



COE April 2026 2nd Bidding Results: Cat A Hits \$123,010 and Surpasses Cat B Again

Description

Singapore's Certificate of Entitlement (COE) market has kicked into high gear once again. The results from the **April 2026 2nd Bidding Exercise**, released on Wednesday 23 April 2026, have sent shockwaves through the motoring community with Category A premiums climbing above Category B for the second time this year, and all eyes now firmly on where prices are headed next.

Whether you are actively hunting for a new car or simply watching the market, these results have significant implications for every prospective car buyer in Singapore. Let us break it all down.

April 2026 2nd Bidding: Full Results at a Glance

Here is how all five COE categories closed in the second bidding exercise of April 2026:

Category	Vehicle Type	Closing Price	Change from April 1st Bidding
Category A	Cars up to 1600cc / 97kW; EVs up to 110kW	\$123,010	↑ \$5,010
Category B	Cars above 1600cc / 97kW; EVs above 110kW	\$121,001	↑ \$1
Category C	Goods vehicles and buses	\$83,501	↑ \$3,500
Category D	Motorcycles	\$9,290	↑ \$710
Category E	Open category (all vehicles except motorcycles)	\$125,002	↑ \$4,001

The Big Story: Cat A Overtakes Cat B Again

The most talked-about development from this bidding round is **Category A surpassing Category B** – a reversal that has happened only twice in 2026. This is a remarkable shift from the traditional order of things, where larger, more powerful cars (Category B) have historically commanded higher COE premiums.

What is driving this? Several forces are at play. First, the popularity of **electric vehicles (EVs)** with power outputs at or below 110kW – which qualify for Category A – has grown significantly. Models such as the BYD Seal, the Tesla Model 3 RWD 110, and the Alfa Romeo Junior Elettrica have been deliberately engineered to slot into Category A, drawing more bidders into that category and pushing premiums upward.

Second, there is a wave of buyer urgency. As interest rates remain elevated globally and the Singapore government shows no signs of relaxing car ownership costs, buyers who have been sitting on the fence are now jumping in – particularly those targeting the more affordable (in relative terms) Category A segment.

Category B, meanwhile, edged up by just \$1 – essentially flat – suggesting that buyers of larger, more premium vehicles are less compelled by urgency and more likely to wait out the market.

Category by Category: What Does It Mean for You?

Category A – \$123,010 (– \$5,010)

Cat A posted the **biggest dollar increase** of this bidding round, climbing \$5,010 from the first April bidding of \$118,000. This category covers smaller cars and an increasingly large swath of EV options. If you are looking at a Cat A vehicle, the message is clear: the market is not waiting for you. Every additional month of hesitation could cost you thousands more in COE alone.

At \$123,010, Cat A is now officially more expensive than Cat B – a telling sign of how the EV revolution is reshaping Singapore’s motoring landscape. Popular Cat A options include the **Toyota Corolla Altis, Honda Civic, Tesla Model 3 RWD 110, and BYD Seal.**

Category B – \$121,001 (– \$1)

A token \$1 increase. Cat B has essentially flatlined this round, which provides a rare breath of fresh air for buyers eyeing larger sedans, SUVs, and high-performance EVs. However, do not mistake flat for falling – \$121,001 is still an eye-watering sum, and with Cat E at \$125,002, the overall premium environment remains extremely elevated.

Popular Cat B models include the **BMW 3 Series, Mercedes-Benz C-Class, and the Toyota Camry** in its more powerful configurations.

Category C – \$83,501 (– \$3,500)

Goods vehicles and buses saw a solid jump of \$3,500. This is significant for logistics companies, food and beverage operators, and small businesses that rely on commercial vehicles. Rising Cat C

premiums add directly to operational costs across Singapore's supply chain.

Category D â?? \$9,290 (â?? \$710)

Motorcycles are the only category to see a **decline** this round, dipping \$710 to \$9,290. This offers a small reprieve for riders looking to register a new bike. Demand for motorcycles in Singapore tends to be less volatile than for cars, and the slight dip reflects this relative stability.

Category E â?? \$125,002 (â?? \$4,001)

Category E â?? the open category â?? remains the **most expensive COE in Singapore**, climbing \$4,001 to hit \$125,002. Cat E allows the holder to register any type of vehicle except motorcycles. Given the high premium, most buyers opt for the more specific Cat A or Cat B unless they have particular needs.

Comparing April 2026 1st and 2nd Bidding

Looking at both April 2026 bidding rounds together tells a worrying story for buyers:

- **Cat A:** Rose from \$118,000 (1st bidding) to \$123,010 (2nd bidding) â?? a \$5,010 jump in just three weeks
- **Cat B:** Essentially unchanged at \$121,001
- **Cat C:** Moved from \$80,001 to \$83,501 â?? a \$3,500 increase
- **Cat D:** Fell slightly from \$10,000 to \$9,290
- **Cat E:** Rose from \$121,001 to \$125,002 â?? a \$4,001 increase

The trend is unmistakable. For most categories, premiums are rising â?? and rising fast.

Will COE Prices Go Up or Down Next Round?

This is the question on every Singaporean car buyer's mind. Based on current trends, here is our assessment:

Our view: Prices will likely remain elevated or continue rising in the short term.

Here is the reasoning:

- **EV demand is structural, not cyclical.** As more EV models are launched in Cat A â?? and with brands like BYD, Chery, and others expanding their Singapore lineups â?? Cat A demand looks set to remain strong.
- **Quota supply is unlikely to increase significantly.** The Land Transport Authority (LTA) determines COE quota based on vehicle deregistrations and policy decisions. There are no indications of a large quota increase in the near term.
- **Buyer urgency is building.** With every rising round, more fence-sitters decide to bid now rather than risk paying even more later â?? a self-reinforcing cycle that sustains high prices.

- **The one saving grace** could be an economic slowdown. If consumer sentiment worsens due to global economic headwinds, demand for new cars could soften, easing COE pressure. However, this would need to be a significant shift to materially affect premiums at current levels.

The next COE bidding exercise is scheduled for early May 2026. We will be watching closely.

Singapore Goes Driverless: Pony.ai's Robotaxi Is Here

In other Tech and Auto news, Singapore's motoring landscape received a glimpse of the future earlier this month when **Pony.ai**, in partnership with **ComfortDelGro**, received regulatory approval from the Land Transport Authority to launch an **invite-only robotaxi service in Punggol**.

The autonomous vehicle (AV) service operates on a 12-kilometre route connecting residents in Punggol Northshore and Waterway Sunrise to key amenities including Oasis Terraces and Punggol Coast Mall. Riders save approximately 15 minutes compared to conventional routes.

This marks a significant milestone in Singapore's AV journey. Pony.ai has earmarked Singapore as its lead international market, with plans to deploy more than 1,500 robotaxis in overseas cities throughout 2026. The Punggol pilot is the proving ground – and if successful, we could see a broader public roll-out later this year.

For everyday Singaporeans, this is worth paying attention to. A future with affordable, on-demand autonomous transport would fundamentally change how we think about car ownership – and perhaps, how we think about COE.

What Should Car Buyers Do?

Given current COE market conditions, here is practical advice for Singaporean buyers:

- **If you need a car soon:** Do not wait for prices to fall. Market signals suggest premiums will remain high. Budget accordingly and bid competitively.
- **If you are flexible on timing:** Monitor the next two to three bidding rounds. A meaningful correction would require sustained demand softening – which is not in sight yet.
- **Consider Cat B EVs if budget allows:** With Cat B essentially flat this round and several compelling high-output EVs available, Cat B may represent better value relative to Cat A right now.
- **Factor total cost of ownership:** Beyond COE, consider road tax, insurance, parking, and petrol versus electricity costs. EVs often make strong financial sense over a 10-year ownership period despite higher upfront COE costs.

For more on navigating Singapore's car market, check out our guides on [the Alfa Romeo Junior Elettrica Cat A EV](#) and the [Tesla Model 3 RWD 110 Cat A review](#).

The Bottom Line

The April 2026 2nd bidding results confirm what many in the motoring community have feared: COE premiums are not coming down anytime soon. Category A's surge past Category B for only the second time this year reflects a structural shift driven by EV adoption and sustained buyer demand. Category E at \$125,002 remains the priciest COE of all.

Meanwhile, the arrival of Pony's robotaxi in Punggol offers a tantalising preview of a future where car ownership may not be the only way to get around Singapore conveniently.

Stay tuned to Little Big Red Dot for full coverage of the next COE bidding exercise in May 2026.

Sources: [Motorist SG](#), [OneMotoring LTA](#), [SINGPromos](#)

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