



Republic of the Philippines
CITY COUNCIL
City of Manila

REGULAR SESSION NO. 104

13TH CITY COUNCIL

Begun and held in the City Council on Monday,
the twenty-fifth day of May, Two Thousand Twenty-Six

ORDINANCE NO. 9206

AN ORDINANCE REGULATING THE OPERATION OF ELECTRIC TRICYCLES (E-TRIKES) IN THE CITY OF MANILA, SUPPLEMENTING EXISTING CITY ORDINANCES ON TRI-WHEEL VEHICLES, PROVIDING THE GOVERNING STANDARDS, REQUIREMENTS AND PENALTIES THEREFOR AND FOR OTHER RELATED PURPOSES

PRINCIPAL AUTHOR:

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Majority Floor Leader

CO-PRINCIPAL AUTHORS:

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EXPLANATORY NOTE

Section 16 Republic Act No. 7160 otherwise known as the "Local Government Code of 1991", empowers Local Government Units to exercise such powers as are necessary and appropriate for the promotion of the general welfare including public safety, environmental protection and efficient transportation.

Section 458 of Republic Act No. 7160 authorizes the *Sangguniang Panlungsod* to regulate traffic, establish routes and terminals and regulate tricycles-for-hire and grant franchises for their operation within the territorial jurisdiction of the City, subject to applicable national laws and guidelines.

Republic Act No. 11697 otherwise known as the "Electric Vehicle Industry Development Act" (EVIDA), establishes the national policy for the development and use of electric vehicles as a means of reducing dependence on imported fuel, promoting clean and sustainable transportation and advancing energy security.

Section 11 of EVIDA expressly recognizes local government units as partners in the implementation of electric mobility and assigns them specific responsibilities, including the incorporation of Green Routes in their Local Public Transport Route Plans (LPTRP), the issuance of Certificates of Inspection for charging stations, coordination with national agencies on appropriate road infrastructure and the enforcement of applicable requirements for electric vehicle facilities.

The exercise by the City of its authority over e-trikes must be harmonized with the regulatory powers vested by EVIDA and other national laws in the Department of Transportation (DOTr), the Land Transportation Office (LTO), the Department of Energy (DOE), the Department of Trade and Industry (DTI), the Department of Public Works and Highways (DPWH) and other competent national agencies.

Existing City ordinances, particularly Ordinance Nos. 8071 and 8291, provide the local regulatory framework for tri-wheel vehicles, while Ordinance No. 8979 governs the standard fare matrix for tri-wheel vehicles operating within the City of Manila.

With the increasing use of electric tricycles, there is a need to supplement the existing local regulatory framework by establishing clear rules on E-TODA accreditation, local franchises or Motorized Tricycle Operator's Permits (MTOPs), routes, safety, charging facilities and enforcement, without duplicating or encroaching upon regulatory functions reserved by national law to national government agencies.

It is therefore necessary to establish a clear and harmonized regulatory framework for e-trikes that promotes safe and orderly electric mobility while protecting commuters, operators and drivers and ensuring full compliance with EVIDA, the Local Government Code of 1991, existing City ordinances, and other applicable laws, rules and regulations.


RAYMUNDO "Mon" R. YUPANGCO
Councillor, Fifth District
Manila

Be it ordained by the City Council of Manila, in session assembled, *THAT*:

SECTION 1. Title. – This Ordinance shall be known as the “Manila E-Trike Regulation Ordinance of 2026”.

SEC. 2. Declaration of Policy. – It is the policy of the City Government of Manila to promote safe, orderly, environment-friendly and efficient electric tricycle transportation consistent with Republic Act No. 11697 otherwise known as the “Electric Vehicle Industry Development Act” (EVIDA), Republic Act No. 7160 otherwise known as the “Local Government Code of 1991” and other applicable national laws and regulations.

The City recognizes its role as a partner of the National Government in the transition to electric mobility and shall exercise its powers over e-trikes only within the authority granted to local government units by law.

Nothing in this Ordinance shall be construed as replacing, diminishing or assuming any power vested by law in the Department of Transportation (DOTr), the Land Transportation Office (LTO), the Department of Energy (DOE), the Department of Trade and Industry (DTI), the Department of Public Works and Highways (DPWH), the Metropolitan Manila Development Authority (MMDA), or any other national agency.

SEC. 3. Coverage. – This Ordinance shall apply to:

1. Electric tricycles used for public transportation within the City of Manila;
2. Operators and drivers thereof;
3. Electric Tricycle Operators and Drivers Associations (E-TODAs);
4. Local routes, terminals, loading and unloading areas used for e-trike operations;
5. Charging facilities, only insofar as they are subject to the lawful permitting, inspection, zoning, building, fire-safety and environmental powers of the City; and
6. All government and private entities participating in public-private partnerships (PPP) involving e-trike deployment, financing, or infrastructure development.

E-trikes owned and operated exclusively by the City Government under a separate livelihood or public-service program shall be governed by the ordinance or issuance creating such program, without prejudice to applicable national laws and safety requirements.

SEC. 4. Definition of Terms. - Unless otherwise specifically provided herein, terms already defined under Republic Act No. 11697 and its implementing rules shall have the same meanings under this Ordinance.

For purposes of local implementation, the following terms are additionally defined:

- (a) **E-Trike** - an electric-powered tricycle recognized or classified as such by the LTO or other competent national agency.
 - (b) **E-TODA** - an Electric Tricycle Operators and Drivers Association duly organized under applicable law and accredited by the City pursuant to this Ordinance.
 - (c) **E-TODA Accreditation** - official recognition by the City of an E-TODA as a legitimate transport association. Accreditation does not constitute a franchise, MTOP or independent authority to operate an e-trike for public transportation.
 - (d) **Operator** - the natural or juridical person in whose name the local MTOP or franchise is issued.
 - (e) **Driver** - a person holding the appropriate and valid driver's license required by the LTO for the operation of the particular e-trike.
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- (f) **Motorized Tricycle Operator's Permit (MTOP)** - the local authority or franchise issued pursuant to the Local Government Code authorizing a qualified operator to operate an identified e-trike within an approved local route or service area.

An MTOP shall not substitute for LTO registration, vehicle classification, driver licensing, or any national authorization required by law.

SEC. 5. Relation to EVIDA and Existing Laws. - This Ordinance shall be interpreted and implemented consistently with Republic Act No. 11697 and its implementing rules. In particular:

- 1) EV registration, classification, inspection and national operating requirements shall remain subject to the Department of Transportation (DOTr) and its attached agencies;
- 2) National safety and product standards shall remain subject to the competent national agencies;
- 3) Accreditation of charging-station service providers shall remain with the Department of Energy (DOE);
- 4) Green routes shall be incorporated into the City's Local Public Transport Route Plan and shall be subject to DOTr approval where required by EVIDA;
- 5) Use of national roads shall remain subject to applicable national laws and regulations; and
- 6) The transition to electric public utility vehicles shall be consistent with the Comprehensive Roadmap for the Electric Vehicle Industry (CREVI) and applicable national just-transition policies.

Ordinance Nos. 8071 and 8291 and other City ordinances shall continue to apply insofar as they are not inconsistent with this Ordinance or national law.

SEC. 6. Functions of the Manila Traffic and Parking Bureau. - The Manila Traffic and Parking Bureau (MTPB) shall be the principal local implementing office for e-trike operations.

Subject to the powers of the *Sangguniang Panlungsod* and national government agencies, the MTPB shall:

- 1) Receive and evaluate applications for E-TODA accreditation and MTOPs;
 - 2) Evaluate proposed local routes, terminals, loading and unloading areas based on the City's Local Public Transport Route Plan (LPTRP), route capacity, traffic conditions and public safety;
 - 3) Conduct local operational and safety inspections, without substituting for LTO registration, classification or national technical inspection;
 - 4) Maintain records of accredited E-TODAs, MTOPs, operators and authorized units;
 - 5) Monitor compliance with approved local routes and operating conditions;
 - 6) Recommend the suspension or revocation of accreditation or MTOPs for lawful cause;
 - 7) Enforce this Ordinance and applicable local traffic regulations within its lawful authority;
 - 8) Coordinate with the DOTr, LTO, DPWH, MMDA, DOE and other competent agencies where national jurisdiction is involved; and
 - 9) Perform such other administrative functions expressly authorized by this Ordinance.
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The MTPB shall not:

- 1) Register or classify motor vehicles in place of the LTO;
- 2) Issue or determine driver's-license classifications;
- 3) Establish national EV technical standards;
- 4) Accredite charging-station service providers;
- 5) Unilaterally authorize e-trikes to operate on national roads where national approval is required;
- 6) Create additional fees, prohibited acts or penalties not provided by ordinance; or
- 7) Exercise any authority expressly reserved by law to another government agency.

SEC. 7. Accreditation of E-TODAs. - An E-TODA may be accredited by the City upon showing that:

1. It is duly organized or registered under applicable law;
2. It has identifiable members and duly authorized officers;
3. It has reasonable internal rules governing membership and discipline;
4. Its proposed service area is consistent with the City's approved transport plan and route capacity; and
5. It complies with the requirements of this Ordinance and its IRR.

Accreditation recognizes the organization only. It does not authorize the E-TODA or any of its members to operate an e-trike without the required MTOP and national registration and licensing requirements.

SEC. 8. Accreditation Procedure. - An E-TODA seeking accreditation shall file an application with the MTPB together with proof of its legal existence, membership, officers and proposed service area. The MTPB shall evaluate the application based on compliance with this Ordinance, route capacity, traffic conditions and consistency with the City's transport plan.

If qualified, the E-TODA shall be issued a Certificate of Accreditation. Any denial, suspension or revocation shall state the grounds therefor and shall be subject to notice and an opportunity to be heard.

The detailed documentary requirements, application forms, processing procedure and validity of accreditation shall be provided in the IRR.

SEC. 9. MTOP or Local Franchise. - No e-trike shall operate for public transportation within the City without a valid MTOP or local franchise issued pursuant to the Local Government Code and applicable national guidelines.

The MTOP shall be issued to the qualified operator, not to the E-TODA as an association, unless the E-TODA itself is legally qualified as the operator and owner or lawful possessor of the units concerned.

The MTOP shall identify the operator, authorized unit, approved local route or service area and period of validity.

No MTOP shall exempt any operator, driver or unit from LTO registration, proper vehicle classification, driver's-license requirements or other applicable national regulations.



SEC. 10. Requirements for MTOP. - An applicant for an MTOP must establish:

1. Legal ownership, lease or lawful possession of the e-trike;
2. Valid LTO registration of the unit;
3. Compliance with applicable national roadworthiness and safety requirements;
4. Availability of an appropriately licensed driver;
5. Compliance with the authorized route and service requirements of the City; and
6. Such other requirements expressly authorized by this Ordinance.

Membership in an accredited E-TODA may be required for organized route management, provided that no qualified applicant shall be denied access to a public franchise solely because of an arbitrary or unreasonable refusal of membership.

The IRR shall provide an appropriate review or alternative application procedure in such cases.

SEC. 11. Validity and Transfer of MTOP. - An MTOP shall be valid for three (3) years, unless sooner suspended or revoked for lawful cause after due process.

Annual local inspection or regulatory requirements shall not constitute annual renewal of the three-year MTOP.

An MTOP shall not be transferred without prior approval of the City. Transfer may be allowed only upon compliance by the proposed transferee with all qualifications required under this Ordinance and applicable law.

SEC. 12. Drivers and Preference for Manila Residents. - All e-trike drivers shall possess the appropriate valid driver's license and comply with national and local traffic and safety requirements.

E-TODAs and operators are encouraged to give reasonable preference to qualified residents of Manila in the engagement of drivers. Qualified non-residents may likewise be engaged. No driver shall be disqualified solely on the ground of non-residency if otherwise qualified under applicable law.

SEC. 13. National Vehicle and Safety Standards. - All e-trikes shall comply with the registration, classification, roadworthiness, safety, passenger capacity, electrical, battery and other technical standards prescribed by the DOTr, LTO, DTI and other competent national agencies.

The City may conduct local inspections solely to determine compliance with local operational and public-safety requirements.

SEC. 14. Routes and Road Use. - E-trikes shall operate only on authorized routes and roads where their operation is permitted by law. Local routes shall be determined in accordance with:

1. The City's Local Public Transport Route Plan (LPTRP);
 2. Route capacity;
 3. Passenger demand;
 4. Traffic and road conditions;
 5. Public safety; and
 6. Applicable national transportation policies.
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Green routes under EVIDA shall be included in the City's Local Public Transport Route Plan and submitted for DOTr approval where required.

No City office may unilaterally authorize e-trike operations on a national road where such use is prohibited or requires approval by the DOTr, LTO, DPWH, MMDA or another competent agency. Crossing or use of national roads shall be governed by applicable national rules.

SEC. 15. Charging Stations. - Charging stations shall comply with EVIDA, DOE regulations, national building and electrical standards, fire-safety requirements and applicable local permits.

Consistent with Section 11 of EVIDA, the City shall:

- 1) Issue Certificates of Inspection to charging stations through the proper local building official;
- 2) Issue permits for construction or renovation in accordance with applicable DPWH guidelines;
- 3) Ensure compliance of public and private buildings and establishments with applicable EVIDA requirements; and
- 4) Submit to the DOE, not later than January 30 of every year, the list of commercial-use charging stations within the City.

The City shall not accredit charging-station service providers, such authority being vested in the DOE under EVIDA.

SEC. 16. Transition to Electric Tricycles. - The City shall promote the gradual and orderly transition from conventional tricycles to e-trikes consistent with the CREVI, the City's Local Public Transport Route Plan (LPTRP) and the just-transition policies of the DOTr under EVIDA.

Existing valid franchises of conventional tricycles shall remain recognized for their lawful duration.

New or additional e-trike units may be prioritized where supported by route capacity, passenger demand, traffic conditions, availability of charging infrastructure and applicable national transport policy.

SEC. 17. Fares. - E-trike fares shall be governed by existing City ordinances on tricycle fares and such subsequent ordinance as may be enacted for e-trikes.

Any fare adjustment shall be based on reasonable operating costs, public consultation and applicable national transportation policies. The approved fare matrix shall be displayed in every e-trike used for public transportation.

SEC. 18. Fees and Charges. - The following fees shall apply:

1. **E-TODA Accreditation Fee** - Five Hundred Sixty-Five Pesos (PhP565.00), annually;
2. **MTOP or Franchise Fee** - One Thousand Five Hundred Pesos (PhP1,500.00) for the three-year validity period; and
3. **Annual Inspection or Regulatory Permit Fee** - Five Hundred Sixty-Five Pesos (PhP565.00), where applicable.

No fee shall be collected twice for the same regulatory service.



SEC. 19. Prohibited Acts. - It shall be unlawful for any operator, driver, E-TODA or other responsible person to:

I. Unauthorized Operation

- a) Operate an e-trike for public transportation without a valid MTOP;
- b) Operate an e-trike without valid LTO registration or other required national authorization;
- c) Operate outside the approved route or service area without lawful authority;
- d) Operate on a road where e-trikes are prohibited by national or local law; or
- e) Use, lend, transfer or allow another person to use an MTOP contrary to this Ordinance.

B. Driver Violations

- a) Allow an unlicensed or legally disqualified person to drive an e-trike;
- b) Operate an e-trike while the driver's license is expired, suspended or revoked;
- c) Carry passengers or cargo beyond the lawful capacity of the unit; or
- d) Operate the unit in a manner that violates applicable traffic or public-safety laws.

C. Vehicle and Safety Violations

- a) Operate an e-trike that has been lawfully determined to be unsafe or unroadworthy;
- b) Tamper with required safety equipment or authorized vehicle identification;
- c) Use a vehicle whose material modification violates applicable LTO or national technical standards; or
- d) Refuse a lawful safety or regulatory inspection conducted within the authority of the City.

D. Accreditation and Franchise Violations

- a) Submit false, falsified or materially misleading information in an application for accreditation or MTOP;
- b) Falsify, alter, reproduce or misuse an accreditation certificate, MTOP, identification sticker or other official City document;
- c) Permit an unauthorized or colorum unit to operate under an E-TODA;
- d) Collect unauthorized fees or charges from members or applicants by representing the same as City-required payments; or
- e) Use E-TODA accreditation as authority to operate without the required MTOP.

E. Environmental and Charging Violations

- a) Improperly dispose of EV batteries or hazardous components in violation of applicable environmental laws;
- b) Operate a charging facility without required national or local permits;
- c) Falsely represent that a charging-station service provider is accredited by the City in place of the accreditation required from the DOE; or
- d) Obstruct a lawful inspection of a charging facility by the proper authority.

It is understood, however, that conduct separately punishable under national law or another City ordinance shall be prosecuted or penalized under the applicable law, without prejudice to lawful administrative action against an MTOP or accreditation where the same conduct also constitutes a ground therefor.

SEC. 20. Penalties. - Violations of this Ordinance shall be subject to the following penalties:

A. First Offense: A fine of One Thousand Pesos (PhP1,000.00) and written warning.

B. Second Offense: A fine of Two Thousand Five Hundred Pesos (PhP2,500.00)

Where the violation involves the unlawful or unsafe exercise of an MTOP, the MTOP may additionally be suspended for a period not exceeding thirty (30) days after notice and opportunity to be heard.

C. Third and Subsequent Offenses: A fine of Five Thousand Pesos (PhP5,000.00).

Where the violation is serious, repeated, willful or demonstrates that the operator or E-TODA is no longer fit to continue operations, the accreditation or MTOP may be suspended or revoked after due process.

D. Immediate Protective Measures

An e-trike may be temporarily prevented from operating when:

1. It has no valid registration or MTOP;
2. It is operating in a prohibited area;
3. It presents an immediate danger to passengers or the public;
4. It is abandoned or unlawfully obstructing traffic; or
5. Impoundment is otherwise expressly authorized by law or ordinance.

Immediate protective action shall not constitute final adjudication of the violation and shall be followed by the appropriate administrative proceedings.

E. Liability of E-TODA

An E-TODA shall not automatically be liable for every violation committed by a member. It shall be liable only when the violation was:

1. Authorized or directed by the association or its responsible officers;
2. Knowingly tolerated or concealed by them; or
3. Caused by the association's failure to perform a specific duty expressly imposed by this Ordinance.

No penalty other than those authorized by ordinance or national law may be created by the MTPB or through the IRR.

SEC. 21. Administrative Due Process. - No accreditation or MTOP shall be suspended or revoked without notice and reasonable opportunity to be heard.

The IRR shall prescribe the procedure for notice, hearing, decision, reconsideration and appeal.

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Temporary action may be taken without prior hearing only when reasonably necessary to prevent an immediate danger to life, property or public safety, subject to prompt post-deprivation proceedings.

SEC. 22. Implementing Rules and Regulations. - Within thirty (30) days from the effectivity of this Ordinance, the MTPB, in consultation with concerned City offices and affected stakeholders, shall prepare the Implementing Rules and Regulations.

The IRR may prescribe application forms, documentary requirements, processing procedures, inspection methods, identification systems, hearing procedures recordkeeping and other administrative details. It shall not:

1. Create additional offenses or penalties;
2. Create or increase fees;
3. Add substantive qualifications for an MTOP or accreditation;
4. Grant powers to the MTPB beyond this Ordinance;
5. Alter national vehicle classifications or technical standards;
6. Authorize operation on national roads contrary to national law; or
7. Modify any substantive provision of this Ordinance.

SEC. 23. Separability Clause. - If any provision of this Ordinance is declared unconstitutional or invalid, the remaining provisions not affected thereby shall continue in full force and effect.

SEC. 24. Repealing and Harmonization Clause. - Ordinance Nos. 8071, 8291 and 8979, and other existing City ordinances governing tricycles and tri-wheel vehicles, shall remain in force insofar as they are not inconsistent with this Ordinance.

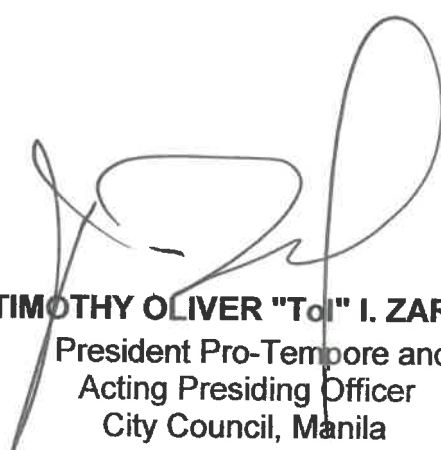
SEC. 25. Effectivity Clause. - This Ordinance shall take effect immediately upon approval and publication in newspapers of general circulation.

This Ordinance shall be construed in harmony with Republic Act No. 11697, Republic Act No. 7160, and applicable national rules and regulations. In case of an irreconcilable conflict, national law shall prevail, and any inconsistent local provision shall be modified only to the extent of such inconsistency.

This Ordinance was enacted by the City Council of Manila on September 14, 2026.

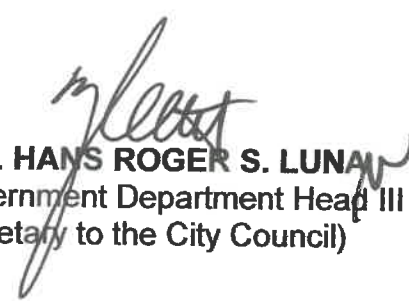


PRESIDED BY:


TIMOTHY OLIVER "Toi" I. ZARCAL

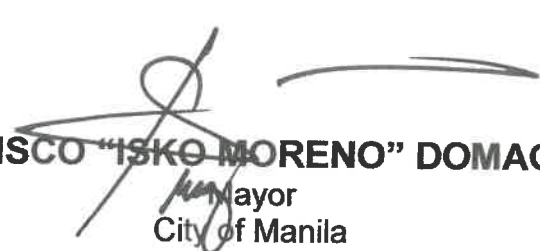
President Pro-Tempore and
Acting Presiding Officer
City Council, Manila

ATTESTED:


ATTY. HANS ROGER S. LUNAN
City Government Department Head III
(Secretary to the City Council)

APPROVED BY HIS HONOR, THE MAYOR, ON

OCT 05 2026


FRANCISCO "ISKO MORENO" DOMAGOSO

Mayor
City of Manila

ATTESTED:


MANUEL M. ZARCAL
Secretary to the Mayor

CLN:jhb/rmd/kjm/agv/egv/asr