

MONTHLY COE QUOTA FOR MAY TO JULY 2015

VEHICLE CATEGORY		CATEGORY A	CATEGORY B	CATEGORY C	CATEGORY D	CATEGORY E	TOTAL
		Cars (Up to 1,600cc and maximum power output not exceeding 97kW)	Cars (Above 1,600cc or maximum power output above 97kW)	Goods Vehicles & Buses	Motor- Cycles	OPEN	
A1)	Vehicle population as at 31 Dec 2014	335,450	281,083	154,524	144,467	-	915,524
A2)	Net increase allowed per quarter [0.25% x vehicle population / 4] ^(a)	142 ^(b)	176	97	90	86 ^(c)	591
(A)	Increase in vehicle population	142	176	97	90	86	591
B1)	Total vehicle deregistrations (from Jan to Mar 2015)	9,346	5,985	3,391	2,065	-	20,787
B2)	Contribution of deregistrations to Category E (10% of B1) ^(d)	-934	-598	-339	-206	2,077	-
(B)	Replacement of deregistered vehicles	8,412	5,387	3,052	1,859	2,077	20,787
C1)	Adjustments for change in taxi population ^(e)	-	-	-	-	-436	-436
C2)	Adjustments for replacements under Early Turnover Scheme ^(f)	-	-	-988	-	-109	-1,097
C3)	Expired COEs ^(g)	4	6	47	10	0	67
(C)	Adjustments	4	6	-941	10	-545	-1,466
Total Quota for May to Jul 2015 Bidding Exercises (A + B + C)		8,558	5,569	2,208	1,959	1,618	19,912

Monthly Quota for May to Jul 2015 Bidding Exercises	2,853	1,856	736	653	539	6,637
Monthly Quota for Feb to Apr 2015 Bidding Exercises	1,973	1,444	369	570	349	4,705

Note:

- (a) The vehicle growth rate has been set at 0.25% per annum as of February 2015.
- (b) When taxis were moved from Cat A to Cat E from 6 Aug 2012, 135 COEs representing the vehicle growth component for the taxi population for Aug 2012 to Jan 2013 or about 23 COEs per month, should have been deducted from Cat A and added to Cat E. However, they remained in the Cat A quota for Aug 2012 to Jan 2013. 67 COEs were deducted from Cat A and moved to Cat E in the Feb to Apr 2015 quota cycle, and the remaining 68 COEs are moved in this quota cycle.
- (c) As taxis were moved from Cat A to Cat E from 6 Aug 2012, Cat E receives the vehicle growth component for the taxi population of 28,736 taxis as at 31 Dec 2014 (18 COEs). There is a further addition of 68 COEs, as explained in footnote (b).
- (d) From Feb 2015, Cat E receives 10% of the deregistrations in each category.
- (e) Since new taxi registrations are drawn from Cat E, they need to be deducted from the total number of Cat E COEs. As the net increase is only known at the end of the quota period, the new registrations are adjusted in the quota of the subsequent period. Over the six-month period between 1 Jul 2014 and 31 Dec 2014, 2,197 taxis were registered and 1,326 taxis were deregistered. Therefore, a net adjustment of $(1,326 - 2,197) = -871$ will be made to the Cat E quota over the subsequent two quarters from Feb to Apr 2015 and May to Jul 2015. An adjustment of -435 was made to the Feb to Apr 2015 quota, with the remaining -436 to be made to the current quota.
- (f) 1,097 vehicles were registered under the Early Turnover Scheme from Jan to Mar 2015, i.e. registered directly with a COE, without bidding. Thus, 1,097 Cat C COEs need to be deducted from the Cat C replacement quota. However, as 10% of this, or 109 COEs, had been moved to Cat E as part of the Cat C contribution to Cat E of 339 (at row B2), these 109 COEs should be returned from Cat E to Cat C as part of the ETS adjustments at row C2. Hence, only $(1,097 - 109) = 988$ quotas will be deducted from Cat C.
- (g) Refer to COEs that were successfully secured by bidders but were not utilised during their validity period, i.e. expired between Jan and Mar 2015.