

Electric vehicle policy singapore

Singapore aims to reduce land transport emissions in support of Singapore's net-zero goal. The electrification of vehicles alongside walking, cycling and taking public transport are key initiatives that will help us achieve this target.

In Singapore, where most of our power is generated from natural gas, we can be more sustainable by switching from internal combustion engine (ICE) vehicles to electric vehicles (EVs). An EV emits half the amount of CO₂ as compared to a similar vehicle powered by ICE. If all our light vehicles run on electricity, we would reduce carbon emissions by 1.5 to 2 million tonnes, or about 4% of total national emissions.

The National Electric Vehicle Centre spearheads the drive to promote wider EV adoption as part of Singapore's vision to have all vehicles run on cleaner energy by 2040.

The NEVC is led by LTA and comprises of members from different agencies, working across the government and with industry stakeholders to achieve our mission to:

To encourage EV adoption in Singapore, LTA will focus on four areas - vehicle taxes and incentives, regulations and standards, EV charger deployment and industry partnerships

The Electric Vehicles Charging Act (EVCA) was passed by Parliament in November 2022 to regulate the safe charging of EVs, ensure the provision of reliable EV charging services, and expand the network of accessible charging infrastructure in Singapore. This will include:

Administered by the Land Transport Authority (LTA), the Technical Reference 25 (TR 25) is a set of technical standards and safety precautions that governs EV charging systems in Singapore. The TR 25 has undergone review by a joint public-private working group appointed by the Singapore Standards Council from September 2020 to January 2022. The new standard TR 25:2022 will replace the previous standard TR 25:2016 following its publication in February 2022. Refer to Charging Standards for more information.

Every HDB town will be EV-Ready by 2025 with close to 2,000 HDB carparks to be fitted with charging points. Over one in three HDB carparks are now equipped with EV chargers.

While overnight slow charging will continue to be the predominant charging strategy for most vehicles, high-powered fast chargers will be needed to meet the needs of certain segments of high mileage EVs such as taxis or commercial vehicle fleets. The Government will kickstart the deployment of fast chargers at HDB carparks in commercial complexes, Town Centres / Neighbourhood Centre and JTC's premises, which are frequented by fleet drivers during their breaks, and are close to amenities such as hawker centres and coffeeshops.

For non-landed private residences such as condominiums and private apartments, installing chargers can be a challenge as the number of residents who own EVs are likely to be small. To incentivise charger installation in these carparks, an EV Common Charger Grant has been introduced to kickstart the installation of shared charging infrastructure.

Motorists living in private residences can work with the property owner or Management Committee to get the necessary approvals to install EV chargers in the premise. Motorists living in landed properties who wish to procure an EV charger should engage Licensed Electrical Workers (LEW) and equipment specialists to install the EV charger at their property or approach EV Charging Operators for their services.

Currently, EV Charging Operators such as Shell, Strides, ComfortDelgro Engineering, Charge+ and SP Mobility are already providing charging services islandwide, in places such as petrol stations, shopping malls, office buildings and industrial estates.

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