

**PHILIPPINE  
ELECTRIC  
VEHICLE  
INDUSTRY**

**MAKE IT  
HAPPEN**

# ENABLING POLICIES FOR THE EV INDUSTRY

## EV Industry Development Act (EVIDA)

Establishes a regulatory framework to promote the adoption of electric vehicles to enhance energy security, reduce fossil fuel dependence, support local manufacturing, and foster innovation in EV technology

## Comprehensive Roadmap for the EV Industry (CREVI)

Philippine roadmap towards EV industry development. Provides specific targets and interventions to accomplish a sustainable and just transition to an electrified transport sector in the country.

### Roles of Government Agencies



Promotion and development of EV and EVCS



EV demand generation, and public transport integration



Integration of CREVI into the PDP.



Recycling and disposal of EV, EVCS, and related equipment



R&D in EV technology, battery and EVCS, and local EV innovations



Guidelines for EVCS construction and permitting



EV Industry development & investment promotion

The Department of Trade and Industry (DTI) is the primary agency tasked with the **promotion** and **development** of the **local manufacturing of the EV industry**.



The DTI through the Board of Investments (BOI) shall recommend an **EV Incentive Strategy** similar to the **"Comprehensive Automotive Resurgence Strategy Program (CARS)"**.

### Current and in-development incentive policies for EV industry development

#### RA 10963: TRAIN Law

Excise tax exemption (usually between 4-50%) for CBUs of Battery EVs, and 50% reduction for Hybrid EVs

#### RA 12066: CREATE MORE

Provides EV manufacturers with Income Tax Holidays, duty free importation of parts, special corporate income taxes, and enhanced deductions

#### Executive Orders 12 and 62

Exemption of duties, from 2023-2028, for import of EVs and its parts and components

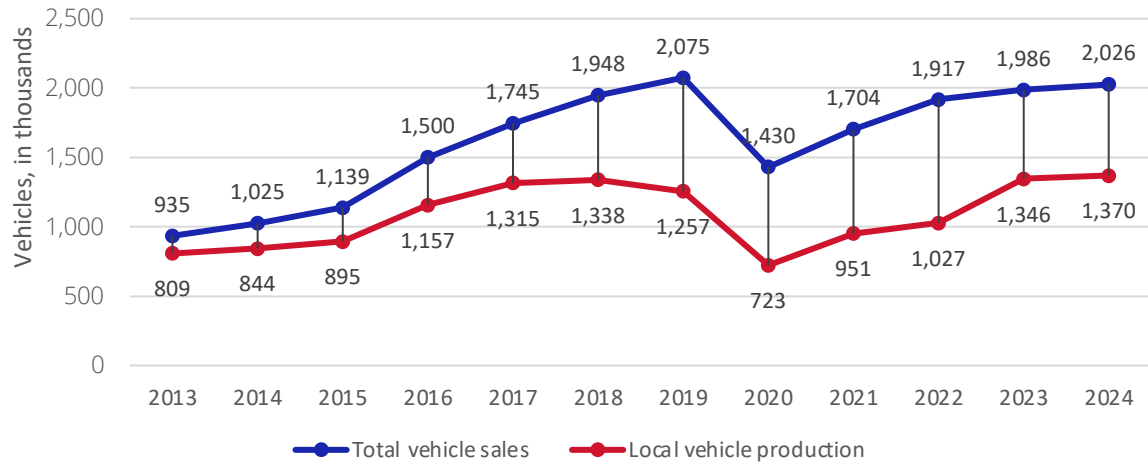
#### EV Incentive Strategy

Aims to support local manufacturing of EVs and its related components, and enable the entry of the Philippines in the EV regional supply chain

# PHILIPPINE AUTOMOTIVE AND EV INDUSTRY:

>100% ANNUAL INCREASE IN EV SALES FOR 3<sup>RD</sup> STRAIGHT YEAR

Vehicle Sales and Production, 2013-2024\*



\*vehicles include motor vehicles, motorcycles, and tricycles; excluding unregistered L1 and L2 LEVs

2024 production is until November 2024 only. Source: ASEAN Auto Federation, CAMPI

## Automotive industry averages since 2013

- 8.5%** Increase in vehicle sales
- 7.2%** Increase in vehicle production
- 69%** vehicles sold are locally manufactured/assembled
- ~80%** Motorcycles and tricycles
- ~25%** 4-wheelers

## CREVI targets by 2040

**6.3 million** EVs\*

**147,000** EV charging stations

\*Mandated fleets: corporate, government, public transport

Source: Department of Energy

## EVs in PTMP

**398** ePUVs in 36 routes

Source: Department of Transportation as of Nov 2025

## Philippine EV adoption

> **100,000** Total registered EVs

↑ **55%** 10-year CAGR

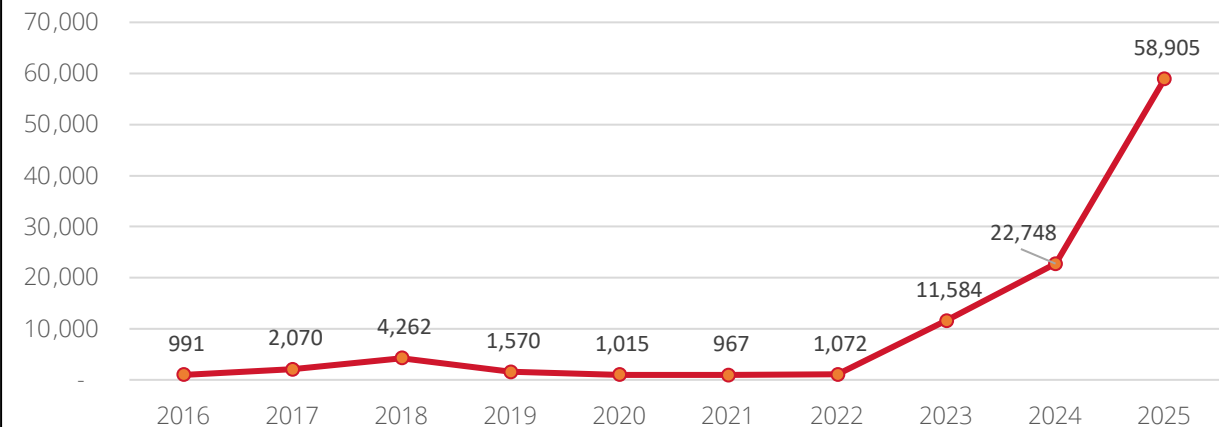
## PH EVCS network

**828** Charging points

**516** Battery Swapping Stations

Source: Department of Energy as of Jan 2026

EV Adoption, 2016 - 2025



# E-MOBILITY ASAP SUPPORTING EV INDUSTRY DEVELOPMENT



**Project objective:** Support the DTI and BOI in the development of the EV Incentive Strategy

**Project until June 2027**

**Funded By:**

**Implementing Entities**

**In Partnership With:**



## Industry Development: EV Incentive Strategy

### Coverage



**Electric Vehicles**



**EV Parts and Components**



**EV Charging Stations**



**EV Testing Facilities**

- ✓ **Narrow the cost gap** between EVs and ICE vehicles and enable the shift of the automotive industry to EVs
- ✓ Provide **fiscal and non-fiscal support** to attract **local EV and EV parts manufacturing**
- ✓ Set **local production targets** to be achieved within **8 years**

### Proposed fiscal incentives



**Fixed Investment Support (FIS)** on Capital Expenditure



**Production Volume Incentive (PVI)** for every EV manufactured

## Supporting EV and EVCS Expansion Mobilizing financing mechanisms for EVs

- Leasing arrangements for lower upfront cost
- Profit-sharing and asset-light models to reduce capital burden on TSEs
- Traditional financing through partner financial institutions
- LGU supported deployment



### EV Workforce Development

- Development of Training Regulations and micro credentials for e-mobility
- Partnerships with Industry for training delivery and institutionalization

### Financing pipeline to EV adoption beyond the project Accessing Climate Finance to Sustain the EV Transition



Supporting financing institutions and government agencies in developing project concept notes for sustainable transport climate financing.

# HOW DO WE MAKE IT HAPPEN?

## Proposed non-extension of EO 62 to safeguard local manufacturers

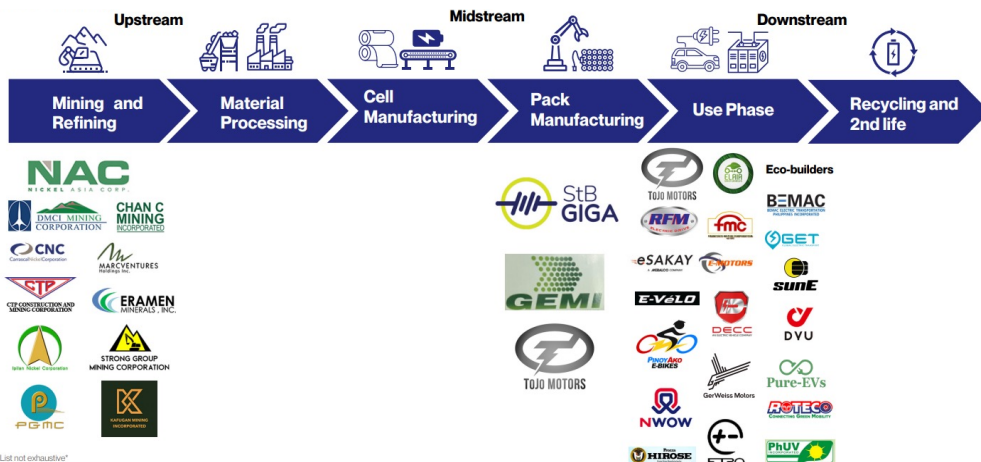
- EO 12 and EO 62 enabled accelerated adoption of EVs in the country, resulting to >10% market share by 2025
- PhP 9.05 billion in foregone revenue in import duty collections in 2023-2024 <sup>1</sup>
- Philippines imported PhP ~2.75 trillion worth of vehicles and parts from 2018-2023

## Regulation on importation of second-hand EVs

## Strengthen local electronics manufacturing through the Tatak Pinoy Strategy

- Linking the economic complexities of electronics and EV industries
- The market is the incentive – increased local EV production strengthens EMS companies, achieving the objectives of the Tatak Pinoy Strategy
- Find solutions to eliminate economic barriers through policy frameworks

## Players in the Philippine Battery Industry



## Electronics companies in the Philippines

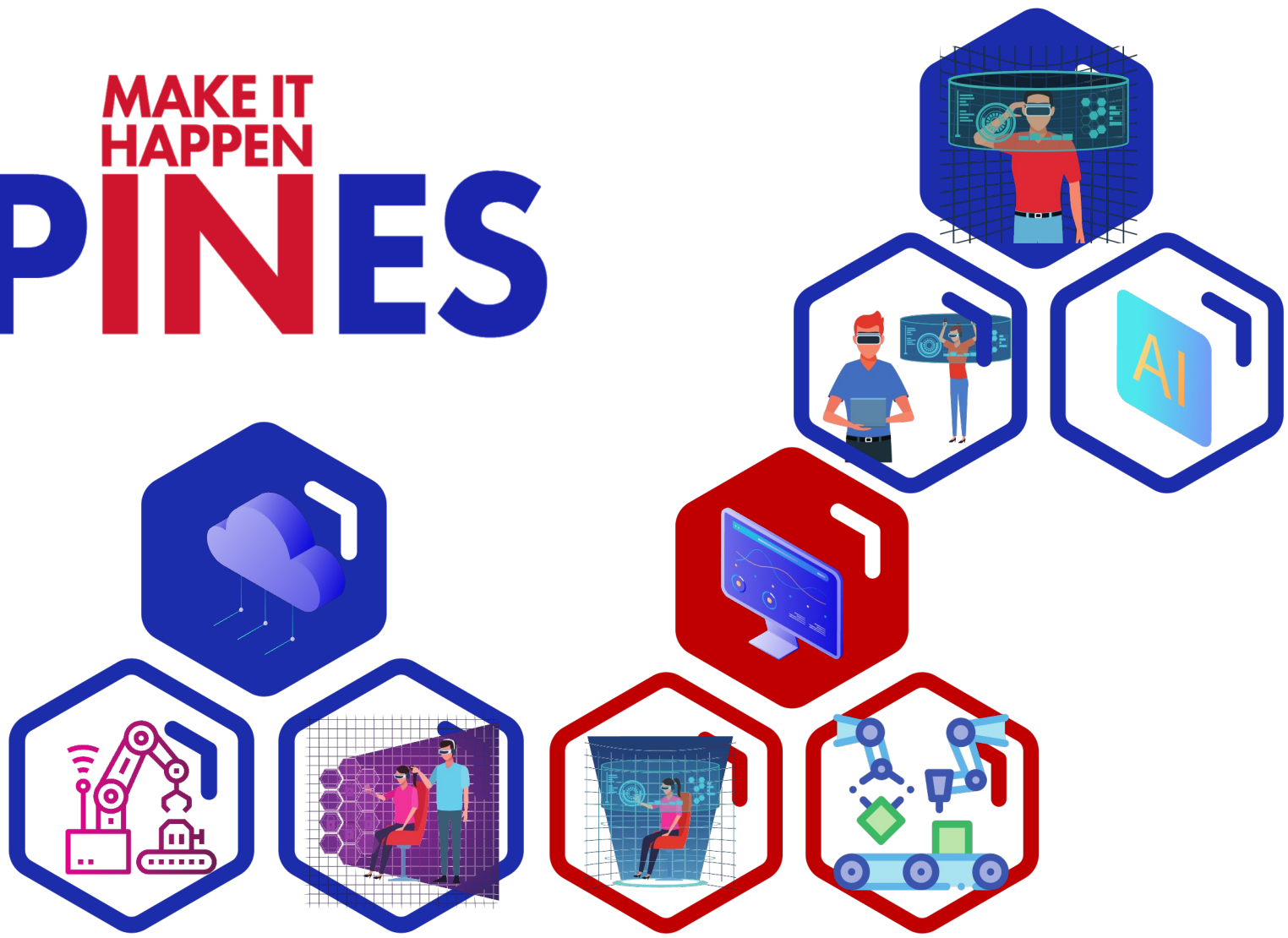


## EV Charging Operators and Utility Providers



**Need for a whole-of-government approach in industry and transport policies on e-mobility**

# THE PHILIPPINES **MAKE IT HAPPEN** INES



# BAQ 2026

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# Thank you

