

10 Sin Ming Drive Singapore 575701

8 March 2022

All Motor Vehicle Dealers/Importers	Our ref	VRL/04/2022 LTA/VR/V43.046.001
All Electronic Service Agents	Your ref DID	Fax 65535329

Dear Sir/Madam

Revision of Certificate of Entitlement (COE) Category A Maximum Power Output (MPO) Threshold for Electric Cars

I refer to the announcement by the Minister for Transport at the Committee of Supply debates on 8 March 2022 and the factsheet of 8 March 2022 on reducing peak land transport emissions by 80% (see **Annex**).

To support the adoption of electric cars, with effect from the May 2022 1st COE bidding exercise¹, Category A MPO threshold for fully electric cars will be revised from 97kW (130bhp) to 110kW (147bhp). Please refer to the table below for details:

COE Category	Current (for COEs obtained before May 2022 1st COE bidding exercise)	Revised (for COEs obtained from May 2022 1st COE bidding exercise onwards)
A	Car with engine capacity up to 1,600cc and MPO up to 97kW (130bhp)	Car, except fully electric car, with engine capacity up to 1,600cc and MPO up to 97kW (130bhp); and fully electric car with MPO up to 110kW (147bhp)
B	Car with engine capacity above 1,600cc or MPO above 97kW (130bhp)	Car, except fully electric car, with engine capacity above 1,600cc or MPO above 97kW (130bhp); and fully electric car with MPO above 110kW (147bhp)

The revised Category A MPO threshold for electric cars will apply to all fully electric cars, including imported used electric cars, registered with COEs successfully obtained from the May 2022 1st COE bidding exercise onwards.

Similarly, if a COE-exempted electric car is to be converted to a COE-payable electric car (e.g. Diplomat electric car converting to Normal electric car), the revised

¹ The May 2022 1st COE bidding exercise will take place from 4 to 6 May 2022.

Category A MPO threshold for electric cars will apply if the electric car is converted using a COE obtained from the May 2022 1st COE bidding exercise onwards.

The revised Category A MPO threshold for electric cars will NOT apply to:

- (i) Electric cars registered/converted using COEs obtained before the May 2022 1st COE bidding exercise. The COE requirement for such electric cars will continue to be based on the current engine capacity and MPO requirements [i.e. for Category A: Car with engine capacity up to 1,600cc and MPO up to 97kW (130bhp); and for Category B: Car with engine capacity above 1,600cc or MPO above 97kW (130bhp)]; and
- (ii) Electric cars registered as taxis, regardless of the MPO. Taxis will continue to pay Category A Prevailing Quota Premium (PQP) for registration.

Dealers selling new electric cars are advised to inform their customers of the MPO² of their electric cars and their COE category requirements accordingly. Electric car buyers can also check the MPO of the electric car that they are buying via the Fuel Cost Calculator that is available at LTA's OneMotoring website > Digital Services > Buying > Fuel Cost Calculator, which displays the MPO for vehicle models of authorised dealers.

Please bring the contents of this circular to the attention of your members and staff accordingly. Thank you.

Yours sincerely



Cheryl Tan (Ms)
Deputy Director
Vehicle Quota & Registration Division
Vehicle Services Group

² The MPO is stated in the VITAS vehicle approval letter to the applicant upon approval.



Factsheet

No.1 Hampshire Road Singapore 219428
www.lta.gov.sg

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Reducing Peak Land Transport Emissions by 80% *LTA will intensify electrification and sustainability efforts across public and private transport*

Land transport emissions peaked at 7.7 million tonnes of carbon dioxide equivalent (MtCO₂e) in 2016, well in advance of the 2030 timeline set at the national level. The Government is committed to further lowering land transport emissions, and has set a new target of reducing emissions from the 2016 peak by 80% by or around mid-century. Vehicle electrification, along with the decarbonisation of the power grid, will be a needle-mover.

2 To pave the way, the Land Transport Authority (LTA) will ramp up the electrification of our public bus fleet and incorporate more clean energy measures into our transport infrastructure. In addition, more will be done to spur the adoption of electric vehicles (EVs), including our taxi fleet.

Electrification of public buses and taxis

3 LTA has committed to having a 100% cleaner energy bus fleet by 2040. 60 electric buses have already been purchased and deployed to help us better understand the operational and technical considerations of a larger-scale rollout. Moving forward, bus buys from now until 2030 will primarily be electric. By 2030, half of our public bus fleet will be electric buses, as LTA replaces diesel buses that have reached their statutory lifespan. We will replace over 400 diesel buses by 2025.

4 Our point-to-point sector also plays an important role in reducing land transport carbon emissions. We are encouraged that some taxi operators have already embarked on the electrification of their fleets. Our taxi operators have committed that at least half of our taxis will be electric by 2030. To support this, LTA will extend the statutory lifespan of all electric taxis from eight years to 10 years. This will give operators more time to optimise their electric taxi investments. For private hire cars, 50% of the GrabRentals fleet will go electric by 2030. LTA will continue working closely with private hire car operators to increase EV adoption.

Building up EV infrastructure and regulatory frameworks

5 To drive the adoption of electric vehicles, every HDB town will be EV-Ready by 2025. This means LTA will deploy charging points in all HDB carparks (~2,000 car parks) by 2025, with a minimum of three chargers in each carpark at the beginning and more to be deployed as EV adoption picks up pace. To this end, LTA will be launching a large-scale tender for HDB carparks in the first half of 2022. This is another significant step towards achieving our target of 60,000 charging points by 2030.

6 LTA will take the lead to progressively upgrade the required electrical infrastructure in all residential estates, to ensure there is sufficient electrical capacity to support EV charging. The upgrades will be financed by LTA through the issuance of green bonds, and the costs will be recovered from EV charging operators and EV users over the longer term. LTA is working with relevant agencies to develop the implementation details.

7 New legislation to ensure safe and reliable EV charging will also be introduced, with public consultation set for later this year. Details of the public consultation will be shared with the industry and published on LTA’s website when ready.

Certificate of Entitlement (COE) Category A: Revised Maximum Power Output (MPO) Threshold for Electric Cars

8 As part of our ongoing efforts to support the adoption of electric cars, we will revise the Category A Maximum Power Output (MPO) threshold for electric cars from 97kW to 110kW. This will allow more mass-market electric cars to come under Category A.

9 The MPO threshold for Categories A and B was set at 97kW in 2013, given the predominantly internal combustion engine (ICE) car population then. This threshold will continue to apply for non-electric cars.

COE Category	Current <i>(for COEs obtained before May 2022’s first COE bidding exercise)</i>	Revised <i>(for COEs obtained from May 2022’s first COE bidding exercise onwards)</i>
A	Car with engine capacity up to 1,600cc and MPO up to 97kW (130bhp)	Car, except fully electric car, with engine capacity up to 1,600cc and MPO up to 97kW (130bhp); and fully electric car with MPO up to 110kW (147bhp)
B	Car with engine capacity above 1,600cc or MPO above 97kW (130bhp)	Car, except fully electric car, with engine capacity above 1,600cc or MPO above 97kW (130bhp); and fully electric car with MPO above 110kW (147bhp)

10 This change will take effect from the first COE bidding exercise in May 2022, which will take place from 4 to 6 May 2022.

Harnessing solar power in our public transport infrastructure

11 To reduce carbon emissions and lower energy costs, LTA will install solar panels on the roofs of new or recently-upgraded land transport infrastructure such as rail and bus depots, offices and facility buildings. This will support LTA's existing plans to achieve the solar energy deployment targets of 16 megawatt-peak (MWp) by 2025 and 25 MWp by 2030.

12 In addition, LTA will call an open tender in March this year to deploy solar panels on other land transport infrastructure, including the upcoming Integrated Train Testing Centre, pedestrian overhead bridges and covered linkways.

13 Through the open tender, LTA will be able to contribute up to 20MWp of additional solar capacity. This is equivalent to the power needed to charge up to 285 single deck e-buses for an entire year. LTA will continue to incorporate more solar panels into our transport infrastructure where possible.
