



e-Mobility Project Inclusion in the Philippine MRV framework



Electric 2- and 3-wheelers for Personal Use

Number of Available Models: 101	
Declared Seating Capacity	Minimum of 1; Maximum of 4
Battery Bank Voltages Used	36V and below: 6% 48V: 63% 49V and above: 31%
Battery Energy Used	Ranges from 1.44kWh up to 2.88 kWh
Type of Battery	Lithium Ion: 2%
	Lead Acid: 95%
	Both: 3%
Selling Price	Between PhP 6,390.00 to PhP 58,000.00 Average: PhP 34,000.00

Source: Actual Surveys and Interviews from LEV distributors

- Some would make modifications on their bicycles by adding a brushless DC motor, motor controller, battery bank, and a battery management system which allowed the bicycles to function as a basic electric vehicle. This is placed under the category of a Do-It-Yourself (DIY) brand

Electric 2- and 3-wheelers for Public Transport

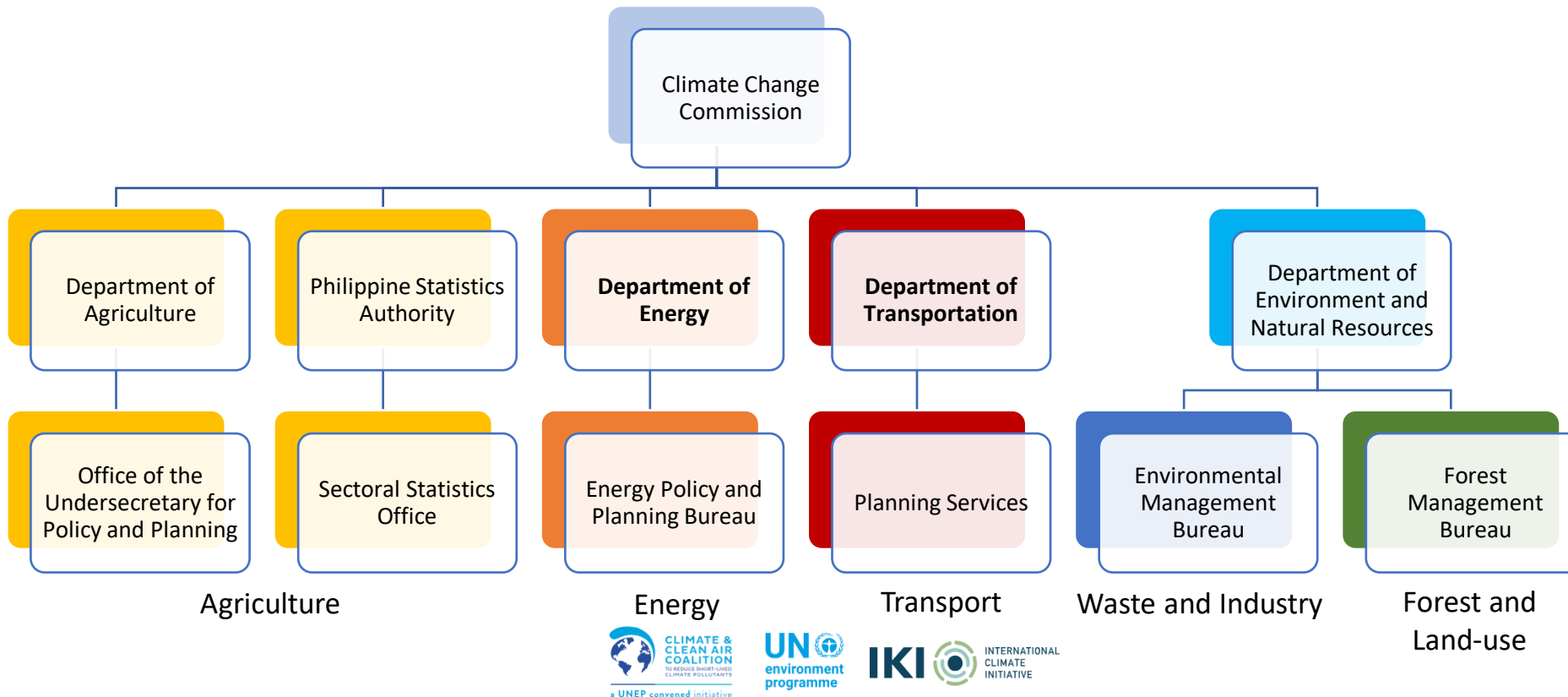
Number of Available Models: 20	
Declared Seating Capacity	Minimum of 4; Maximum of 9 (including driver)
Battery Bank Voltages Used	48V, 55.2V, 60V, 72V, 82.8V (varied across models)
Battery Energy Used	Ranges from 1.44kWh up to 16.2kWh
Type of Battery	Lithium Ion: 62% (12 models)
	Lead Acid: 25% (6 models)
	Both: 10% (2 models)

Source: Actual surveys and interviews from different e-trike stakeholders

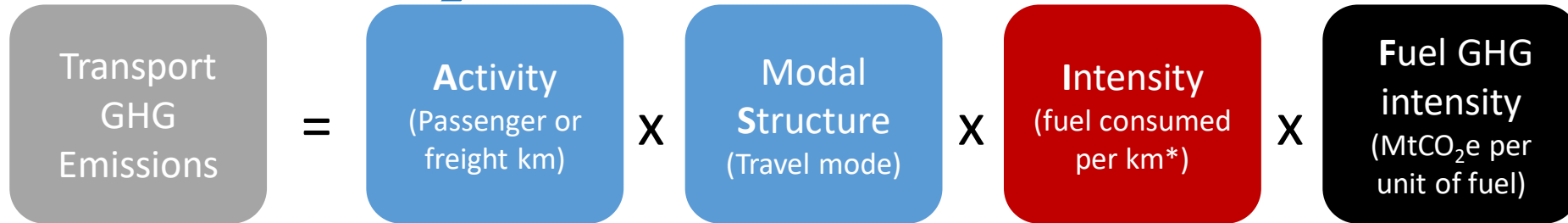
- Different payment arrangements
 - Continuance fund (PhP 150 for 6 days to be used for maintenance and battery replacement). Drivers must provide free rides to public school students
 - *Boundary-hulog* (PhP 150/day for five years)

PH GHG Institutional Arrangements

Based on the Executive Order No. 174:



E-mobility GHG Accounting for Transport (National)



Transport groups
 Fleet operators
 Project implementers

Academe
 NGOs
 CSOs

Car manufacturers
 Fleet operators
 Drivers

Distribution utilities
 Power plants

E-mobility project impacts

