Land Transport Authority

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9 March 2023

All Motor Vehicle Dealers / Importers	Our ref VRL/04/2023 LTA/VQR/V43.054.000
	Your ref
All Electronic Service Agents	DID Fax 65535329

Dear Sir/Madam

Extension and Adjustments to Commercial Vehicle Emissions Scheme ("CVES") and Enhanced Early Turnover Scheme ("ETS")

We refer to the joint media release issued by National Environment Agency ("NEA") and Land Transport Authority ("LTA"), and LTA's circular (Reference No. LTA/VAC/V30.000.000/23), both dated 15 November 2022 (see **Appendix A**).

2. Please be reminded that the CVES for Light Commercial Vehicles[1] ("LCVs"), and Enhanced ETS for LCVs and Heavy Commercial Vehicles ("HCVs")[2], which are effective till 31 March 2023, will be extended for two years to 31 March 2025. The changes for the CVES and Enhanced ETS as recapped below.

Adjustments to CVES

3. Please note that from 1 April 2023, Singapore will adopt the Worldwide Harmonised Light Vehicles Test Procedures ("WLTP") as the sole test procedure for new LCVs.

4. From 1 April 2023, the pollutant thresholds for Carbon Dioxide ("CO_2"), Hydrocarbons ("HC"), Nitrogen Oxides ("NO_x") and Particulate Matter ("PM") will be adjusted. In addition, the CVES incentive quanta for CVES Band A and Band B will be stepped down while the CVES surcharge quanta for CVES Band C will be raised. For details of the adjustments to the pollutant thresholds for the adjusted CVES and the CVES incentive and surcharge quanta for the adjusted CVES, please refer to **Annexes A and B** respectively of the attached joint media release.

[1] LCVs include Light Goods Vehicles, Goods-Cum-Passenger Vehicles, and small buses, with maximum laden weight not exceeding 3,500kg.
[2] HCVs include Heavy Goods Vehicles, Very Heavy Goods Vehicles, Goods-Cum-Passenger Vehicles, and buses, with maximum laden weight exceeding 3,500kg.

5. Under the adjusted CVES, the CVES Band A incentive of $15,000 and CVES Band B incentive of $5,000 would be <u>fully disbursed</u> to the registered vehicle owner <u>upon vehicle registration</u>. Separately, a CVES Band C surcharge of $15,000 will be imposed <u>upon vehicle registration</u>.

<u>Adjustments to Enhanced ETS</u>

6. From 1 April 2023, replacement vehicles without tailpipe emissions will enjoy the highest incentives. The incentive for turnover to LCVs without tailpipe emissions will be higher than those with tailpipe emissions. Please see **Table 1** for the adjustments to the incentives for the Enhanced ETS. The ETS eligibility criteria for both the existing and replacement vehicles will remain the same.

<u>Table 1 – Adjustments to Incentives for Enhanced ETS</u>

Existing Vehicle and Emission Standard		**Replacement Vehicle (Euro VI or equivalent)**	**Incentive (COE Bonus)**	
			Current ETS (1 April 2021 – 31 March 2023)	**Adjusted ETS (1 April 2023 – 31 March 2025)**
LCVs	Euro II, III	Band A under CVES	45%	40%[2]
		Band B under CVES	45%	20%
	Euro IV	Band A under CVES	20%	20%[2]
		Band B under CVES	20%	10%
HCVs	Euro II, III	Vehicle without tailpipe emissions[1]	100%	90%[3]
		Vehicle with tailpipe emissions[1]	80%	60%[4]
	Euro IV	Vehicle without tailpipe emissions[1]	80%	70%[3]
		Vehicle with tailpipe emissions[1]	40%	25%[4]

[1] Tailpipe emissions refer to air pollutants HC, Carbon Monoxide ("CO"), NOx and PM
[2] The same incentive applies if replacement vehicle is an HCV <u>without</u> tailpipe emissions. Owners who replace an existing LCV with an HCV with tailpipe emissions will not qualify for the ETS incentive.
[3] The same incentive applies if replacement vehicle is a Band A LCV under the CVES
[4] The same incentive applies if replacement vehicle is a Band B LCV under the CVES

7. The ETS for LCVs will cease after 31 March 2025. Vehicle owners may wish to utilise the ETS to replace their eligible existing vehicles early before the ETS for LCVs is discontinued.

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

Yours faithfully

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

Land Transport Authority

Appendix A

National Environment Agency

Land Transport Authority

JOINT MEDIA RELEASE

EXTENSION AND ADJUSTMENTS TO COMMERCIAL VEHICLE EMISSIONS SCHEME AND EARLY TURNOVER SCHEME

These will continue to support efforts to improve Singapore's air quality and vision to have all vehicles run on cleaner energy by 2040

Singapore, 15 November 2022 – To continue encouraging the adoption of cleaner commercial vehicles, the Commercial Vehicle Emissions Scheme (CVES) and Early Turnover Scheme (ETS) will be extended for two years till 31 March 2025. From 1 April 2023, the pollutant thresholds and incentives under the CVES, and incentives under the ETS will be adjusted. These adjustments continue to ensure that the total cost of owning and using a cleaner-energy vehicle over its lifespan remains lower than a more pollutive one. The motoring industry was consulted during the review and together we remain committed to the adoption of cleaner energy vehicles.

2 In April 2021, the CVES was introduced to encourage the adoption of cleaner light commercial vehicles (LCVs) which have lower emissions. The CVES is an outcome-based rebate scheme that applies to all new and used imported LCVs, including Light Goods Vehicles, Goods-Cum-Passenger Vehicles, and small buses, with maximum laden weight not exceeding 3,500kg. Under CVES, vehicles are classified into Bands A, B or C based on their worst-performing pollutant among the following: carbon dioxide (CO_2)[1], hydrocarbons (HC), carbon monoxide (CO), nitrogen oxides (NOx) and particulate matter (PM) emissions. The vehicles are then granted an incentive or subject to a surcharge based on the band they are in.

3 The CVES works in tandem with the ETS that was introduced in April 2013, to promote the replacement of older, more pollutive diesel commercial vehicles and buses. The ETS provides a discount off the Prevailing Quota Premium[2] (COE bonus) when owners of older diesel commercial vehicles and buses switch to cleaner new vehicles. Since the implementation of the CVES and ETS, about 80 per cent of light commercial vehicles registered from Apr 2021 to Aug 2022 were of cleaner models, and over 60,000 eligible vehicles were replaced, as of September 2022.

Adjustments to Commercial Vehicle Emissions Scheme (CVES)

<u>Pollutant Thresholds</u>

4 From 1 April 2023, Singapore will adopt the Worldwide Harmonised Light Vehicles Test Procedure (WLTP) as the sole test procedure for new LCVs. The WLTP is a more rigorous test cycle that provides more realistic emissions results through better simulation of on-road driving performance.

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[1] To account for the CO2 emissions produced by electricity generation from fossil fuels, an emission factor will continue to be applied to the electricity consumption of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). The emission factor will remain unchanged at 0.4g CO2/Wh of electricity till 31 December 2023.

[2] PQP is the amount payable to extend or renew an existing in-use vehicle. It is based on the three-month moving average Certificate of Entitlement (COE) price, and there is no need for the owner to bid for a COE.

5 The pollutant thresholds for CO_2, HC, NOx and PM will be adjusted to ensure a balanced distribution of vehicle models across CVES bands in the transition to the more rigorous WLTP test cycle. Details of the adjustments to the pollutant thresholds for the revised CVES are in **Annex A**.

Incentive Quanta

6 Reflecting the narrowing upfront cost premium and lifecycle costs[3] savings of electric LCVs, there will be a stepdown in the Band A incentives from the current $30,000 to $15,000. To maintain the Government's push towards cleaner energy vehicles (e.g. electric vehicles), the incentive for Internal Combustion Engine (ICE) models in Band B (mainly petrol) will be stepped down from the current $10,000 to $5,000. The surcharge for more pollutive ICE models in Band C (mainly diesel) will be raised from the current $10,000 to $15,000. These changes are in line with the Government's vision to have all vehicles run on cleaner energy by 2040.

7 Based on the lifecycle cost savings from the use of electricity instead of fuel[4], Band A LCVs are assessed to have the lowest total cost of ownership over the vehicle's lifespan. The most pollutive vehicles in Band C will still incur the highest total cost of ownership after applying the CVES surcharge. Details of the adjustments to the incentives for the adjusted CVES are in **Annex B**. The comparison of the total cost of ownership between Band A, B and C LCVs is shown in **Annex C**.

Adjustments to Early Turnover Scheme (ETS)

8 The ETS for LCVs and Heavy Commercial Vehicles (HCVs) (including Heavy Goods Vehicles, Very Heavy Goods Vehicles, Goods-Cum-Passenger Vehicles and buses exceeding 3,500kg) will also be extended till 31 March 2025, with adjustments to the incentives which will take effect from 1 April 2023. Under the adjusted ETS, replacements without tailpipe emissions will enjoy the highest incentives. The incentive for turnover to LCVs without tailpipe emissions will be higher than those with tailpipe emissions. The ETS incentive will complement CVES to help bridge the higher upfront cost of electric LCVs in CVES Band A, furthering the push for cleaner energy vehicles. Details of the adjustments to the incentives for the adjusted ETS are in **Annex D**.

9 The ETS for LCVs will cease after 31 March 2025. Vehicle owners may wish to utilise the ETS to turnover their vehicles early before the ETS for LCVs is discontinued. The Government will be studying other means, including regulatory levers, to encourage the early turnover of older commercial vehicles and buses in the future.

Impact on Motoring Industry and Vehicle Buyers

10 The National Environment Agency (NEA) has conducted industry consultations on the adjustments to CVES and ETS. NEA has taken note of the industry's concerns regarding the higher upfront cost of electric LCVs and have made adjustments for a more gradual stepdown in Band A incentives from $30,000 to $15,000 instead of the originally planned stepdown from $30,000 to $10,000. An incentive of $5,000 will be granted to vehicles in Band B, instead of the originally planned removal of incentive. The adjustments to the CVES pollutant thresholds will continue to ensure a balanced variety of vehicle models across bands, while the adjusted CVES and ETS incentives will also maintain momentum towards cleaner vehicles.

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[3] Lifecycle costs refer to running and maintenance costs such as road taxes, fuel costs, servicing costs.
[4] The cost per km of electricity to run an electric vehicle is cheaper than the cost per km of petrol or diesel.

11 NEA will also monitor the progress of the adjusted CVES, when more data on the performance of vehicles tested under WLTP is available. If necessary, NEA may revise the pollutant thresholds of CVES from 1 April 2024 onwards.

- End -

About the National Environment Agency
The National Environment Agency (NEA) is the leading public organisation responsible for ensuring a clean and sustainable environment for Singapore. Its key roles are to improve and sustain a clean environment, promote sustainability and resource efficiency, maintain high public health standards, provide timely and reliable meteorological information, and encourage a vibrant hawker culture. NEA works closely with its partners and the community to develop and spearhead environmental and public health initiatives and programmes. It is committed to motivating every individual to care for the environment as a way of life, in order to build a liveable and sustainable Singapore for present and future generations.

For more information, visit www.nea.gov.sg

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About the Land Transport Authority

The Land Transport Authority (LTA) is responsible for planning, designing, building and maintaining a land transport infrastructure and system that is reliable, connected, sustainable, safe and meets diverse transport needs. A good land transport system is the lifeline of the metropolis and critical enabler of the economy. Imagine a future where getting to your next destination is easy and seamless, with options that connect you to the places and people you love. Whether it's by rail, road, buses, taxis, private hire cars, or through active mobility, LTA is working towards a future with greener and more sustainable transport to transform how we live, work, study and play. We also promote a safe, gracious and inclusive transport system for a pleasant journey for all.

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Annex A

Adjustments of Pollutant Thresholds for CVES (Changes in Red)

Band	Current CVES (1 Apr 2021 – 31 Mar 2023)					Adjusted CVES (1 Apr 2023 – 31 Mar 2025)				
	CO_2 g/km	HC g/km	CO g/km	NOx g/km	PM mg/km	CO_2 g/km	HC g/km	CO g/km	NOx g/km	PM mg/km
A	≤150	=0.0	=0.0	=0.0	=0.0	≤123	=0.0	=0.0	=0.0	=0.0
B	≤280	≤0.039	≤0.27	≤0.008	≤0.9	≤216	≤0.025	≤0.27	≤0.015	≤0.85
C	>280	>0.039	>0.27	>0.008	>0.9	>216	>0.025	>0.27	>0.015	>0.85

Annex B

Changes in Incentive Quanta for CVES

Band	Current CVES (1 Apr 2021 – 31 Mar 2023)	Adjusted CVES (1 Apr 2023 – 31 Mar 2025)
A	$30,000 incentive	$15,000 incentive
B	$10,000 incentive	$5,000 incentive
C	$10,000 surcharge	$15,000 surcharge

Disbursement of CVES Incentives

Under the adjusted CVES, the Band A incentive of $15,000 and Band B incentive of $5,000 would be fully disbursed to the vehicle owner upon vehicle registration. For Band C vehicles, a $15,000 surcharge will be imposed upon vehicle registration.

Annex C

Total Cost of Ownership Comparison for CVES Bands A, B and C Vehicles
(Based on Available Estimates for Popular Models as of Aug 2022)

	Band A (e.g. electric)	Band B (e.g. petrol)	Band C (e.g. diesel)
Average Upfront Cost (excluding COE)	$69,000	$30,000	$55,000
Average Upfront Cost (After CVES)	$54,000	$25,000	$70,000
Lifecycle Cost over 20 years	$84,000	$163,000	$134,000
Total Cost of Ownership over 20 years (Before CVES)	**$153,000**	**$193,000**	**$189,000**
Total Cost of Ownership over 20 years (After CVES)	**$138,000**	**$188,000**	**$204,000**

Annex D

Changes in Incentive Quanta for ETS

Existing Vehicle and Emission Standard		Replacement Vehicle (Euro VI or equivalent)	Incentive (COE Bonus)	
			Current ETS (1 Apr 2021 – 31 Mar 2023)	Adjusted ETS (1 Apr 2023 – 31 Mar 2025)
LCVs	Euro II, III	Band A under CVES	45%	40%
		Band B under CVES	45%	20%
	Euro IV	Band A under CVES	20%	20%
		Band B under CVES	20%	10%
HCVs	Euro II, III	Vehicle without tailpipe emissions	100%	90%
		Vehicle with tailpipe emissions	80%	60%
	Euro IV	Vehicle without tailpipe emissions	80%	70%
		Vehicle with tailpipe emissions	40%	25%

Annex E

Examples of Possible LCV Models Under Adjusted CVES (Based on Available Information[5])

Legend: Electric | Petrol | Diesel

Band	Vehicle Models
A	• BYD T3 • Renault Kangoo Ze • Toyota Proace City Electric • Citroen Electric Dispatch • Opel E-Vivaro 3 • Mercedes e-Vito • Toyota Proace Electric • Nissan Townstar Electric • DFSK EC35 • Maxus LDV e-Deliver 3 • Citroen Jumpy SpaceTourer,
B	• Honda N Van Style Fun • Suzuki Every Join • Nissan NV200
C	• Nissan NV100 • Volkswagen Caddy TSI • Nissan NV350 • Toyota Hiace Petrol • Nissan NV250 • Opel Combo Van • Volkswagen Caddy TDI • Nissan NV350 Diesel • Toyota Hiace Diesel • Mercedes Sprinter

[5] As WLTP will only take effect from 1 April 2023, the above table is based on available information that NEA has received from the industry and is subject to changes. The table is non-exhaustive and is meant to be a representation of models in those bands.

Annex F

Adjusted Early Turnover Scheme (With effect from 1 April 2023)

1 To be eligible for the scheme, the following criteria must be met:

(I) The existing vehicle must be:

- A Category C vehicle
- Not COE-exempted;
- Propelled by diesel, diesel-Compressed Natural Gas (CNG) or diesel-electric;
- Under the permanent ownership of the registered owner;
- Registration and deregistration dates are within the following period:

Registration Date	From 1 January 2001 to 31 December 2013 (inclusive)
Deregistration Date	From 1 April 2023 to 31 March 2025 (inclusive)

- Properly disposed of (i.e. scrapped or exported and COE rebate, if any, successfully granted) before registration of the replacement vehicle; and
- Have at least one day of COE life remaining or at least one day of its remaining statutory lifespan, at the point of deregistration.

(II) The replacement vehicle must be:

- Not COE-exempted.
- A vehicle that meets Euro 6 or equivalent emission standards
- Classified as Band A or Band B under the CVES (applicable to LCVs only)
- Registered in the name of the last registered owner of the existing vehicle[6]; and
- Registered within 1 month from the date of deregistration of the existing vehicle.

See illustrations:

For existing vehicle registered on or after 1 January 2001 to 31 December 2013	- If deregistered on 1 August 2023, the replacement vehicle must be registered by 31 August 2023. - As scheme ends on 31 March 2025, the last date to deregister will therefore be 31 March 2025 and its replacement vehicle must be registered by 30 April 2025.

2 The details of the 2 components of the current and enhanced scheme are as follows:

a. COE transfer. This will allow a transfer of the remaining COE validity period from an eligible vehicle to a new Euro 6-compliant vehicle.

b. COE bonus. This is based on the remainder of the vehicles' 20-year lifespan and structured as follows[7] in Annex D.

[6] Vehicle owners who wish to transfer their replacement vehicle to another owner can apply to LTA to effect the ownership transfer after registration of the replacement vehicle. Visit www.onemotoring.com.sg for vehicle ownership transfer procedures and forms.

[7] The bonus COE period would carry zero financial value. The cash value of the full 10-year COE for the replacement vehicle would be the transferred value of the remaining COE life of the existing vehicle (based on the old COE price) and the amount paid for the PQP top-up.

Annex G

Summary on PQP Payable and Calculation of COE

(A) <u>How PQP Payable for the Replacement Vehicle is Derived</u>

For eligible vehicles that are deregistered under the scheme, the discounted PQP payable at the point of registration of the replacement vehicle will be computed as follows and rounded up to the nearest dollar:

Discounted PQP payable at registration of replacement vehicle	=	PQP rate at registration / 10 years	x	(10 years	–	Unused COE period in years of existing vehicle at deregistration – (if any) (*i.e. Transferred COE period*)	**X%*** of the remaining statutory lifespan in years of the existing vehicle at deregistration (if any) (*i.e. Bonus COE period*))

OR

PQP rate at registration x 10% **; whichever is higher**

* Refer to Table in Annex D

(B) <u>How the Value of the 10-year COE for the Replacement Vehicle is Calculated</u>

Once registered, the value of the 10-year COE for the replacement vehicle will be calculated as follows:

Value of 10-year COE of the replacement vehicle	=	Discounted PQP paid for the replacement vehicle at registration	+	COE rebate that would have otherwise been given to the existing vehicle at deregistration had it not taken up the scheme (if any)

Land Transport Authority

Annex H

Benefitting from the Adjusted CVES and ETS

Scenario No.	Existing Vehicle[1,2]	Replacement Vehicle[1,2] (Euro 6 or equivalent)
1	Euro 2[3] Diesel[5] LCV	Band A LCV
2	Euro 4[4] Diesel[5] HCV	HCV with Tailpipe Emissions

[1] LCV refers to Category C vehicles with Maximum Laden Weight (MLW) not exceeding 3,500 kg.
[2] HCV refers to Category C vehicles with MLW exceeding 3,500 kg.
[3] Euro 2 or equivalent standard, or with first registration date (FRD) between 1 Jan 2001 and 30 Sep 2006 inclusive.
[4] Euro 4 or equivalent standard, or with FRD between 1 Oct 2006 and 31 Dec 2013 inclusive.
[5] Diesel, diesel-CNG or diesel-electric.

Scenario 1

Existing Vehicle: Euro 2 Diesel LCV		Replacement Vehicle: Band A LCV
• Meets Euro 2 or equivalent emission standards OR FRD between 1 Jan 2001 and 30 Sep 2006 inclusive; AND • Is classified as an LCV; AND • Has a Cat C COE; AND • Propelled by diesel, diesel-CNG or diesel-electric; AND • Deregistered between 1 Apr 2023 and 31 Mar 2025 inclusive.	→	• Meets Euro 6 or equivalent emission standards; AND • Registered within 1 month from the date of deregistration of the existing vehicle; AND • Has a Cat C COE; AND • Is classified as a Band A LCV under CVES

Example

Existing Vehicle	Replacement Vehicle
• QP paid: $8,000 • FRD: 1 Sep 2006 • 10-year COE Expiry Date: 31 Aug 2026 • Reaches 20 years old on: 31 Aug 2026 • Deregistration Date: 31 Aug 2023	• PQP for Category C: $30,000 • Registration Date: 1 Sep 2023
Existing vehicle at point of deregistration: Remaining unused COE period = 1 Sep 2023 to 31 Aug 2026 = 3 years Remaining statutory lifespan = 1 Sep 2023 to 31 Aug 2026 = 3 years	

Calculating the Total Incentives

In this scenario, the vehicle owner would qualify for the **40%** ETS incentive since they are turning over their **Euro 2 LCV** to a **Band A LCV** under CVES.

- *Discounted PQP payable for replacement vehicle at registration:*
  = $30,000/10 x [10 – 3 – (**40%** x 3)] OR $30,000 x 10%; whichever is higher
  = **$17,400**

- *Value of the 10-year COE of the replacement vehicle after registration:*
  = Discounted PQP paid at registration of replacement vehicle + COE rebate of existing vehicle at deregistration
  = $17,400 + (3/10) x $8,000
  = **$19,800**

- *The vehicle owner would also qualify for an additional incentive of $15,000 under the CVES for purchasing a Band A LCV.*

Scenario 2

Existing Vehicle: Euro 4 Diesel HCV		Replacement Vehicle: HCV with tailpipe emissions
• Meets Euro 4 or equivalent emission standards OR FRD between 1 Oct 2006 and 31 Dec 2013 inclusive; AND • Is classified as an HCV; AND • Has a Cat C COE; AND • Propelled by diesel, diesel-CNG or diesel-electric; AND • Deregistered between 1 Apr 2023 and 31 Mar 2025 inclusive.	→	• Meets Euro 6 or equivalent emission standards; AND • Registered within 1 month from the date of deregistration of the existing vehicle; AND • Has a Cat C COE; AND • Is classified as a HCV with tailpipe emissions.

Example

Existing Vehicle	Replacement Vehicle
• QP paid: $13,000 • FRD: 1 Sep 2010 • 10-year COE Expiry Date: 31 Aug 2030 • Reaches 20 years old on: 31 Aug 2030 • Deregistration Date: 31 Aug 2024	• PQP for Category C: $30,000 • Registration Date: 1 Sep 2024
Existing vehicle at point of deregistration: Remaining unused COE period = 1 Sep 2024 to 31 Aug 2030 = 6 years Remaining statutory lifespan = 1 Sep 2024 to 31 Aug 2030 = 6 years	

Calculating the Total Incentives

In this scenario, the vehicle owner would qualify for the **25%** ETS incentive since they are turning over their **Euro 4 HCV** to a **HCV with tailpipe emissions**.

- *Discounted PQP payable for replacement vehicle at registration:*
  = $30,000/10 x [10 – 6 – (25% x 6)] OR $30,000 x 10%; whichever is higher
  = **$7,500**

- *Value of the 10-year COE of the replacement vehicle after registration:*
  = Discounted PQP paid at registration of replacement vehicle + COE rebate of existing vehicle at deregistration
  = $7,500 + (6/10) x $13,000
  = **$15,300**

- *There is no CVES incentive for the purchase of an HCV.*

Land Transport Authority

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15 November 2022

Our ref LTA/VAC/V30.000.000/23
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The President
Motor Traders Association of Singapore
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All Motor Vehicle Dealers / Importers

All Electronic Service Agents

Dear Sir / Madam

EXTENSION AND ADJUSTMENTS TO COMMERCIAL VEHICLE EMISSIONS SCHEME (CVES)

1. As jointly announced by the National Environment Agency (NEA) and the Land Transport Authority (LTA) on 15 November 2022, the CVES for light commercial vehicles (LCVs)[1], which is effective until 31 March 2023, will be extended for two years to **31 March 2025**.

2. From 1 April 2023, the pollutant thresholds and incentives under the CVES will be adjusted. In addition, Singapore will adopt the Worldwide Harmonised Light Vehicles Test Procedure (WLTP) as the sole test procedure for new LCVs registered from 1 April 2023. Please refer to the attached news release for more information.

[1] LCVs include Light Goods Vehicles, Goods-Cum-Passenger Vehicles, and small buses, with maximum laden weight not exceeding 3,500kg

3. The existing Vehicle Approval Codes (VACs) with unregistered LCVs that do not contain the requisite WLTP emissions[2] values will be invalidated after **31 March 2023** and the VACs can no longer be used for vehicle registration. As such, all registration applications for LCVs (with existing VACs) that have been created in the LTALink System (i.e. in 'Save-As-Draft' state) will also be invalidated after 31 March 2023, if these LCVs do not contain the WLTP emissions values.

VITAS Pre-Registration Inspection for Re-submitted LCVs

4. Motor dealers with unregistered LCVs that were previously approved but do not contain the WLTP emissions values will have to re-apply for approval in the Vehicle Inspection and Type Approval System (VITAS) with supporting documents containing the WLTP emissions values. For such LCVs undergoing VITAS approval again, LTA will waive the VITAS pre-registration inspection requirement, subject to the following conditions:

a. The LCV had previously passed pre-registration inspection and was issued with an Inspection Acknowledgement letter (IAL) and a Weight Certificate (WC); and
b. The IAL and WC must be submitted into VITAS when the motor dealer/importer re-applies for VITAS batch approval[3].

CVES Label

5. The existing VACs with unregistered LCVs that contain the WLTP emissions values will remain valid beyond 1 April 2023. However, the existing CVES label will expire on **31 March 2023**. The new CVES label will be available for download by 31 March 2023. Please be reminded that the updated CVES labels (affixed on the front windscreen) shall be displayed from **1 April 2023** onwards.

Requirements on CVES Label and Printed Promotional Materials

6. If the vehicle is displayed within / outside the showroom or at public event / venue (such as road show and pop-up store) that is not meant for sale (e.g. for storage purposes), pending LTA's approval or awaiting delivery to customers, and does not have the requisite CVES label, a "NOT FOR SALE" signage must be displayed prominently on its windscreen or the vehicle must be kept out of public's view (e.g. cover the vehicle). Please do not display both "NOT FOR SALE" signage and CVES label on the same vehicle as this would confuse potential buyers.

7. All printed promotional materials such as newspaper advertisements, sales brochures and handouts used for marketing, advertising or promotion of any LCV for sale locally shall include the following information:

a. The fuel consumption in litres per 100 kilometres (l/100km) or electric energy consumption in kilowatt hours per 100 kilometres (kWh/100km), or both (where applicable) for the combined driving cycle of the LCV; and
b. CVES banding (i.e. A, B, C) of the LCV.

[2] Carbon dioxide (CO_2), hydrocarbons (HC), carbon monoxide (CO), nitrogen oxides (NOx) and particulate matter (PM) emissions

[3] All LCVs in the batch must have an IAL and WC (i.e. there cannot be a mix of LCVs with and without IAL and WC in the same VITAS batch application)

8. Motor dealers are encouraged to put up information about your LCV's fuel/electric energy consumption, CO_2, CO, HC, NOx, PM emissions and CVES banding on your websites for reference by your customers/vehicle buyers. For electric LCVs and plug-in hybrid LCVs, the Emission Factor used to account for the CO_2 emissions produced for every unit of electricity generated from the burning of fossil fuels at the power stations in Singapore will be 0.4g CO_2/Wh until **31 December 2023**.

9. Please inform your members of the above. Should you have any enquiry or require any assistance on the matter, you may contact Mr Han Hang Kwang on DID: 6553 5263 or Mr Garlice Kwek on DID: 6553 5164.

10. Thank you.

Yours sincerely

Foo Jong Hoon
Senior Manager, Vehicle Approval & Control
Vehicle Services Group