

29 April 2024

Our ref LTA/RPS/E21.005.000/003

Your ref

DID 6553 5128

Fax 6585 7260

All Motor Vehicle Dealers / Importers
All Electronic Service Agents

Dear Sir/ Madam

ERP 2.0 ON-BOARD INSTALLATION FOR NEW VEHICLES FROM 1 MAY

1. We refer to the news release issued by the Land Transport Authority (LTA) on 28 March 2024¹. Installation of the ERP 2.0 on-board unit (OBU) for existing fleet vehicles and new local motorcycles have commenced since November 2023 and 13 February 2024, respectively. The next installation phase, involving all other new vehicles and existing local motorcycles, will commence from 1 May 2024.

2. Please be reminded that **all new local vehicles registered on or from 1 May 2024 are to be pre-fitted with the OBU** (except for exempted vehicles²). Motor vehicle dealers / distributors should liaise with prospective buyers on finalising their installation options such as the placement of the processing unit, and whether to install the touchscreen display. The prevailing OBU price of \$158.70 (inclusive of GST) would apply to all new vehicles³. This excludes the cost of installation that specific appointed agents/partners may charge, as per current practice.

3. Similar to the in-vehicle unit (IU) today, **only LTA authorised persons (e.g. authorised workshop technicians) are able to install the IU / OBU in motor vehicles**. Self-installation of the IU / OBU is not permitted, and doing so is an offence under the Road Traffic Act (Electronic Road Pricing System) Rules 2015. Should any motor vehicle dealer / distributor (e.g. parallel importers) require assistance with OBU installation in new local vehicles, please approach an LTA appointed installer for assistance.

¹ See <https://www.lta.gov.sg/content/ltagov/en/newsroom/2024/3/news-releases/on-board-unit-installation-extended.html> for the news release issued on 28 March 2024.

² Vehicles that are exempted from OBU installation consists of : (i) Singapore-registered vehicles that are not allowed to travel on mainland public roads such as tractors, locomotives, construction equipment; (ii) vehicles on Restricted Use Scheme such as airport vehicles, port vehicles, Pulau Ubin vehicles, vehicles used in offshore islands only, vehicles on laid-up status, and vehicles under the Keeping Scheme; (iii) non-mechanically propelled vehicles such as trailers; and (iv) classic/vintage vehicles.

³ Until the transition to ERP 2.0 is complete for all vehicles, the OBU for all new vehicles will be charged the same subsidised rate as IUs (\$158.70, inclusive of GST). LTA will announce the OBU price that would apply after the transition to ERP 2.0 at a later stage.

4. Please inform your members of the above, and we look forward to work with you on a smooth transition. For any enquiries, please contact us at LTA_OBU_LNO@lta.gov.sg.

5. For more information on ERP 2.0 and the OBU, please visit <https://go.gov.sg/erp2onemotoring> or call LTA's ERP 2.0 Call Assist Service at 6377-2255.

6. Thank you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Xin Jingjing', with a long horizontal stroke extending to the right.

Xin Jingjing
Director, ERP 2.0 Taskforce

Enc:

- Appendix A – Handling Anticipated Queries from Vehicle Owners

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Annex A – Handling Anticipated Queries from Vehicle Owners

1. When will installation start for existing vehicles?

Installation of OBUs in fleet vehicles is ongoing. Other existing vehicles will be progressively notified for installation later this year, and LTA will share more details in due course. Motorists are welcomed to install their OBU early, ahead of their official notification. They may do so by contacting their preferred authorised workshop directly to schedule an appointment or to dovetail their OBU installation together with their regular servicing appointment.

2. Why is the OBU bigger than IU today and requires three pieces? Why can't the single piece unit be fitted in all vehicles?

In the current ERP system, the in-vehicle unit (IU) communicates with the gantries to process ERP payments. In ERP 2.0, both systems will be combined in the on-board unit (OBU). The OBU will communicate with GNSS to determine the location and process the ERP charges. This removes the need to rely on physical gantries that take up space and are costly to maintain. Motorists will also benefit from having access to more information. However, due to the larger computational power required, the OBU needs to be bigger.

The single-piece OBU for motorcycles is built for outdoor conditions. It cannot be mounted on the dashboard inside a vehicle due to the poor heat dissipation in an enclosed environment, which will affect the OBU's reliability.

Therefore, in vehicles other than motorcycles, the OBU is designed as a three-piece unit with the processing unit mounted away from the dashboard, which is more suitable for indoor warm weather conditions. With a three-piece unit, motorists also have the flexibility of replacing individual parts, instead of the whole OBU, if they encounter any issues in the future.

Motorists may choose the placement of the Processing Unit and the optional Touchscreen Display, subjected to the technical feasibility of the make and model of their new vehicle.

3. Will a touchscreen display distract drivers and pose safety issues?

The position of the touchscreen display has been studied to ensure that it will not obstruct a driver's field of vision. Motorists will be engaged on the exact position of the Touchscreen Display in the vehicle, to ensure that it will not obstruct driver's field of vision. For safety reasons, motorists can also only toggle through the display's functions when the car is stationary or travelling at a slow speed. When cruising in higher speeds, the interface will be disabled.

4. What features will be available with the OBU?

The ERP 2.0 system will provide information to motorists such as road safety alerts, presence of School Zones, Silver Zones, bus lanes nearby. LTA has also introduced a button on the OBU Touchscreen Display to temporarily deactivate the CEPAS card – drivers with complimentary parking tickets will therefore not need to remove the CEPAS card from the Processing Unit. This was developed in response to feedback from early adopters of the OBU. LTA will consider the development of further features for ERP 2.0 based on the feedback of motorists.

5. Is the OBU compatible with current gantries and carparks?

The OBU is compatible with all existing systems, including ERP and EPS carpark gantries. The OBU number will be the same as the IU number, details such as season parking information will be ported over automatically. Therefore, motorists with existing vehicles would not need to update any arrangements currently tagged to their IU.

6. Will there be any changes to ERP pricing after I install the OBU?

The current form of congestion pricing will continue for now, i.e., cordon and point-based pricing. ERP will still be deducted at the physical gantries during this period until the transition to ERP 2.0 is completed for all vehicles.

7. What payment methods can be used with the OBU?

Motorists can continue to pay via valid CEPAS cards (e.g., EZ-Link Motoring Card, NETS Flashpay and NETS Motoring Card); Cashcards will not be accepted. Motorists are encouraged to sign up for NETS Auto Top-Up option to avoid the need for manual top ups. As not all carparks support backend payment yet, motorists are advised to still have a valid CEPAS card on hand to pay for parking if necessary.

8. My OBU is faulty/not functioning properly/displaying an error message, what should I do?

If you notice that your OBU is malfunctioning, please visit the appointed installer who carried out the OBU installation in your vehicle.