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**ROAD TRAFFIC ACT
(CHAPTER 276)**

**ROAD TRAFFIC
(VEHICULAR EMISSIONS TAX)
(AMENDMENT) RULES 2018**

In exercise of the powers conferred by section 11AA of the Road Traffic Act, the Minister for Transport makes the following Rules:

Citation and commencement

1. These Rules are the Road Traffic (Vehicular Emissions Tax) (Amendment) Rules 2018 and come into operation on 1 July 2018.

Amendment of rule 5

2. Rule 5 of the Road Traffic (Vehicular Emissions Tax) Rules 2017 (G.N. No. S 776/2017) (called in these Rules the principal Rules) is amended by deleting paragraph (4) and substituting the following paragraphs:

“(4) For the purpose of paragraph (3), the emission levels being measured of the prescribed vehicular emissions other than particulate matter, must be of those prescribed vehicular emissions from the same test cycle.

(5) For the purposes of these Rules, in the case of a petrol passenger car with an engine that does not employ Gasoline Direct Injection technology, if the emission level of particulate matter for the vehicle is not measured, then that emission level is deemed to be more than 2.0 mg/km.”.

Amendment of First Schedule

3. The First Schedule to the principal Rules is amended by inserting, immediately after item 4, the following item:

“5. Particulate matter (PM).”.

Amendment of Second Schedule

4. The Second Schedule to the principal Rules is amended by inserting, immediately below the item relating to “NO_x”, the following item:

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PM	mg/km	$0.3 < B \leq 0.5$	$0.5 < C1 \leq 2$	$C2 > 2$
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”.

Deletion and substitution of Third Schedule

5. The Third Schedule to the principal Rules is deleted and the following Schedule substituted therefor:

“THIRD SCHEDULE

Rule 5

DETERMINATION OF EMISSION LEVELS FOR PRESCRIBED VEHICULAR EMISSIONS OTHER THAN CARBON DIOXIDE

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Type of vehicle</i>	<i>Test method for prescribed vehicular emissions other than CO₂</i>	<i>Additional requirements</i>
1. Petrol passenger car with engine employing Gasoline Direct Injection technology and equipped with NO _x storage reduction catalyst	(1) Euro VI for all such emissions; or (2) JPN2009 for all such emissions	For JPN2009, if NMHC rather than HC is tested, HC to be obtained by dividing the emission result of NMHC by 0.8.

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Type of vehicle</i>	<i>Test method for prescribed vehicular emissions other than CO₂</i>	<i>Additional requirements</i>
2. Petrol passenger car with engine employing Gasoline Direct Injection technology and not equipped with NO _x storage reduction catalyst	(1) Euro VI for all such emissions; (2) JPN2009 for all such emissions; or (3) JPN2009 for CO, HC and NO _x and Euro VI for PM	For JPN2009, if NMHC rather than HC is tested, HC to be obtained by dividing the emission result of NMHC by 0.8.
3. Petrol passenger car with engine that does not employ Gasoline Direct Injection technology	(1) Euro VI for all such emissions; (2) JPN2009 for all such emissions; (3) Euro VI for CO, HC and NO _x and JPN2009 for PM; or (4) JPN2009 for CO, HC and NO _x and Euro VI for PM	For JPN2009, if NMHC rather than HC is tested, HC to be obtained by dividing the emission result of NMHC by 0.8.

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Type of vehicle</i>	<i>Test method for prescribed vehicular emissions other than CO₂</i>	<i>Additional requirements</i>
4. Diesel passenger cars	(1) Euro VI for all such emissions; or (2) JPN2009 for all such emissions	For Euro VI, if “HC + NO _x ” rather than HC is tested, HC to be obtained by subtracting the emission result of NO _x from “HC + NO _x ”. For JPN2009, if NMHC rather than HC is tested, HC to be obtained by dividing the emission result of NMHC by 0.98.

Made on 27 June 2018.

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 Ministry of Transport,
 Singapore.*

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(To be presented to Parliament under section 141(1) of the Road Traffic Act).