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ELECTRIC VEHICLES CHARGING ACT 2022

ELECTRIC VEHICLES CHARGING (ELECTRIC VEHICLE CHARGERS) REGULATIONS 2023

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In exercise of the powers conferred by section 94 of the Electric Vehicles Charging Act 2022, the Land Transport Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

PART 1**PRELIMINARY****Citation and commencement**

1. These Regulations are the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023 and come into operation on 8 December 2023.

Definitions

2. In these Regulations —

“accredited certification body” means a person providing conformity assessment services, that is —

- (a) accredited under the Singapore Accreditation Council’s Certification Body Accreditation Scheme administered by the Enterprise Singapore Board; or
- (b) recognised by a Foreign Recognition Body;

“accredited laboratory” means a person providing laboratory testing services, that is —

- (a) accredited under the Singapore Accreditation Council’s Laboratory Accreditation Scheme administered by the Enterprise Singapore Board; or
- (b) recognised by a Foreign Recognition Body;

“conformity assessment body” means a person that performs conformity assessment or any test relating to conformity assessment;

“Enterprise Singapore Board” means the Enterprise Singapore Board established by section 3 of the Enterprise Singapore Board Act 2018;

“Foreign Recognition Body” means an entity in a country other than Singapore that is authorised under any of the following agreements or arrangements to recognise conformity assessment bodies, testing laboratories or both, on behalf of that country:

- (a) the Asia Pacific Accreditation Cooperation Mutual Recognition Agreement;
- (b) the International Laboratory Accreditation Cooperation Mutual Recognition Agreement;
- (c) a mutual recognition agreement;

[Deleted by S 175/2025 wef 18/03/2025]

“licensed electrical worker” means an individual who is the holder of an electrical worker licence issued under the Electricity (Electrical Workers) Regulations (Rg 1), that is valid and in force;

“LTA C&F List” means the document known as “LTA’s list of certificates and forms for certification, installation and inspection of EV chargers” published by the LTA, as in force from time to time;

“mutual recognition agreement” means —

- (a) a bilateral mutual recognition agreement or arrangement between Singapore and any other country; or
- (b) a multilateral mutual recognition agreement or arrangement between Singapore and 2 or more other countries;

“non-restricted access location” means any place that is not a restricted access location;

“non-restricted access use”, in relation to an EV charger, means the use of an EV charger at a non-restricted access location;

“prescribed competent person” means an individual prescribed under regulation 20;

“prescribed person” means an individual prescribed under regulation 18;

“restricted access location” has the meaning given by regulation 2A;

[S 175/2025 wef 18/03/2025]

“restricted access use”, in relation to an EV charger, means the use of an EV charger to charge any electric vehicle in Singapore parked within a restricted access location;

[Deleted by S 503/2024 wef 08/06/2024]

“TR25:2016”, “TR25:2016+A1:2020”, “TR25:2022” and “TR25:2022+A1:2025” have the meanings given by regulation 3.

[S 503/2024 wef 08/06/2024]

[S 175/2025 wef 18/03/2025]

Meaning of “restricted access location”

2A.—(1) For the purposes of these Regulations, a restricted access location is any parking space or location for parking as described in paragraph (2) or (3) in relation to a landed dwelling-house.

(2) Where the landed dwelling-house is in a development that is to be comprised, or is comprised, in a strata title plan, a restricted access location is —

- (a) any parking space or location for parking that is comprised in the same proposed lot or lot as the landed dwelling-house; or
- (b) any parking space or location for parking that is comprised in 2 or more contiguous proposed lots or lots if —
 - (i) the landed dwelling-house is comprised in at least one of those proposed lots or lots; and
 - (ii) one of the following applies:
 - (A) all the proposed lots are purchased by the same purchaser;
 - (B) in a case where the development is comprised in a strata title plan —
 - (BA) all the lots are purchased by the same purchaser;
 - (BB) all the lots are registered in the name of the same subsidiary proprietor who is the owner developer of the development and those lots are not purchased by any person; or
 - (BC) all the lots are registered in the name of the same subsidiary proprietor who is not the owner developer of the development.

(3) If paragraph (2) does not apply to the landed dwelling-house, a restricted access location in relation to the landed dwelling-house is any parking space or location for parking within the landed dwelling-house.

(4) In this regulation —

“development”, “lot”, “owner developer”, “proposed lot” and “purchaser” have the meanings given by section 2(1) of the Building Maintenance and Strata Management Act 2004;

“landed dwelling-house” means a detached house, semi-detached house or linked or terrace house or townhouse, that is or is to be used wholly or mainly for the purpose of human habitation;

“strata title plan” and “subsidiary proprietor” have the meanings given by section 3(1) of the Land Titles (Strata) Act 1967.

[S 175/2025 wef 18/03/2025]

Technical Reference for EV charger

3. In these Regulations —

(a) “TR25:2016” means the version of Technical Reference 25 for Electric Vehicles Charging System published by the Enterprise Singapore Board on 16 August 2016;

(b) “TR25:2016+A1:2020” means the version of Technical Reference 25 for Electric Vehicles Charging System published by the Enterprise Singapore Board on 27 July 2020;

[S 175/2025 wef 18/03/2025]

(c) “TR25:2022” means the version of Technical Reference 25 for Electric Vehicles Charging System published by the Enterprise Singapore Board on 28 February 2022; and

[S 175/2025 wef 18/03/2025]

(d) “TR25:2022+A1:2025” means the version of Technical Reference 25 for Electric Vehicles Charging System published by the Enterprise Singapore Board on 17 March 2025.

[S 175/2025 wef 18/03/2025]

[S 503/2024 wef 08/06/2024]

PART 2

APPROVAL FOR SUPPLY OF EV CHARGER

Prescribed safety and performance standards to be homologated model of EV charger

4.—(1) For the purposes of section 7(3) of the Act, the prescribed safety and performance standards for a model of EV charger to be a homologated model are —

- (a) in a case where the application for approval under section 7(3) of the Act in respect of the model of EV charger is made to the LTA before 8 June 2024 — the safety and performance standards set out in TR25:2016, TR25:2016+A1:2020 or TR25:2022; and
- (b) in any other case — the safety and performance standards set out in TR25:2022 or TR25:2022+A1:2025.

[S 175/2025 wef 18/03/2025]

(2) Where the LTA has approved a model of EV charger as a homologated model under section 7(3) of the Act on the basis of that model satisfying the safety and performance standards set out in TR25:2016 or TR25:2016+A1:2020, the prescribed safety and performance standards that apply in relation to any alteration or modification of an EV charger of that model continue to be those set out in TR25:2016 or TR25:2016+A1:2020, as the case may be.

[S 503/2024 wef 08/06/2024]

Prescribed information and documents for application for approval of EV charger

5. For the purposes of section 7(2)(c)(i) of the Act, the prescribed information and documents to be submitted for an application for approval in respect of a model of EV charger are both of the following:

- (a) any test report issued by an accredited laboratory on any test carried out on an EV charger of that model, for the purpose of ascertaining whether that model of EV charger complies with TR25:2016, TR25:2016+A1:2020,

TR25:2022 or TR25:2022+A1:2025 (whichever is applicable);

[S 503/2024 wef 08/06/2024]

[S 175/2025 wef 18/03/2025]

- (b) any certificate of conformity issued by an accredited certification body on the compliance of an EV charger of that model with TR25:2016, TR25:2016+A1:2020, TR25:2022 or TR25:2022+A1:2025 (whichever is applicable), that was in reliance on any test report mentioned in paragraph (a).

[S 503/2024 wef 08/06/2024]

[S 175/2025 wef 18/03/2025]

Classes of approval

6. The LTA may approve a model of EV charger as a homologated model of EV charger according to any of the following classes as the LTA considers appropriate:

- (a) a fixed EV charger for non-restricted access use and restricted access use;
- (b) a fixed EV charger for restricted access use only;
- (c) a fixed EV charger for a battery charge and swap station for non-restricted access use and restricted access use;
- (d) a non-fixed EV charger for restricted access use only.

Prescribed manner for affixing approval label

7.—(1) For the purposes of section 8(2)(c) of the Act, the manner of affixing an approval label to an EV charger of a homologated model is prescribed in paragraphs (2), (3) and (4).

(2) The approval label for every EV charger must be affixed in an upright position that does not obscure, whether in whole or in part, the information plate containing the specifications of the EV charger (such as the model, serial number, input and output voltage, current or power rating) issued by the manufacturer of the EV charger.

(3) In addition to the manner prescribed in paragraph (2), if the EV charger is a fixed EV charger, the approval label must also be —

- (a) in a case of a pantograph fixed EV charger — permanently affixed at the top right-hand corner of the front facing panel of the power cabinet of the EV charger, at a prominent location where the label is clearly visible; or
 - (b) in any other case — permanently affixed at the front or side panel of the EV charger, at a prominent location where the label is clearly visible.
- (4) In addition to the manner prescribed in paragraph (2), if the EV charger is a non-fixed EV charger, the approval label must also be affixed on a control device that performs the control and safety function of the EV charger, at a prominent location where the label is clearly visible.

Prescribed information and documents for application for approval to alter or modify EV charger

8. For the purposes of section 12(1)(b)(i) of the Act, the prescribed information and documents to be submitted for an application to alter or modify an EV charger are all of the following:

- (a) the serial number of an approval label made available by the LTA under section 8(1)(b) of the Act in respect of the EV charger, or any other serial number issued by the LTA in respect of the EV charger;
- (b) the serial number of the EV charger issued by the manufacturer of the EV charger;
- (c) the details of the proposed alteration or modification, including the particulars of every person involved in carrying out the proposed alteration or modification and the place at which the proposed alteration or modification is to be carried out.

Prescribed manner for affixing alteration-approved label

9.—(1) For the purposes of section 13(2)(c) of the Act, the manner of affixing an alteration-approved label to an EV charger altered or modified in accordance with the LTA's approval is prescribed in paragraphs (2), (3) and (4).

(2) The alteration-approved label for every EV charger must be affixed in an upright position that does not obscure, whether in whole or in part, the information plate containing the specifications of the EV charger (such as the model, serial number, input and output voltage, current or power rating) issued by the manufacturer of the EV charger.

(3) In addition to the manner prescribed in paragraph (2), if the EV charger is a fixed EV charger, the alteration-approved label must also be —

(a) in a case of a pantograph fixed EV charger — permanently affixed at the top right-hand corner of the front facing panel of the power cabinet of the EV charger, at a prominent location where the label is —

(i) clearly visible; and

(ii) as close as practicable to the approval label affixed in accordance with regulation 7 before its alteration or modification (as the case may be), and the registration mark affixed in accordance with regulation 11; or

(b) in any other case — permanently affixed at the front or side panel of the EV charger, at a prominent location where the label is —

(i) clearly visible; and

(ii) as close as practicable to the approval label affixed in accordance with regulation 7 before its alteration or modification (as the case may be), and the registration mark affixed in accordance with regulation 11.

(4) In addition to the manner prescribed in paragraph (2), if the EV charger is a non-fixed EV charger, the alteration-approved label must also be affixed on a control device that performs the control and safety function of the EV charger, at a prominent location where the label is —

(a) clearly visible; and

- (b) as close as practicable to the approval label affixed in accordance with regulation 7 before its alteration or modification (as the case may be), and the registration mark affixed in accordance with regulation 11.

PART 3

REGISTRATION OF EV CHARGER

Prescribed information and documents for application for registration of EV charger

10. For the purposes of section 19(2)(b)(i) of the Act, the prescribed information and documents to be submitted for an application to register an EV charger are all of the following:

- (a) the certificate of fitness of the EV charger for charging any electric vehicle in Singapore, issued by a prescribed competent person;
- (b) the serial number of an approval label made available by the LTA under section 8(1)(b) of the Act in respect of the EV charger, or any other serial number issued by the LTA in respect of the EV charger;
- (c) the serial number of the EV charger issued by the manufacturer of the EV charger;
- (d) if the EV charger is a fixed EV charger, the intended location for the installation of the EV charger.

Prescribed manner for affixing registration mark for registered-for-charging EV charger

11.—(1) For the purposes of section 20(2) of the Act, the manner of affixing a registration mark issued by the LTA on a registered-for-charging EV charger is prescribed in paragraphs (2), (3) and (4).

(2) The registration mark for every EV charger must be affixed in an upright position that does not obscure, whether in whole or in part, the information plate containing the specifications of the EV charger

(such as the model, serial number, input and output voltage, current or power rating) issued by the manufacturer of the EV charger.

(3) In addition to the manner prescribed in paragraph (2), if the EV charger is a fixed EV charger, the registration mark must also be —

- (a) in a case of a pantograph fixed EV charger — permanently affixed at the top right-hand corner of the front facing panel of the power cabinet of the EV charger, at a prominent location where the registration mark is clearly visible; or
- (b) in any other case — permanently affixed at the front or side panel of the EV charger, at a prominent location where the registration mark is clearly visible.

(4) In addition to the manner prescribed in paragraph (2), if the EV charger is a non-fixed EV charger, the registration mark must also be affixed on a control device that performs the control and safety function of the EV charger, at a prominent location where the registration mark is clearly visible.

Prescribed periods relating to destruction, theft, etc., of registered-for-charging EV charger for cancellation of registration

12.—(1) For the purposes of section 21(1)(a)(i) of the Act, the prescribed period is 30 days.

(2) For the purposes of section 21(1)(a)(iv) of the Act, the prescribed period is —

- (a) where a registered-for-charging EV charger has been lost through theft — 90 days after the date of a report to the police in respect of that loss; or
- (b) where a registered-for-charging EV charger has been lost through criminal breach of trust — one year after the date of a report to the police in respect of that loss.

Prescribed information for register of registered-for-charging EV chargers

13.—(1) For the purposes of section 22(2)(a) of the Act, the current prescribed information about each registered-for-charging EV charger, and its registered responsible person, are as follows:

- (a) the name of the manufacturer of the model of the EV charger;
- (b) the particulars of the model of the EV charger;
- (c) the particulars of the approval by the LTA under section 7(3) of the Act in respect of the model of the EV charger;
- (d) the particulars of any approval by the LTA under section 12 of the Act for any alteration or modification of the EV charger;
- (e) the particulars of the registration by the LTA under section 19 of the Act in respect of the EV charger;
- (f) the name and contact particulars of the registered responsible person;
- (g) if the EV charger is a fixed EV charger, the particulars of the place at which the EV charger is installed.

(2) For the purposes of section 22(2)(b) of the Act, the other prescribed information relating to the registered-for-charging EV charger is as follows:

- (a) the name and contact particulars of a prescribed person who installed the EV charger under section 24 of the Act, if the EV charger is a fixed EV charger;
- (b) the name and contact particulars of a prescribed competent person who certified the EV charger as fit for charging any electric vehicle in Singapore under section 23 of the Act and who certified its continued fitness under section 25 of the Act;
- (c) the particulars of any cessation of use of the registered-for-charging EV charger due to —

- (i) any cancellation of registration of the EV charger under section 21(1) of the Act;
 - (ii) any transfer of registration of the EV charger under section 27(1) of the Act;
 - (iii) any notice about a safety-related defect in respect of the EV charger given by a manufacturer or supplier under section 35(1) of the Act;
 - (iv) any safety and security directive given by the LTA under section 39(1) of the Act in respect of the EV charger;
 - (v) any application under regulation 16(3) for the LTA's approval to use the EV charger at a new charger location, that is pending or refused; or
 - (vi) any step-in order under section 57(1) of the Act or any order under section 78(1) of the Act;
- (d) the name and contact particulars of any licensee, or former licensee, that used that type of registered-for-charging EV charger in the regulated activity covered by its licence or its former licence, as the case may be.

Prescribed information under section 22(4)(c) of Act for disclosure

14. For the purpose of section 22(4)(c) of the Act, the prescribed information is any of the following:

- (a) any particulars of a model of EV charger approved by the LTA under section 7(3) of the Act;
- (b) any particulars of an EV charger (whether or not a registered-for-charging EV charger) on which an approval label made available by the LTA under section 8(1)(b) of the Act has been affixed;
- (c) any particulars of a person who has charge and control of an EV charger, or is a registered responsible person in respect of a registered-for-charging EV charger —

- (i) for which an approval code under section 8(1)(a) of the Act has been issued by the LTA;
 - (ii) on which an approval label made available by the LTA under section 8(1)(b) of the Act has been affixed;
 - (iii) for which a registration mark has been assigned by the LTA under section 20(1)(c) of the Act; or
 - (iv) for which any serial number has been issued by the LTA;
- (d) any particulars of an EV charger in respect of which any alteration or modification has been approved by the LTA under section 12 of the Act;
- (e) any particulars of a licensee;
- (f) any particulars of an EV charger used by a licensee in undertaking the regulated activity that is the subject of the licensee's licence;
- (g) any particulars of an EV charger for which the registration is cancelled under section 21(1) of the Act;
- (h) any particulars of an EV charger that has been the subject of a notice about any safety-related defect under section 35(1) of the Act.

Prescribed matters for disposal or transfer of possession of EV charger

15. For the purposes of section 27(1) of the Act, an application by a registered responsible person for the transfer of registration of a registered-for-charging EV charger must be —

- (a) made within 3 days after the disposal of, or transfer of, possession of that EV charger; and
- (b) submitted to the LTA using the LTA's website.

Duty of registered responsible person in relation to change in charger location

16.—(1) This regulation applies where there is a change in the location (called in this regulation new charger location) of a registered-for-charging EV charger that is a fixed EV charger.

(2) A registered responsible person must obtain the approval of the LTA before using the fixed EV charger at the new charger location.

(3) An application for the LTA's approval under paragraph (2) must —

(a) be in the form and manner required by the LTA; and

(b) be accompanied by —

(i) a written endorsement issued by a prescribed person that contains at least the information mentioned in regulation 19(4), in respect of the installation of the EV charger at the new charger location;

(ii) a written certificate issued by a prescribed competent person that contains at least the information mentioned in regulation 21(4), certifying that the EV charger installed at the new charger location continues to be fit for charging any electric vehicle in Singapore; and

(iii) the relevant fee specified in the Fifth Schedule.

(4) The LTA may refuse the application if —

(a) any requirement of paragraph (3) is not complied with; or

(b) the LTA has reasonable grounds to believe that the installation of the fixed EV charger at the new charger location may cause the fixed EV charger to become unfit for charging any electric vehicle in Singapore.

(5) The registered responsible person must keep and retain, for inspection by an authorised officer, the written endorsement and written certificate mentioned in paragraph (3)(b) for a period of 2 years starting on the date of the issue of the written certificate mentioned in paragraph (3)(b)(ii).

(6) A registered responsible person who contravenes paragraph (2) or (5) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 or to imprisonment for a term not exceeding 6 months or to both.

Duties of registered responsible person in relation to altered or modified registered-for-charging EV charger

17.—(1) This regulation applies where a registered responsible person has obtained the approval of the LTA under section 12 of the Act to alter or modify a registered-for-charging EV charger.

(2) The registered responsible person must —

- (a) in a case of a fixed EV charger, engage a prescribed person to conduct checks on the installation of the altered or modified EV charger in accordance with the checklists set out in the LTA C&F List that are applicable to the checks; and
- (b) in a case of any type of EV charger, engage a prescribed competent person to assess the fitness of the altered or modified EV charger for charging any electric vehicle in Singapore in accordance with the checklists set out in the LTA C&F List that are applicable to the assessment.

(3) The registered responsible person must obtain the completed checklists mentioned in paragraph (2) that are signed by the prescribed person and prescribed competent person, respectively.

(4) The registered responsible person must keep and retain, for inspection by an authorised officer, the signed checklists mentioned in paragraph (3) for a period of 2 years starting on the date of the prescribed competent person's signature on the checklists.

(5) A registered responsible person who contravenes paragraph (2) or (4) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 or to imprisonment for a term not exceeding 6 months or to both.

PART 4
REQUIREMENTS FOR INSTALLATION,
CERTIFICATION, AND INSPECTION
OF EV CHARGER

Division 1 — Installation

Prescribed person for installation of fixed EV charger

18. For the purposes of section 24(3) of the Act, a prescribed person is a licensed electrical worker.

Duties of prescribed person for installation of fixed EV charger

19.—(1) A prescribed person must carry out the installation of a fixed EV charger in accordance with TR25:2022+A1:2025.

[S 175/2025 wef 18/03/2025]

(2) In carrying out the installation of a fixed EV charger, the prescribed person may only install a fixed EV charger intended for restricted access use only at a restricted access location.

(3) The prescribed person must issue a written endorsement containing at least the information mentioned in paragraph (4) to one or both of the following persons:

- (a) a person who has charge and control of the fixed EV charger;
- (b) if applicable, a prescribed competent person who is carrying out the certification of the fixed EV charger's fitness for charging any electric vehicle in Singapore.

(4) For the purpose of paragraph (3), the written endorsement must contain at least the following information:

- (a) the completed checklists as set out in the LTA C&F List that are applicable to the installation of the fixed EV charger;
- (b) a confirmation that the fixed EV charger was installed together with the apparatus and fittings required by TR25:2022+A1:2025.

[S 175/2025 wef 18/03/2025]

(5) The LTA may determine the form of a written endorsement to be issued under paragraph (3).

(6) The prescribed person must cooperate with a prescribed competent person for the purposes of enabling the prescribed competent person to —

- (a) perform the prescribed competent person's duty under regulation 21(3) in relation to the issue of a written certificate of the fitness of a fixed EV charger for charging any electric vehicle in Singapore; and
- (b) carry out the inspection of a fixed EV charger in accordance with regulation 23(2)(b).

(7) A prescribed person who contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 or to imprisonment for a term not exceeding 6 months or to both.

(8) A prescribed person who fails to comply with any requirement of paragraph (3) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$1,000 or to imprisonment for a term not exceeding 3 months or to both.

(9) A prescribed person who, without reasonable excuse, fails to comply with paragraph (6) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$1,000 or to imprisonment for a term not exceeding 3 months or to both.

Division 2 — Certification

Prescribed competent person for certifying EV charger, etc.

20. For the purposes of sections 23(4) and 25 of the Act, a prescribed competent person is an individual who —

- (a) has completed a course known as the Certification Course for Electric Vehicle Charger Equipment Specialist conducted by the LTA or any person appointed by the LTA; and
- (b) has passed a test known as the Completion Test for Certification Course for Electric Vehicle Charger

Equipment Specialist conducted by the LTA or any person appointed by the LTA.

Duties of prescribed competent person for certification of EV charger

21.—(1) For the purposes of section 23(6)(a) of the Act, a prescribed competent person must be satisfied that a fixed EV charger —

- (a) is installed following the procedure and standard set out in TR25:2022+A1:2025; and

[S 175/2025 wef 18/03/2025]

- (b) is installed together with the essential apparatus and essential fittings, which are —

- (i) in a case of a fixed EV charger installed at a non-restricted access location —

(A) an emergency main isolation shut-off switch for the fixed EV charger, for which the requirements prescribed in the First Schedule are satisfied; and

(B) the apparatus and fittings required by TR25:2022+A1:2025; or

[S 175/2025 wef 18/03/2025]

- (ii) in any other case — the apparatus and fittings required by TR25:2022+A1:2025.

[S 175/2025 wef 18/03/2025]

(2) For the purposes of section 23(6)(b) of the Act, a prescribed competent person must be satisfied that a non-fixed EV charger satisfies the safety and performance standards prescribed in regulation 4 for a homologated model to which the EV charger belongs.

(3) The prescribed competent person must issue to a person with charge and control of an EV charger, a written certificate of the fitness of the EV charger for charging any electric vehicle in Singapore that contains at least the information mentioned in paragraph (4).

(4) For the purpose of paragraph (3) and subject to paragraph (5), the written certificate must contain at least the following information:

- (a) the completed checklists as set out in the LTA C&F List that are applicable to the certification of the EV charger;
- (b) a confirmation that the prescribed competent person is satisfied of the matters prescribed in paragraph (1) for the purposes of section 23(6)(a) of the Act, or the matters prescribed in paragraph (2) for the purposes of section 23(6)(b) of the Act, whichever is applicable.

(5) In deciding whether to provide the confirmation under paragraph (4)(b) for the purposes of paragraph (1)(a) and (b)(i)(B), or paragraph (1)(a) and (b)(ii) (whichever is applicable), the prescribed competent person may consider the written endorsement of a prescribed person under regulation 19(3).

(6) The LTA may determine the form of a written certificate under paragraph (4).

(7) A prescribed competent person who fails to comply with any requirement of paragraph (3) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$1,000 or to imprisonment for a term not exceeding 3 months or to both.

(8) Paragraphs (1) and (2) apply to an individual certifying an EV charger together with the prescribed competent person, as it applies to a prescribed competent person.

Division 3 — Inspection

Prescribed periods for inspection of EV charger

22.—(1) For the purposes of section 25(2)(a) of the Act, the prescribed period in relation to the inspection after the first lawful certification under section 23 of the Act is as follows:

- (a) in a case of a fixed EV charger installed at a non-restricted access location — 6 months;
- (b) in any other case — 24 months.

(2) For the purposes of section 25(2)(b) of the Act, the prescribed period in relation to the intervals for inspection is as follows:

- (a) in a case of a fixed EV charger installed at a non-restricted access location — every 6 months;
- (b) in any other case — every 24 months.

Prescribed procedure and standard for inspection of EV charger

23.—(1) For the purposes of section 25(3)(a) of the Act, the procedure and standard for carrying out an inspection of an EV charger are prescribed in paragraphs (2), (3) and (4).

(2) If the inspection is in respect of a fixed EV charger installed at a non-restricted access location, a prescribed competent person must —

- (a) where the inspection relates to the first 6-month period within every relevant period — carry out the inspection following the procedure and standard set out in either of the following applicable forms:
 - (i) for a fixed EV charger with a power rating of more than 150 kilowatts that is equipped with a thermal management system — Form C of the LTA C&F List;
 - (ii) for any other fixed EV charger — Form A of the LTA C&F List; and
- (b) where the inspection relates to the second 6-month period within every relevant period —
 - (i) carry out the inspection following the procedure and standard set out in either of the following applicable forms:
 - (A) for a fixed EV charger with a power rating of more than 150 kilowatts that is equipped with a thermal management system — Form C of the LTA C&F List;

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- (B) for any other fixed EV charger — Form A of the LTA C&F List; and
 - (ii) obtain the written endorsement of a prescribed person that the procedure and standard set out in either of the following applicable forms have been complied with:
 - (A) for a fixed EV charger with a power rating of more than 150 kilowatts that is equipped with a thermal management system — Form E of the LTA C&F List;
 - (B) for any other fixed EV charger — Form D of the LTA C&F List.
 - (3) If the inspection is in respect of a fixed EV charger installed at a restricted access location, a prescribed competent person must carry out the inspection following the procedure and standard set out in either of the following applicable forms:
 - (a) for a fixed EV charger with a power rating of more than 150 kilowatts that is equipped with a thermal management system — Form C of the LTA C&F List;
 - (b) for any other fixed EV charger — Form A of the LTA C&F List.
 - (4) If the inspection is in respect of any non-fixed EV charger, a prescribed competent person must carry out the inspection following the procedure and standard set out in Form B of the LTA C&F List.
 - (5) For the purposes of paragraph (2) —
 - (a) “relevant period” means any period of 12 months; and
 - (b) the start date of the first relevant period is the day immediately after the date that the first lawful certification in respect of an EV charger was made under section 23 of the Act.

PART 5

PRESCRIBED MATTERS FOR OFFENCES
ON IMPROPER USE OR CHARGING
OF EV CHARGER

Prescribed permissible purpose in offence on improper use of EV charger

24. For the purposes of section 29(1)(b) and (c) of the Act, a permissible purpose for a use and a type of EV charger is prescribed in the Second Schedule.

Prescribed banned locations in offence on improper charging

25. For the purposes of section 30(1)(b) and (c) of the Act, the banned locations for a type of EV charger are prescribed in the Third Schedule.

Prescribed permissible way or circumstance in offence on improper charging

26. For the purposes of section 30(2)(b) and (c) of the Act, a permissible way or circumstance in which a type of EV charger may be used, or allowed to be used, is prescribed in the Fourth Schedule.

PART 6

MISCELLANEOUS

Prescribed matters relating to duty to notify about safety-related defect

27.—(1) For the purposes of section 35(1) of the Act, the time prescribed to give a notice about a safety-related defect is —

- (a) for a notice under section 35(1)(a) of the Act to be given to the LTA — 7 days; and
- (b) for a notice under section 35(1)(b) and (c) of the Act, to be given to every registered responsible person for a registered-for-charging EV charger, and every person having charge and control of an EV charger (respectively), that is of the same model — 14 days.

(2) For the purposes of section 35(3)(b)(ii)(B) of the Act (read with the definition of “LTA’s website” in section 2 of the Act), the LTA’s website is <https://www.onemotoring.lta.gov.sg>.

(3) For the purposes of section 35(5) of the Act, the prescribed time to report to the LTA the completion of every rectification work mentioned in the notice under section 35(2)(c) of the Act is 14 days.

Fees

28.—(1) The fees specified in the second column of the Fifth Schedule are payable to the LTA in respect of the matters specified opposite in the first column.

(2) The LTA may, in any particular case or class of cases, waive, reduce or refund the whole or any part of a fee mentioned in paragraph (1).

[S 753/2024 wef 01/10/2024]

Saving and transitional provision for registration fee

29. Despite regulation 28(1), any person who —

(a) immediately before 8 December 2023, has —

(i) charge and control of a fixed EV charger that is installed; or

(ii) charge and control of a non-fixed EV charger; and

(b) applies, during the period from 8 December 2023 to 7 June 2024 (both dates inclusive), to register an EV charger under section 19 of the Act,

is not required to pay the registration fee for the LTA’s registration of the EV charger (whether the registration is during or after that period).

Saving and transitional provision for existing equipment specialist

30.—(1) This regulation applies to an equipment specialist (called in this regulation an existing equipment specialist) who, before 8 December 2023, is appointed (whether on a full-time basis,

part-time basis, freelance basis or otherwise) by a specified person to —

- (a) certify an EV charger as fit for charging any electric vehicle in Singapore; or
- (b) inspect an EV charger for the purpose of certifying whether the EV charger continues to be fit for charging any electric vehicle in Singapore,

in accordance with any relevant version of TR25.

(2) Despite these Regulations, an existing equipment specialist may carry out any certification or inspection of an EV charger during the transitional period as if the existing equipment specialist were a prescribed competent person, if the existing equipment specialist —

- (a) remains appointed by any specified person during the transitional period; and
- (b) carries out the certification or inspection (as the case may be) in accordance with the Act and these Regulations.

(3) An individual may certify the EV charger together with an existing equipment specialist mentioned in paragraph (2), if the individual carries out the certification in accordance with the Act and these Regulations.

(4) In this regulation —

“relevant version of TR 25” means any version of Technical Reference 25 for Electric Vehicles Charging System published by the Enterprise Singapore Board as in force from time to time before 8 December 2023;

“specified person” means —

- (a) any person who, immediately before 8 December 2023, has charge and control of an EV charger, and includes the person if the person is registered as a registered responsible person for the EV charger under section 20 of the Act; or
- (b) any person who, immediately before 8 December 2023, carries on a business of providing an electric

vehicle charging service or undertakes any other regulated activity, and includes the person if the person is granted a licence under section 43 of the Act;

“transitional period” means the period from 8 December 2023 to 7 December 2024 (both dates inclusive).

FIRST SCHEDULE

Regulation 21(1)(b)(i)(A)

REQUIREMENTS RELATING TO EMERGENCY MAIN ISOLATION SHUT-OFF SWITCH

1. An emergency main isolation shut-off switch for an EV charger must be located so that a person does not have to travel more than 15 metres from the EV charger and its associated parking lot to reach the switch.
2. If there is more than one EV charger, one or more than one emergency main isolation shut-off switch may be shared between EV chargers within the same storey. The switch or switches must be located so that a person does not have to travel more than 15 metres from any EV charger and its associated parking lot to reach the switch.
3. Every emergency main isolation shut-off switch for an EV charger must be located on the same storey as the EV charger, so that there is a safe means of isolating the main electrical power supply to the entire electric vehicle charging system on the same storey upon activation of any one of those switches. Those switches must be capable of being activated manually without the use of a key or tool, or any special knowledge or effort.
4. Subject to paragraph 5, the nearest edge of an emergency main isolation shut-off switch must be located at least 3 metres away from an EV charger and its associated parking lot.
5. An emergency main isolation shut-off switch may be located less than 3 metres away from an EV charger and its associated parking lot, if there is at least another emergency main isolation shut-off switch located at least 3 metres away but within 15 metres of that EV charger and its associated parking lot.
6. An emergency main isolation shut-off switch must be located between 800 millimetres and 1.2 metres (inclusive of both measurements) above the finished floor level.
7. An emergency main isolation shut-off switch must be in a clearly visible and easily accessible location, and be clearly labelled.

FIRST SCHEDULE — *continued*

8. There must be clear instructions (however indicated) on how an emergency main isolation shut-off switch may be operated.

9. There must be one or more than one signage, on which any letter must bear a height of at least 50 millimetres and that is displayed in a prominent location from the emergency main isolation shut-off switch, directing a person on how the switch is to be operated.

10. Where an emergency main isolation shut-off switch cannot be seen clearly from, or is not within the line of sight of, an EV charger and its associated parking lot, any number of additional signages as may be necessary must be displayed for the purpose of directing persons to the emergency main isolation shut-off switch.

SECOND SCHEDULE

Regulation 24

PRESCRIBED PERMISSIBLE PURPOSE FOR USE AND TYPE OF EV CHARGER

1.—(1) A registered-for-charging EV charger may only be used for the purpose of —

- (a) charging a battery of an electric vehicle; and
- (b) if the EV charger is a fixed EV charger located in a battery charge and swap station, charging a compatible swappable battery of an electric motorcycle.

(2) In sub-paragraph (1), “swappable battery”, in relation to the charging of an electric motorcycle, means a battery of the electric motorcycle that, if depleted in whole or in part, is designed to be removed from the electric motorcycle and exchanged for a recharged battery for the propulsion of the electric motorcycle.

2. An emergency main isolation shut-off switch in respect of an EV charger may only be activated in the case of an emergency.

THIRD SCHEDULE

Regulation 25

PRESCRIBED BANNED LOCATIONS FOR TYPE OF EV CHARGER

1.—(1) A non-restricted access location is a banned location for an EV charger if the EV charger is one of the following types:

- (a) an EV charger classified by the LTA under regulation 6 as for restricted access use only;

THIRD SCHEDULE — *continued*

- (b) an LNO-issued EV charger that is for restricted access use only based on a test report specified in the LNO for that model of LNO-issued EV charger, and is registered by the LTA under section 19 of the Act;
- (c) a non-LNO-issued EV charger that is installed at a restricted access location only, and is registered by the LTA under section 19 of the Act.

(2) In this paragraph —

“EMA” means the Energy Market Authority of Singapore established by section 3 of the Energy Market Authority of Singapore Act 2001;

“LNO” means a letter of no objection issued before 8 December 2023 by the LTA or the EMA, or both, in respect of a model of EV charger;

“LNO-issued EV charger” means an EV charger that belongs to a model of EV charger for which an LNO was issued;

“non-LNO-issued EV charger” means an EV charger that belongs to a model of EV charger for which no LNO was issued.

2.—(1) Any place accessible to the general public is a banned location for any EV charger, other than a fixed EV charger that —

- (a) is designed or adapted to be capable of exchanging a depleted (in whole or in part) battery of an electric vehicle for a recharged battery; or
- (b) has a specified vehicle connector.

(2) In sub-paragraph (1), “specified vehicle connector”, in relation to a fixed EV charger, means any of the following vehicle connectors:

- (a) a vehicle connector commonly known as the Combined Charging System Combo 2 connector or CCS2 connector;
- (b) a vehicle connector commonly known as a Type 2 connector or a Mennekes connector;
- (c) a vehicle connector mentioned in sub-paragraph (a) or (b), together with a vehicle connector known as a CHAdeMO connector for optional direct current charging.

3.—(1) Any place on any residential land is a banned location for any EV charger, unless the place is —

- (a) a parking place within the meaning of section 2 of the Parking Places Act 1974;
- (b) a private parking place within the meaning of section 2 of the Parking Places Act 1974;

THIRD SCHEDULE — *continued*

- (c) a restricted access location; or
 - (d) a specified battery charge and swap station.
- (2) In this paragraph —
- “residential land” means —
- (a) any land zoned solely for residential purposes; or
 - (b) where any land is zoned for mixed purposes, one of which is residential purposes — any part of that land zoned for residential purposes;
- “specified battery charge and swap station” means a battery charge and swap station that is —
- (a) accessible to the general public; or
 - (b) situated on any common property of any residential land;
- “zoned”, in relation to any land, means the zoning of the land in the Master Plan within the meaning of section 6 of the Planning Act 1998.

FOURTH SCHEDULE

Regulation 26

PRESCRIBED PERMISSIBLE WAY OR CIRCUMSTANCE
IN WHICH EV CHARGER IS USED

1. An EV charger is used with a detachable cable that is provided with the homologated model of the EV charger, or with a replacement detachable cable of the same model so provided.
2. An EV charger is used where all of the following circumstances apply:
 - (a) there is no visible dent, damage, corrosion or rust on any enclosure for the EV charger;
 - (b) there is no insect inside the EV charger;
 - (c) every opening or vent for the EV charger is unobstructed;
 - (d) there is no visible rust on any detachable part of the EV charger, or any visible sign that any detachable part of the EV charger is loose or otherwise at risk of falling off;
 - (e) there is no visible moisture, waterlogging or burnt mark on the EV charger and its charging pins;

FOURTH SCHEDULE — *continued*

- (f) if the EV charger is mounted to any floor or wall, the floor or wall mounting (as the case may be) is rigid and strong.
3. An EV charger is used without an adaptor fitted between the vehicle connector that is part of the EV charger and the electric vehicle inlet.
4. An EV charger is used with a charging cable to charge the battery of an electric vehicle, only if the charging cable is not permanently affixed to that electric vehicle.
5. An EV charger is powered by a connection to an electrical installation during the period in which the battery of an electric vehicle is being charged by the EV charger.
6. A non-fixed EV charger is used without any extension cord, adaptor or portable socket outlet.
7. A non-fixed EV charger is connected to a switch socket outlet that is compatible with the plug of the EV charger, and that plug is provided with the homologated model of the EV charger or is a replacement plug of the same model so provided.
- 8.—(1) A non-fixed EV charger is connected to a dedicated switch socket outlet that is equipped with a dedicated residual circuit device.
- (2) In sub-paragraph (1), “residual circuit device”, in relation to a non-fixed EV charger, means a device intended for use with the non-fixed EV charger for the purposes of —
- (a) detecting any residual alternating current and any residual direct current flowing through the electrical circuit when the EV charger is connected to electrical supply; and
 - (b) disconnecting the electrical circuit upon the detection of any residual alternating current or residual direct current mentioned in sub-paragraph (a) to minimise the risk of any damage to the EV charger, or any person suffering from any electric shock.
9. An EV charger is used with an adaptor fitted between the socket outlet that is part of an EV charger and the plug of the EV charger’s detachable cable, where the adaptor and detachable cable are provided with the homologated model of that EV charger or are replacements of the same respective models so provided.
10. If an EV charger has to be used with a liquid coolant, the EV charger is used with a type of liquid coolant approved by the manufacturer of the EV charger.
11. An EV charger is used to charge an electric vehicle parked within a restricted access location when the entirety of the EV charger is situated within the same restricted access location on which the electric vehicle is parked.

FOURTH SCHEDULE — *continued*

12.—(1) Where an electric vehicle is parked on any motor vehicle parking facility situated on any residential land, the EV charger is used to charge a battery of the electric vehicle only if —

- (a) the battery is not detached from the electric vehicle; and
- (b) the EV charger is connected to the electric vehicle inlet of the electric vehicle for the purpose of charging the battery.

(2) Sub-paragraph (1) does not apply to a battery charge and swap station that is —

- (a) accessible to the general public; or
- (b) situated on any common property of any residential land.

(3) In this paragraph —

“motor vehicle parking facility” means —

- (a) a parking place within the meaning of section 2 of the Parking Places Act 1974;
- (b) a private parking place within the meaning of section 2 of the Parking Places Act 1974; or
- (c) a restricted access location;

“residential land” means —

- (a) any land zoned solely for residential purposes; or
- (b) where any land is zoned for mixed purposes, one of which is residential purposes — any part of that land zoned for residential purposes;

“zoned”, in relation to any land, means the zoning of the land in the Master Plan within the meaning of section 6 of the Planning Act 1998.

FIFTH SCHEDULE

Regulations 16(3)(b)(iii) and 28(1)

FEES

<i>First column</i>	<i>Second column</i>
1. Application fee under section 7(2)(c)(ii) of the Act for approval in respect of a model of EV charger	\$1,700
2. Application fee under section 12(1)(b)(ii) of the Act for alteration or modification of EV charger	\$800
3. Fee for approval label under section 8(1)(b) of the Act or alteration-approved label under section 13(1) of the Act	\$2 per label
4. Fee for replacement of approval label or alteration-approved label mentioned in item 3	\$2.16 (before 1 January 2024) \$2.18 (on or after 1 January 2024)
5. Registration fee under section 19(3)(a) of the Act in respect of —	
(a) a fixed EV charger to be installed at a non-restricted access location, with a power rating of less than 23 kilowatts	\$150
(b) a fixed EV charger to be installed at a non-restricted access location, with a power rating between 23 kilowatts to 150 kilowatts (inclusive of either power rating)	\$375
(c) a fixed EV charger to be installed at a non-restricted access location, with a power rating of more than 150 kilowatts	\$600
(d) a fixed EV charger to be installed at a restricted access location only, or a non-fixed EV charger to be used at a restricted access location only, with a power rating of less than 23 kilowatts	\$375

FIFTH SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
(e) a fixed EV charger to be installed at a restricted access location only, or a non-fixed EV charger to be used at a restricted access location only, with a power rating between 23 kilowatts to 150 kilowatts (inclusive of either power rating)	\$750
(f) a fixed EV charger to be installed at a restricted access location only, or a non-fixed EV charger to be used at a restricted access location only, with a power rating of more than 150 kilowatts	\$750
6. Fee for replacement of registration mark mentioned in section 20(1)(c) of the Act	\$2.16 (before 1 January 2024) \$2.18 (on or after 1 January 2024)
7. Fee under section 22(5) of the Act for information under section 22(5)(a) of the Act	\$37.80 (before 1 January 2024) \$38.15 (on or after 1 January 2024)
8. Application fee for transfer of registration under section 27(1) of the Act	\$35
9. Application fee under regulation 16(3)(b)(iii) for approval to use EV charger at new charger location	\$35

Made on 6 December 2023.

CHAN HENG LOON ALAN
*Chairperson,
Land Transport Authority of
Singapore.*

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