be referred to as the “Electric Vehicles and Charging Stations Act”.

5

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

6

1 (a) Ensure the country's energy security and
2 independence by reducing reliance on imported fuel for the
3 transportation sector;

4 (b) Promote and support innovation in clean,
5 sustainable, and efficient energy to accelerate social
6 progress and human development by encouraging public
7 and private use of new and alternative energy
8 technologies;

9 (c) Safeguard and improve the integrity, reliability,
10 and stability of the country's electric power grid by
11 optimizing the location of energy sources relative to
12 demand;

13 (d) Promote inclusive and sustainable
14 industrialization while recognizing the role of the private
15 sector, in order to support the transition to new
16 technologies, generate jobs, spur small and medium
17 enterprise growth, attract investments, grow globally
18 competitive and innovative industries, and upgrade the
19 country's participation in regional and global value chains,
20 consistent with the Philippine Development Plan and the

1 country's international obligations under the United
2 Nations 2030 Sustainable Development Agenda;

3 (e) Provide an enabling environment for the
4 development of light electric vehicles, such as electric
5 bicycles, electric scooters, and other similar forms of
6 micromobility as an attractive and feasible mode of
7 transportation to reduce dependence on private vehicles in
8 metropolitan and highly-urbanized cities; and

9 (f) Protect and safeguard the country's cultural
10 heritage through the Philippine transportation system,
11 which remains an important underlying factor in progress
12 and innovation.

13 SEC. 3. *Scope and Application.* – This Act shall apply
14 to the manufacture, importation, installation, utilization,
15 and regulation of electric vehicles, charging stations, parts
16 and components, and batteries.

17 SEC. 4. *Definition of Terms.* – For purposes of this
18 Act, the following terms shall be defined as stated below:

1 (a) *Battery electric vehicle* refers to an electrically
2 propelled vehicle with only a traction battery as power
3 source for vehicle propulsion;

4 (b) *Battery pack* refers to the mechanical assembly
5 comprising battery cells and retaining frames or trays, and
6 possibly components for battery management;

7 (c) *Battery swapping stations* refer to charging
8 stations which allow electric vehicle users to exchange a
9 near-empty discharged battery with a fully charged
10 battery;

11 (d) *Certificate of Inspection* refers to a document
12 issued by the building official of a local government unit
13 (LGU) to the owner or applicant as a requirement for the
14 installation of power lines to a building or structure to
15 certify the completeness of the installation of all electrical
16 wirings, pursuant to Republic Act No. 6541 as revised by
17 Presidential Decree No. 1096, otherwise known as the
18 “National Building Code of the Philippines”;

1 (e) *Centralized vehicle-to-grid facilities* refer to
2 establishments which provide mechanisms for electric
3 vehicles to supply power to the grid;

4 (f) *Charging fee* refers to the amount imposed on
5 electric vehicle users in exchange for the use of charging
6 stations. Its individual components shall be unbundled
7 pursuant to regulations issued by the Energy Regulatory
8 Commission (ERC);

9 (g) *Charging station* refers to all equipment for
10 delivery of alternating current or direct current to EVs,
11 installed in an enclosure with special control functions and
12 communications, and may be located off the vehicle. For
13 the purposes of this Act, charging stations shall include
14 battery swapping stations;

15 (h) *Charging station service provider* refers to a
16 natural or juridical person, duly accredited by the
17 Department of Energy (DOE), who sells, installs,
18 maintains, owns, or operates charging stations or any of its
19 components for a fee;

1 (i) *Comprehensive Roadmap on Electric Vehicles*
2 (*CREV*) refers to a national plan with an annual work plan
3 to accelerate the electrification of transportation in the
4 country with four (4) components: electric vehicles and
5 charging stations, manufacturing, research and
6 development, and human resource development. It shall
7 be incorporated in the Philippine Energy Plan and the
8 National Transport Policy;

9 (j) *Distribution system* refers to the system of wires
10 and associated facilities belonging to a franchised
11 distribution utility, extending between the delivery points
12 on the transmission, sub-transmission system, or
13 generating plant connection and the point of connection to
14 the premises of the end-user;

15 (k) *Distribution utility (DU)* refers to any electric
16 cooperative, private corporation, or government-owned
17 utility which has a franchise or authority to operate a
18 distribution system including those whose franchise or
19 authority covers economic zones;

1 (l) *Electric vehicle (EV)* refers to a vehicle with at
2 least one (1) electric drive for vehicle propulsion. For the
3 purposes of this Act, it includes a battery electric vehicle,
4 hybrid-electric vehicle, light electric vehicle, and a plug-in
5 hybrid-electric vehicle;

6 (m) *Green routes* refer to public transportation routes
7 identified and designated by LGUs and approved by the
8 Department of Transportation (DOTr) to be exclusively
9 traversed by electric public utility vehicles (PUVs);

10 (n) *Hybrid-electric vehicle* refers to a vehicle with both
11 a rechargeable energy storage system and a fueled power
12 source for propulsion;

13 (o) *Light electric vehicles* shall refer to EVs which
14 have only two (2) wheels, weigh less than one hundred
15 kilograms (100 kg) or as determined by the Land
16 Transportation Office (LTO), and shall include, but not
17 limited to, electric scooters, electric bicycles, and other
18 similar vehicles;

19 (p) *Importer* refers to any individual, partnership,
20 corporation, or other entity engaged in the importation of

1 completely built units of EV, charging stations, parts and
2 components, and batteries incorporated, organized, and
3 existing under Philippine laws;

4 (q) *Manufacturer or assembler* refers to any
5 individual, partnership, corporation, or other entity
6 incorporated, organized, and existing under Philippine
7 laws, engaged in the manufacture and assembly of EVs,
8 charging stations, parts and components, and batteries;

9 (r) *Micromobility* refers to alternative modes of
10 transportation which are provided by light electric
11 vehicles;

12 (s) *Plug-in hybrid-electric vehicle* refers to a hybrid-
13 electric vehicle with rechargeable energy storage system
14 that is intended to be charged from an external electric
15 energy source;

16 (t) *Private buildings and establishments* refer to
17 residential, commercial, and industrial structures owned
18 or leased by private persons or juridical entities, and in the
19 case of commercial and industrial structures, whose goods
20 and services are available to the public;

1 (u) *Private charging stations* refer to charging
2 stations installed in private buildings and establishments
3 which may be opened for use by the public for a fee;

4 (v) *Public buildings and establishments* refer to
5 structures owned or leased by the government through its
6 departments, agencies, bureaus, offices, corporations, and
7 LGUs;

8 (w) *Public charging stations* refer to charging stations
9 installed in public buildings and establishments, and
10 gasoline stations, which are available for use by the public
11 for a fee; and

12 (x) *Self-generating charging stations* refer to charging
13 stations which source electricity from the grid and also
14 from on-site installed generation facilities.

15 CHAPTER II

16 ROLE OF GOVERNMENT AGENCIES

17 SEC. 5. *Government Regulations*. – All regulations
18 related to the use of EVs and the establishment of charging
19 stations shall be structured to facilitate the creation of an
20 enabling environment for competitive, equitable, and non-

1 discriminatory private sector participation, with preference
2 for indigenous technologies, to attain the long-term goal of
3 energy security and energy sufficiency.

4 SEC. 6. *Role of the Department of Energy.* – The DOE
5 shall be the primary agency tasked with the promotion of
6 the adoption of EVs to include light electric vehicles and
7 the development of charging infrastructure. Towards this
8 end, the DOE shall:

9 (a) Harmonize existing policies and promulgate
10 uniform and streamlined rules, regulations, and standards
11 on the use, operations, and maintenance of charging
12 stations, in coordination with other concerned agencies, to
13 include the accreditation of charging station service
14 providers and requirements by DUs on charging station
15 service providers;

16 (b) Develop and update the EV and charging stations
17 component of the CREV in coordination with the DOTr,
18 Department of Trade and Industry (DTI), Department of
19 Public Works and Highways (DPWH), LGUs and other
20 relevant national government agencies (NGAs): *Provided,*

1 That the EV and charging stations component shall
2 include the provision of appropriate charging stations for
3 all forms of EVs, including light electric vehicles, as
4 defined under Section 4 of this Act. The component shall be
5 completed not later than the 30th of May of every year;

6 (c) Develop and update the CREV by compiling its
7 various components. The CREV shall be part of and
8 aligned with a comprehensive sustainable transportation
9 plan. The CREV shall be released to the public not later
10 than the 30th of September of every year;

11 (d) Harmonize existing guidelines and issuances
12 related to the promotion of the adoption of EVs and
13 charging stations, and issue plans and programs on the
14 same;

15 (e) Implement, together with DOTr and DTI, plans
16 and program pursuant to Section 6(d) of this Act through
17 information, education, communication, and demonstration
18 campaigns consistent with the CREV;

19 (f) Regularly accredit charging station service
20 providers, and publish on its website an annual inventory

1 of all accredited charging station service providers and a
2 list of all public charging stations and private charging
3 stations open to the public in the country;

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

8 (h) Enforce compliance with mandatory open access
9 installation of charging stations as required under Sections
10 15 and 16 of this Act;

11 (i) Ensure charging stations are compliant with the
12 Philippine Electrical Code, Philippine Distribution Code,
13 and other relevant standards;

14 (j) Aggregate and centralize data from ERC, DTI,
15 DOTr, LGUs, and other relevant NGAs insofar as EVs and
16 charging stations are concerned; and

17 (k) Perform all other acts that are analogous to the
18 foregoing, which are necessary and incidental to
19 accomplish the policy objectives of this Act.

1 SEC. 7. *Role of the Energy Regulatory Commission.* –

2 In addition to its functions under Republic Act No. 9136,
3 otherwise known as the “Electric Power Industry Reform
4 Act of 2001”, and other existing laws, the ERC shall:

5 (a) Promulgate uniform and streamlined rules and
6 requirements for self-generating charging stations and
7 centralized vehicle-to-grid facilities;

8 (b) Regulate the rates charged by DUs on all charging
9 stations, taking into account, among others, the utilization
10 of the charging station, the promotion of efficiency, the
11 rate-setting methodology of the ERC for DUs pursuant to
12 Section 43 of Republic Act No. 9136, the unique
13 requirements of charging stations, and its effect on the
14 DU’s demand profile and distribution system;

15 (c) Ensure compliance with the unbundling of
16 charging fees by public and private charging stations;

17 (d) Exercise exclusive jurisdiction over all matters
18 that pertain to rate setting in this Act; and

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

4 SEC. 8. *Role of the Department of Transportation.* –

5 The DOTr shall be the primary agency tasked with the
6 development of EV demand generation, and the regulation,
7 and registration of EVs, as well as franchising of EVs used
8 for public transportation. Towards this end, the DOTr
9 shall:

10 (a) Coordinate with the DOE and other relevant
11 NGAs in the preparation of the EV and charging stations
12 component of the CREV;

13 (b) Issue relevant policies through the LTO and Land
14 Transportation Franchising and Regulatory Board
15 (LTFRB), whichever is applicable, on the use, operations,
16 inspection, and registration of EVs, as well as franchising
17 of EVs used for public transportation: *Provided*, That light
18 electric vehicles which shall be for exclusive private use
19 shall not be required to register with the DOTr and its
20 attached agencies;

1 (c) Ensure that the CREV is part of and aligned with
2 a comprehensive sustainable transportation plan;

3 (d) Coordinate with the National Commission for
4 Culture and the Arts (NCCA), on the preservation of the
5 artistic design of traditional jeepneys for EVs intended for
6 use for public transportation: *Provided*, That as far as
7 practicable, all manufacturers and importers of EVs
8 intended for use for public transportation shall coordinate
9 with the DOTr and the NCCA to emulate the artistic
10 design of the traditional jeepneys to preserve the country's
11 cultural heritage;

12 (e) Conduct information, education, communication,
13 and demonstration campaigns, together with the DOE and
14 DTI;

15 (f) Mandate the inclusion of green routes in the
16 respective Local Public Transport Route Plans of the
17 LGUs;

1 (g) Ensure LGUs provide for segregated and protected
2 lanes for light electric vehicles in all major local and
3 national roads; and

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

7 SEC. 9. *Role of the Department of Trade and Industry.* –

8 The DTI shall be the primary agency tasked with industry
9 development of EVs, charging stations, parts and
10 components, and batteries. Towards this end, the DTI
11 shall:

12 (a) Formulate relevant Philippine National Standards
13 for consumer protection and trade facilitation, and conduct
14 a regular review of these standards for possible revision or
15 updating to align with developments in trade and latest
16 technology of EVs;

17 (b) Regulate the quality and safety of EVs, its parts
18 and components, charging stations, and batteries by
19 implementing relevant standards to ensure the

1 manufacture, production, and distribution of quality
2 products for the protection of the consumer;

3 (c) Develop and update the manufacturing component
4 of the CREV, in coordination with DOE, DOTr, Board of
5 Investments (BOI), and other relevant NGAs with a focus
6 on EV, charging stations, parts and components, and
7 battery manufacturing. The manufacturing component
8 shall be submitted to the DOE not later than the 30th of
9 May of every year;

10 (d) Develop and update the human resource
11 development component of the CREV, in coordination with
12 the Department of Labor and Employment, Technical
13 Education and Skills Development Authority, Commission
14 on Higher Education, and other relevant NGAs. The
15 human resource development component shall be
16 submitted to the DOE not later than the 30th of May of
17 every year;

18 (e) Coordinate with the DOE and other relevant
19 NGAs in the preparation of the EV and charging stations
20 component of the CREV;

1 (f) Develop, through the BOI and in coordination with
2 other relevant NGAs, the EV incentive strategy pursuant
3 to Section 22(a) of this Act; and

4 (g) Perform all other acts that are analogous to the
5 foregoing, which are necessary and incidental to
6 accomplish the policy objectives of this Act.

7 SEC. 10. *Role of Local Government Units.* – In
8 addition to its functions under existing laws, LGUs shall:

9 (a) Identify green routes in their respective Local
10 Public Transport Route Plans consistent with the National
11 Transport Policy;

12 (b) Include the electrification of PUVs in their
13 respective development plans;

14 (c) Issue Certificates of Inspection to charging
15 stations;

16 (d) Provide segregated lanes for light electric vehicles
17 in all major local and national roads;

18 (e) Submit to DOE not later than 30th of January of
19 every year the list of all charging stations in their
20 respective localities; and

1 (f) Ensure compliance of public and private buildings
2 and establishments with Section 14 of this Act.

3 SEC. 11. *Role of the Department of Public Works and*
4 *Highways.* – In addition to its functions under existing
5 laws, the DPWH shall establish guidelines on the
6 following:

7 (a) Construction of charging stations and other EV
8 support infrastructure in buildings and other
9 establishments; and

10 (b) Issuance of permits for the construction or
11 renovation of buildings or establishments pursuant to
12 Section 14 of this Act.

13 SEC. 12. *Role of the Department of Science and*
14 *Technology (DOST).* – In addition to its functions under
15 existing laws, the DOST shall develop and update the
16 research and development component of the CREV, in
17 consultation with the DTI and other relevant NGAs. The
18 research and development component shall be submitted to
19 the DOE not later than the 30th of May of every year.

CHAPTER III

DEMAND GENERATION AND INDUSTRY DEVELOPMENT

SEC. 13. *Mandatory EV Share in Corporate and*

Government Fleets. – The following entities shall ensure that at least five percent (5%) of their fleet shall be EVs within the timeframe indicated in the CREV: *Provided,* That the CREV shall provide a timeline for the gradual increase of such percentage until the entire fleet is fully electrified:

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

(b) Public transport operators, including buses, jeepneys, tricycles, taxis, and transport network vehicle services; and

(c) LGUs, NGAs, and government-owned and controlled corporations: *Provided,* That the electrification of government fleets shall be considered as a government energy efficiency project under Republic Act No. 11285,

1 otherwise known as the “Energy Efficiency and
2 Conservation Act”.

3 SEC. 14. *Dedicated Parking Slots for Electric Vehicles*
4 *in Private and Public Buildings and Establishments.* –
5 Private and public buildings and establishments
6 constructed after the effectivity of this Act and pursuant to
7 the National Building Code of the Philippines shall
8 designate dedicated parking slots for the exclusive use of
9 EVs to include light electric vehicles: *Provided*, That the
10 number of dedicated parking slots shall be proportional to
11 the total number of parking slots within the building or
12 establishment: *Provided, further*, That the use of dedicated
13 parking slots by vehicles other than EVs shall be
14 punishable under Section 26 of this Act: *Provided, finally*,
15 That existing private and public buildings and
16 establishments shall comply with the foregoing
17 requirements within the timeframe indicated in the CREV.

18 No permit shall be issued by the DPWH and the LGU
19 for the construction or renovation of a building or
20 establishment unless this section has been complied with.

1 SEC. 15. *Open Access Installation of Charging*
2 *Stations in Dedicated Parking Slots.* – Dedicated parking
3 slots built in accordance with Section 14 shall be installed
4 with a charging station: *Provided*, That the owner of the
5 private or public building or establishment shall allow a
6 charging station service provider to install, operate, or
7 maintain the charging station, or enter into any other
8 contractual arrangement with such charging station
9 service provider in fair, reasonable, and nondiscriminatory
10 terms: *Provided, further*, That the owner of the private or
11 public building or establishment may act as its own
12 charging station service provider by constituting itself as a
13 charging station service provider pursuant to the
14 provisions of this Act: *Provided, finally*, That if a DU
15 engages in the business of a charging station service
16 provider, it shall do so in accordance with Section 26 of
17 Republic Act No. 9136 as implemented by ERC through its
18 applicable rules and guidelines on business separation and
19 unbundling.

1 SEC. 16. *Open Access Installation of Charging*
2 *Stations in Gasoline Stations.* – Gasoline stations shall
3 designate dedicated spaces for the installation of charging
4 stations: *Provided*, That the owner of the gasoline station
5 shall allow a charging station service provider to install,
6 operate, or maintain the charging station, or enter into any
7 other contractual arrangement with such charging station
8 service provider in fair, reasonable, and nondiscriminatory
9 terms: *Provided, further*, That the owner of the gasoline
10 station may act as its own charging station service
11 provider by constituting itself as a charging station service
12 provider pursuant to the provisions of this Act: *Provided*,
13 *finally*, That a gasoline station shall not be issued a
14 construction, operation, or compliance permit by the DOE
15 unless the owner shows that there is ample space for the
16 construction of charging stations within its premises.

17 SEC. 17. *Use of Charging Stations in Dedicated*
18 *Parking Spaces and Gasoline Stations.* – All public
19 charging stations shall be open to the public. All private
20 charging stations may be opened to the public. Both public

1 and private charging stations shall be allowed to impose
2 and collect charging fees, which shall be unbundled.

3 SEC. 18. *Permits for the Installation of Charging*
4 *Stations.* – All government agencies including LGUs shall
5 provide for a uniform and streamlined permitting process
6 for the installation, operation, maintenance, replacement,
7 and removal of charging stations: *Provided*, That the
8 process shall be covered by the provisions of Republic Act
9 No. 11234, otherwise known as the “Energy Virtual One-
10 Stop Shop Act”.

11 SEC. 19. *Duties and Responsibilities of Charging*
12 *Station Service Providers.* – A charging station service
13 provider shall have the following duties and
14 responsibilities:

15 (a) Comply with the rules, requirements, and
16 standards of the DOE and ERC in accordance with
17 Sections 6 and 7 of this Act, and permits and licenses of
18 government agencies and LGUs in accordance with Section
19 18 of this Act;

1 (b) Pay the DU for electricity consumption of the
2 charging station, when applicable;

3 (c) Unbundle the charging fees imposed on EV users;
4 and

5 (d) Regularly submit to the ERC an unbundled
6 structure of the charging fees imposed on EV users.

7 SEC. 20. *Green Routes.* – Green routes shall be
8 created or identified by LGUs in their respective localities
9 and approved by the DOTr in accordance with Sections 8(f)
10 and 10(a) of this Act.

11 SEC. 21. *Safety, Health, and Environment.* – All
12 manufacturers, assemblers, importers, charging station
13 service providers, operators of testing facilities, and users
14 of EVs and charging stations shall comply with all relevant
15 health, safety, and environmental laws, rules, and
16 regulations related to the manufacture, assembly,
17 installation, operation, and utilization of EVs and charging
18 stations.

CHAPTER IV

INCENTIVES

SEC. 22. *Fiscal Incentives.* –

(a) Manufacturing

The following activities shall undergo an evaluation process to determine their inclusion in the strategic investment priority plan and possible entitlement to the incentives and for the length of time as provided under Executive Order No. 226, otherwise known as “Omnibus Investments Code of 1987”, as amended by Republic Act No. 11534, otherwise known as the “Corporate Recovery and Tax Incentives for Enterprises Act”, and other applicable laws:

(i) Manufacture and assembly of EVs, charging stations, and parts and components; and

(ii) The establishment and operations of charging stations.

In addition, the DTI through the BOI shall recommend an EV incentive strategy to the Fiscal Incentives Review Board for approval, as part of the

1 manufacturing component of the CREV, similar to
2 Executive Order No. 182, series of 2015, otherwise known
3 as the “Comprehensive Automotive Resurgence Strategy
4 Program”. The incentive strategy shall:

5 (i) Narrow the cost gap between EVs and traditional
6 motor vehicles and enable the shift of the local traditional
7 motor vehicle industry to EVs;

8 (ii) Provide time-bound, targeted, performance-based,
9 and transparent fiscal and non-fiscal support in order to
10 attract EV and EV parts manufacturing, particularly
11 electronic parts and other strategic components, batteries,
12 charging stations, and the establishment of testing
13 facilities; and

14 (iii) Set local production targets to be achieved within
15 seven (7) years from the promulgation of the incentive
16 strategy.

17 The DTI through the BOI shall establish the
18 application and selection process for enrollment and
19 qualification of participants, imposing such terms and

1 conditions as it may deem necessary to promote the
2 objectives of the incentive strategy.

3 (b) Importation

4 The importation of completely built units of EVs shall
5 be entitled to the incentives under Republic Act No. 10963,
6 otherwise known as the “Tax Reform for Acceleration and
7 Inclusion Act”: *Provided*, That in the case of imported
8 electric jeepneys and electric tricycles, the Department of
9 Finance, upon recommendation of the DTI, may suspend
10 the exemption in order to protect local manufacturers.

11 The importation of completely built units of charging
12 stations shall be exempt from the payment of duties for
13 nine (9) years from the effectivity of this Act.

14 (c) Utilization

15 A thirty percent (30%) discount from the payment of
16 the motor vehicle user’s charge imposed by the LTO under
17 Republic Act No. 8794, otherwise known as “Motor Vehicle
18 User’s Charge Act”, as well as vehicle registration and
19 inspection fees shall be available for nine (9) years from
20 the effectivity of this Act.

1 SEC. 23. *Non-Fiscal Incentives.* – EV users shall be
2 granted the following non-fiscal incentives, which shall
3 remain in force for nine (9) years from the effectivity of this
4 Act:

5 (a) Expeditious registration and renewal of
6 registration, and issuance of a special type of vehicle plate
7 by the LTO;

8 (b) Exemption of electrified PUVs from the
9 mandatory unified vehicular volume reduction program,
10 number-coding scheme, or other similar schemes
11 implemented by the Metropolitan Manila Development
12 Authority, other similar agencies, and LGUs; and

13 (c) Expeditious processing by the LTFRB of
14 applications for franchise to operate, including its renewal,
15 for PUV operators that are exclusively utilizing EVs.

16 SEC. 24. *Financial Assistance.* – Government
17 financial institutions and other financial institutions, in
18 accordance with and to the extent allowed by the enabling
19 provisions of their respective charters or applicable laws,
20 are encouraged to provide concessional financial packages

1 for entities engaged in the activities mentioned in Section
2 22 of this Act, and preferential interest rates and payment
3 scheme on consumer loans for the acquisition of EVs and
4 electric charging stations.

5 The Bangko Sentral ng Pilipinas shall encourage
6 banks to lend a certain percentage of their portfolio to EV,
7 charging stations, and battery manufacturers, assemblers,
8 and end users: *Provided*, That financing packages for EV
9 fleets shall be prioritized and the procedure shall be
10 streamlined.

11 CHAPTER V

12 FINAL PROVISIONS

13 SEC. 25. *Establishment of Dedicated Offices.* – The
14 DOE, DOTr, and DTI shall establish dedicated offices for
15 the effective implementation of this Act. The
16 organizational structure and staffing complement shall be
17 determined by the Secretaries of DOE, DOTr, and DTI, in
18 consultation with the Department of Budget and
19 Management, and in accordance with existing civil service
20 rules and regulations. The budgetary requirements

1 necessary for the establishment of the dedicated offices
2 shall be taken from the current appropriations of each
3 agency concerned. Thereafter, the funding for the
4 dedicated offices shall be included in the annual General
5 Appropriations Act.

6 SEC. 26. *Penalties.* – The DOE, DOTr, and DPWH
7 shall impose fines and penalties upon any person, both
8 natural and juridical, found guilty of violating Sections 14,
9 15, 16, 17, and 18 of this Act. The fines and penalties shall
10 range from a minimum of Fifty thousand pesos
11 (P50,000.00) to a maximum of Five hundred thousand
12 pesos (P500,000.00), and may include suspension or
13 revocation of permits issued: *Provided*, That this is without
14 prejudice to the penalties provided under existing
15 regulations prescribed by other concerned agencies. The
16 DOE, DOTr, and DPWH, in coordination with the DTI and
17 Department of the Interior and Local Government (DILG),
18 shall issue appropriate rules and regulations on the
19 imposition of these fines and penalties.

1 SEC. 27. *Congressional Oversight.* – The Joint
2 Congressional Energy Commission (JCEC) shall exercise
3 oversight powers over implementation of this Act. The
4 DOE, DOTr, DTI, and other relevant NGAs shall submit
5 the CREV and a report on the implementation of this Act
6 to the JCEC not later than the 1st day of December of every
7 year.

8 SEC. 28. *Implementing Rules and Regulations.* – The
9 DOE together with the DOTR, in coordination with DTI,
10 and in consultation with other relevant NGAs and public
11 and private stakeholders, shall issue the implementing
12 rules and regulations of this Act within one hundred
13 twenty (120) days upon its effectivity.

14 SEC. 29. *Separability Clause.* – If any portion or
15 provision of this Act is declared unconstitutional, the
16 remainder of this Act or any provisions not affected
17 thereby shall remain in force and effect.

18 SEC. 30. *Repealing Clauses.* – Any law, presidential
19 decree or issuance, executive order, letter of instruction,

1 rule or regulation inconsistent with the provisions of this
2 Act is hereby repealed or modified accordingly.

3 SEC. 31. *Effectivity Clause.* – This Act shall take
4 effect fifteen (15) days following its complete publication in
5 the *Official Gazette* or a newspaper of general circulation.

Approved,