

Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City

EIGHTEENTH CONGRESS  
Third Regular Session



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COMMITTEE REPORT NO. 1095

Submitted by the Committee on Transportation on July 27, 2021

Re : House Bill No. 9884

Recommending its approval in substitution of House Bill No. 8244

Sponsors: Reps. Edgar Mary Sarmiento, Weslie Gatchalian, and Faustino Michael Carlos Dy III

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Mr. Speaker:

The Committee on Transportation to which was referred House Bill No. 8244, introduced by Reps. Paul Daza, Weslie Gatchalian, Enrico Pineda and Faustino Michael Carlos Dy III, entitled:

**“AN ACT  
REGULATING THE USE AND REGISTRATION OF VINTAGE  
AUTOMOBILES AND OTHER HISTORICAL, CLASSIC, OR COLLECTOR  
MOTOR VEHICLES, PROVIDING EXEMPTIONS AND RESTRICTIONS  
ON THEIR IMPORTATION AND USE, AND ESTABLISHING A VINTAGE  
CAR REGISTRATION AND ASSESSMENT OFFICE, AND  
APPROPRIATING FUNDS THEREFOR”**

has considered the same and recommends that the attached House Bill No. 9884  
entitled:

**“AN ACT  
REGULATING THE USE AND OTHER ACTIVITIES RELATED TO  
VINTAGE AUTOMOBILES AND OTHER HISTORICAL, CLASSIC, OR  
COLLECTOR MOTOR VEHICLES, AND PROVIDING FOR THEIR  
EXEMPTION FROM THE STANDARDS AND RESTRICTIONS SET BY  
LAWS ENACTED AND REGULATIONS ADOPTED AFTER THE DATE OF  
THEIR MANUFACTURE”**

be approved in substitution of House Bill No. 8244, with Reps. Paul Daza, Weslie Gatchalian, Enrico Pineda, Faustino Michael Carlos Dy III, Edgar Mary Sarmiento, Micaela Violago,

Ciriaco Gato, Jr., Macnell Lusotan, Eufemia Cullamat, Joseph Stephen Paduano, Evelina Escudero, Alfelito Bascug, Florida Robes, Cheryl Deloso-Montalla, Leonardo Babasa, Jr., Elisa Olga Kho, Rodolfo Ordanes, Carlos Isagani Zarate, Sandro Gonzalez, Arlene Brosas, Jose Ong, Jr., Jose Tejada, Marisol Panotes, Onyx Crisologo, Jose Gay Padiernos, Luisa Lloren Cuaresma, Gavini Pancho, Romulo Peña, Jr., Ferdinand Gaité, Shirlyn Bañas-Nograsles, France Castro, Sergio Dagooc, Claudine Diana Bautista, Irene Saulog, Ruffy Biazon, John Rey Tiangco, and Gabriel Bordado, Jr. as authors thereof.

Respectfully submitted,

  
**REP. EDGAR MARY S. SARMIENTO**  
Chairperson  
Committee on Transportation

**THE HONORABLE SPEAKER**  
HOUSE OF REPRESENTATIVES  
QUEZON CITY

Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
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**EIGHTEENTH CONGRESS**  
Third Regular Session

House Bill No. 9884  
(In substitution of House Bill No. 8244)

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Introduced by **Reps. Paul R. Daza, Wesley T. Gatchalian, Enrico A. Pineda and Faustino Michael Carlos T. Dy III, Edgar Mary Sarmiento, Micaela Violago, Ciriaco Gato, Jr., Macnell Lusotan, Eufemia Cullamat, Joseph Stephen Paduano, Evelina Escudero, Alfelito Bascug, Florida Robes, Cheryl Deloso-Montalla, Leonardo Babasa, Jr., Elisa Olga Kho, Rodolfo Ordanes, Carlos Isagani Zarate, Sandro Gonzalez, Arlene Brosas, Jose Ong, Jr., Jose Tejada, Marisol Panotes, Onyx Crisologo, Jose Gay Padiernos, Luisa Lloren Cuaresma, Gavini Pancho, Romulo Peña, Jr., Ferdinand Gaité, Shirlyn Bañas-Nograsles, France Castro, Sergio Dagooc, Claudine Diana Bautista, Irene Saulog, Ruffy Biazon, John Reynald Tiangco, and Gabriel Bordado, Jr.**

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**AN ACT**  
**REGULATING THE USE AND OTHER ACTIVITIES RELATED TO VINTAGE**  
**AUTOMOBILES AND OTHER HISTORICAL, CLASSIC, OR COLLECTOR MOTOR**  
**VEHICLES, AND PROVIDING FOR THEIR EXEMPTION FROM THE STANDARDS**  
**AND RESTRICTIONS SET BY LAWS ENACTED AND REGULATIONS ADOPTED**  
**AFTER THE DATE OF THEIR MANUFACTURE**

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

1           **Section 1. Short Title.** – This Act shall be known as the “Vintage Vehicle Regulation Act.”

2           **Section 2. Declaration of Policy.** – Section 14 Article XIV of the Constitution declares  
3 that the State shall foster the preservation, enrichment, and dynamic evolution of a Filipino culture  
4 based on the principle of unity in diversity in a climate of free artistic and intellectual expression.  
5 Section 16 of the same article declares that the country’s artistic and historic wealth constitutes the  
6 cultural treasure of the nation and shall be under the protection of the State which may regulate its  
7 disposition.

8           The State recognizes that motor vehicles are components of Philippine culture, embedded  
9 in its history and its chronicles of government, transportation, industry, social life, and popular  
10 culture. The State acknowledges that surviving vintage vehicles, as well as their related tools,

1 equipment, accessories, buildings, literature, and collectible ephemera, deserve and require  
2 sustainable conservation, and that motoring heritage aids contextualization, documentation,  
3 interpretation, and understanding of the development of the nation's way of life and how it  
4 continues to transition. Within this context, the preservation of vintage vehicles is in accord with  
5 policy of the State to preserve its heritage and patrimony.

6 Executive Order No. 156 (2002), titled "Providing for a Comprehensive Industrial Policy  
7 and Directions for the Motor Vehicle Development Program and its Implementing Guidelines,"  
8 states that "the motor vehicle industry is a significant contributor to the country's economic output,  
9 employment, investments, exports, and the development of small and medium scale parts and  
10 component manufacturing establishments." In this regard, encouraging vintage car restoration  
11 shall not only promote heritage conservation but shall likewise spur economic activity in the micro  
12 and small enterprise category, and the development of skills to serve a niche market here and  
13 abroad.

14 The State recognizes the large and expanding international markets for the restoration of  
15 these vintage vehicles, an industry that in the United Kingdom alone is valued at £5.5 billion and  
16 the worldwide demand for replacement parts for the repair and restoration of these vehicles. The  
17 State is keenly aware that the country's unique conditions, the capability of its small and medium  
18 industries, and the quality of its human resource make it competitive in those markets. It is  
19 therefore the declared policy of the State to provide an environment that will encourage its  
20 entrepreneurs and industries to participate in those markets and permit its businessmen,  
21 technicians, and workforce to acquire the knowledge and skills necessary for the purpose.

22 In furtherance of such policies, the State shall pursue the following objectives:

23 (i) protect, preserve, enhance, and promote the nation's heritage by preserving vintage  
24 vehicles and in furtherance thereof permit the importation of such vehicles in historically correct  
25 condition;

26 (ii) establish and strengthen regulatory policies that encourage their preservation,  
27 maintenance, occasional use, and registration;

28 (iii) increase economic opportunities by creating conditions favorable to small and medium  
29 industries that may participate in the international markets for the restoration and repair of vintage  
30 vehicles and the manufacture of their spare and replacement parts; and

1 (iv) encourage tourism through the promotion of automobile tours, shows, vintage  
2 motorsports, and similar events.

3 **Section 3. Coverage.** – This Act shall apply to all aspects of the regulation of the  
4 importation and exportation, registration, and use of vintage vehicles.

5 **Section 4. Definition of Terms.** - As used in this Act:

6 a) *Authentic component* refers to a replacement part, whether old or newly produced, that  
7 is identical in appearance and function to an original component installed in the vehicle or in  
8 vehicles belonging to the same model line as the vehicle at the time of manufacture, but not  
9 necessarily made of the same material, including chassis and monocoque shell and subframe  
10 replacements of the same pattern as the original. This will include spare parts from the  
11 manufacturer’s stock intended for the later servicing or repair of vehicles of the same model line  
12 as the vehicle.

13 b) *Motor vehicle* refers to any self-propelled vehicle designed to carry passengers or goods,  
14 including automobiles, pick-up trucks, vans, sports utility vehicles, Asian utility vehicles, and  
15 motorcycles. A trailer, caravan, or other vehicle intended to be towed by attachment to a motor  
16 vehicle shall be deemed a motor vehicle for purposes of this Act.

17 c) *Original spare parts* refer to parts of the vehicle, including the motor and gearbox, that  
18 were originally installed by its manufacturer at the time of manufacture.

19 d) *Vintage vehicle* refers to a motor vehicle that is at least thirty (30) years old reckoned  
20 from the date of manufacture, whose chassis, engine, steering assembly, and suspension assembly  
21 are either original or authentic and whose body has not been altered in general appearance, subject  
22 only to the exceptions in Section 10 hereof. It shall exclude replicas and reproductions of vintage  
23 vehicles.

24 **Section 5. Exemption.** – In recognition of their small number, their expected limited use,  
25 and the historical fact that the technology available at the time of their manufacture will not permit  
26 them to meet modern standards, vintage vehicles registered under this Act shall not be required to  
27 meet clean-air, anti-pollution, safety, road-use, and other standards that were not in force at the  
28 time of their manufacture, either as a condition for their registration and use on public roads or  
29 otherwise, the provisions of the Clean Air Act (RA 8749) and any other law or regulation  
30 notwithstanding. However, vintage vehicles manufactured after December 31, 1967 must be fitted  
31 with safety belts as mandated by Republic Act No. 8750 or the Seat Belts Use Act of 1999.

1           **Section 6. *Importation.*** – Vintage vehicles may be imported into the Philippines by any  
2 person or entity.

3           **Section 7. *Exportation.*** - A vintage vehicle may be exported without restriction: *Provided,*  
4 That in the interest of preserving the cultural and historical heritage associated with vintage  
5 vehicles, the exportation of vintage vehicles that have historical significance to the country, such  
6 as vehicles of Presidents of the Philippines, as certified by the National Historical Commission of  
7 the Philippines (NHCP) in accordance with rules and guidelines, shall be prohibited.

8           **Section 8. *Right-hand Drive Vehicles.*** – The prohibition on the importation, registration,  
9 and use of right-hand-drive vehicles shall not apply to vintage vehicles manufactured on or before  
10 December 31, 1970 or to vintage vehicles intended principally for racing or other motorsport.

11           **Section 9. *Period Specification.*** – A vintage vehicle registered or otherwise benefitting  
12 under this Act shall be preserved and maintained in a historically correct condition, which, for  
13 purposes of this Act and subject to Section 10 hereof, shall mean that (i) its chassis, engine,  
14 steering, and suspension shall not have been replaced or modified except with original or authentic  
15 components, and (ii) its body has not been changed in general appearance.

16           **Section 10. *Permitted Modifications.*** – The following modifications shall be permitted  
17 on vintage vehicles:

18           (i) modifications of a type that can be demonstrated to have been made when the vintage  
19 vehicle was in production or within ten (10) years of the end of production;

20           (ii) modifications to brakes, suspension, axles and running gear to improve efficiency or  
21 safety;

22           (iii) use of carburetors or fuel injection systems not original to the vintage vehicle to  
23 improve efficiency, economy or environmental performance;

24           (iv) installation of a new, modern engine of the same brand or manufacture and of the  
25 same general specification as the engine original to the vintage vehicle or vehicles belonging to  
26 the same model line as the vintage vehicle; and

27           (v) installation of after-market accessories and equipment, such as radios, air-  
28 conditioning, and directional lights, to permit the convenient or safe use of the vehicle.

29           **Section 11. *Limited Use.*** – A vintage vehicle that (i) is imported after the effectivity of this  
30 Act, or (ii) is registered under this Act, or (iii) otherwise benefits from any exemption or privilege  
31 under this Act shall be used only on Saturdays, Sundays, and holidays, except for the purpose of

1 registration or inspections by the Land Transportation Office (LTO) under this Act. A vintage  
2 vehicle shall in no event be used for commercial purposes, except only for motion pictures,  
3 advertisements, pictorials, weddings, and motorcades. In no event shall a vintage vehicle be used  
4 as a public utility vehicle or for the commercial transport of persons or goods.

5 **Section 12. *Registration.*** – All vintage vehicles (i) imported after the effectivity of this Act  
6 or (ii) benefiting from any exemption or privilege under this Act shall be registered as a vintage  
7 vehicle with the LTO in order to benefit from the provisions of this Act. Such registration shall be  
8 valid for five (5) years.

9 **Section 13. *License Plate.*** – The LTO shall issue to each registered vintage vehicle license  
10 plates that contain the words “vintage vehicle” in addition to the usual letters and numerals  
11 appearing in license plates. The model year or year of manufacture shall be indicated on any  
12 appropriate part of the plate.

13 **Section 14. *Applicability of Prohibitions.*** – The prohibitions set out in this Act, including  
14 against daily use, shall not apply to motor vehicles that are not registered under this Act or which  
15 do not seek to benefit from any exemption or privilege under this Act. Such motor vehicles shall  
16 be subject to all laws and regulations governing the registration and use of motor vehicles in  
17 general, including all air emission, safety, roadworthiness and other standards.

18 **Section 15. *Inspection.*** – A vintage vehicle applying for registration or the renewal of its  
19 registration under this Act shall be subject to inspection in compliance with Sections 9 and 10  
20 hereof and, if manufactured after December 31, 1975, in compliance with the minimum safety and  
21 roadworthiness guidelines established by the LTO in consultation with stakeholders. In no event  
22 shall the standards for safety inspection for vintage vehicles registered under this Act exceed or be  
23 more stringent than those that were in force at the year the vehicle was manufactured.

24 As in the case of any motor vehicle and in the interest of public safety and responsible  
25 ownership, the LTO shall conduct random inspection of registered vintage vehicles on public roads  
26 and highways.

27 **Section 16. *Lost Papers.*** – (a) A vintage vehicle that has no certificate of registration,  
28 official receipt of registration payment, or other evidence of ownership or registration may be  
29 registered as a vintage vehicle under this Act, subject to the submission by the applicant of (i) a  
30 notarized affidavit that states that the applicant is the owner, is in possession of the vehicle, knows  
31 of no claim on the vehicle, and which describes the circumstances by which the applicant came to

1 acquire the vehicle, (ii) clearance from the relevant police agency that there is no record of the  
2 vehicle having been stolen, and (iii) payment to the LTO of a one-time reconstitution fee of Ten  
3 thousand pesos (PhP 10,000.00) in addition to the regular fees and charges for the registration of  
4 vintage vehicles.

5 (b) *Publication of Notice of Application for Registration.* The LTO shall publish a notice  
6 of the application in a newspaper of general circulation once a week for three (3) consecutive  
7 weeks at the expense of the applicant and on its website within three (3) days from receipt of each  
8 complete application, describing the vehicle and stating that the applicant has applied for  
9 registration. If the LTO receives no objection to the application or claim by third parties on the  
10 vehicle within three (3) months from the date of publication, it shall register the vehicle as a vintage  
11 vehicle under this Act. The registration of a vintage vehicle shall be without prejudice to rights of  
12 persons who may claim ownership of the vintage vehicle under applicable laws.

13 (c) *Date of manufacture.* The date of manufacture of a vintage vehicle with lost,  
14 incomplete, or inconsistent papers may be ascertained through the car manufacturer or the  
15 assistance of vintage car associations or interest groups. If details such as the exact date of  
16 manufacture cannot be ascertained, the registration paper and entry in the database of the LTO  
17 shall indicate this fact and an annotation that the “date of manufacture is not available but has been  
18 estimated by [name of authority/association].”

19 **Section 17. *Vintage Vehicle Restoration Database; Education.*** – (a) Recognizing the  
20 historical and cultural value and contribution of vintage vehicles to employment and the industry  
21 in general, the LTO shall establish and maintain a national database that lists and describes vintage  
22 vehicles in the country, which it shall share with the NHCP for purposes of Section 7 hereof.

23 (b) To support the local restoration industry, the LTO shall include in its database  
24 authorized and licensed companies and shops engaged in the repair or restoration of vintage  
25 vehicles or in the manufacture of spare and replacement parts for vintage vehicles, private sector  
26 associations and interest groups, and relevant government agencies, such as the Technical  
27 Education and Skills Development Authority, and actively engage them, in strengthening  
28 opportunities and programs for skills and technological development in these and related  
29 industries.

30 (c) The LTO shall promote and encourage the conscientious, correct and safe maintenance  
31 of vintage vehicles through consistent information and education campaigns and other means.



1           **Section 18. *Implementing Rules and Regulations.*** – The LTO shall, after public hearings  
2 and consultation with concerned sectors of society, including at least five (5) vintage vehicle  
3 owners or representatives from owners’ groups or associations, formulate and issue the necessary  
4 rules and regulations for the effective and speedy implementation of this Act within sixty (60) days  
5 of its effectivity.

6           Likewise, the LTO shall consult with vintage vehicle owners or representatives from  
7 owners’ groups or associations in the development of other relevant policies and issuances. Any  
8 draft issuance or policy shall also be circulated electronically via email and other social media  
9 channels for meaningful engagement of stakeholders especially owners, collectors, restorers,  
10 mechanics, and enthusiasts.

11           **Section 19. *Separability Clause.*** – If any provision of this Act is declared invalid or  
12 unconstitutional, such parts not affected by such declaration shall remain in full force and effect.

13           **Section 20. *Repealing Clause.*** – All laws, orders, rules and regulations and other  
14 issuances, or parts thereof, which are inconsistent with this Act are hereby repealed, amended or  
15 modified accordingly.

16           **Section 21. *Effectivity.*** – This Act shall take effect fifteen (15) days after its publication in  
17 the *Official Gazette* or in a newspaper of general circulation.

# FACT SHEET

## House Bill No. 9884

(In substitution of House Bill No. 8244)

### VINTAGE VEHICLES REGULATION ACT

*Introduced by: REPS. PAUL R. DAZA, WESLIE T. GATCHALIAN, ENRICO A. PINEDA AND FAUSTINO MICHAEL CARLOS T. DY III, EDGAR MARY SARMIENTO, MICAELA VIOLAGO, CIRIACO GATO, JR., MACNELL LUSOTAN, EUFEMIA CULLAMAT, JOSEPH STEPHEN PADUANO, EVELINA ESCUDERO, ALFELITO BASCUG, FLORIDA ROBES, CHERYL DELOSO-MONTALLA, LEONARDO BABASA, JR., ELISA OLGA KHO, RODOLFO ORDANES, CARLOS ISAGANI ZARATE, SANDRO GONZALEZ, ARLENE BROSAS, JOSE ONG, JR., JOSE TEJADA, MARISOL PANOTES, ONYX CRISOLOGO, JOSE GAY PADIERNOS, LUISA LLOREN CUARESMA, GAVINI PANCHO, ROMULO PEÑA, JR., FERDINAND GAITE, SHIRLYN BAÑAS-NOGRASLES, FRANCE CASTRO, SERGIO DAGOOC, CLAUDINE DIANA BAUTISTA, IRENE SAULOG, RUFFY BIAZON, JOHN REYNALD TIANGCO, AND GABRIEL BORDADO, JR.*

*Committee Referral: COMMITTEE ON TRANSPORTATION*

*Committee Chairperson: REP. EDGAR MARY S. SARMIENTO*

#### OBJECTIVE:

- To preserve vintage vehicles as part of Philippine culture and develop the vintage vehicle restoration industry to provide a source of livelihood to local skilled workers thereby maximizing their potential in economic development.

#### KEY PROVISIONS:

- Establishes the policy that shall govern the importation, export, registration and operation of Vintage Vehicles;
- Defines what are considered vintage vehicles to be covered by the Act;
- Exempts vintage vehicles that were manufactured before the passage of the Clean Air Act and Seat Belts Use Act from the application of these laws or from standards other than those in force at the time of their manufacture;
- Allows the importation of vintage vehicles by any person or entity;
- Allows the exportation of vintage vehicles except those that have historical significance such as vehicles of the Presidents of the Philippines, as certified by the National Historical Commission of the Philippines;
- Exempts right-hand drive vintage vehicles manufactured on or before December 31, 1970 and those intended principally for racing or other motorsports from the prohibition of importation, registration and use;

- Requires the preservation and maintenance of vintage vehicle in its historically correct condition in order to benefit from the provisions of the Act;
- Specifies the modifications that may be done to a vintage vehicle;
- Limits the use of vintage vehicles on Saturdays, Sundays, and holidays except for the purpose of registration or inspection by the Land Transportation Office (LTO);
- Requires the registration with the LTO of vintage vehicles in order to benefit from the provisions of the Act;
- Requires the LTO to issue a special license plate to vintage vehicles;
- Mandates the inspection of vintage vehicles applying for registration in accordance with the minimum safety and roadworthiness standards in force during the vehicle's date of manufacture;
- Provides a separate procedure for the registration of vintage vehicles which documents were lost or those without evidence of ownership or registration;
- Requires the LTO to establish a database for vintage vehicles as well as authorized and licensed companies and shops engaged in the restoration of vintage vehicles or in the manufacture of spare and replacement parts;
- Requires the LTO to actively engage the vintage vehicle sector, private sector and interest groups and relevant agencies in strengthening opportunities and programs for skills and technological development in the vintage vehicle and related industries; and
- Mandates the LTO to formulate and issue rules and regulation to implement the Act within sixty (60) days from its effectivity.

#### **RELATED LAWS:**

- Republic Act No. 4136, or the Land Transportation and Traffic Code
- Republic Act No. 8749, or the Clean Air Act
- Republic Act No. 8750, or the Seat Belts Use Act
- Republic Act No. 8506, An Act Banning the Registration and Operation of Vehicles with Right-Hand Steering Wheel in Any Private or Public Street, Road or Highway, Providing Penalties Therefore and for Other Purposes
- Executive Order 156 series of 2002, Providing for a Comprehensive Industry Policy and Directions for the Motor Vehicle Development Program and Its Implementing Guidelines