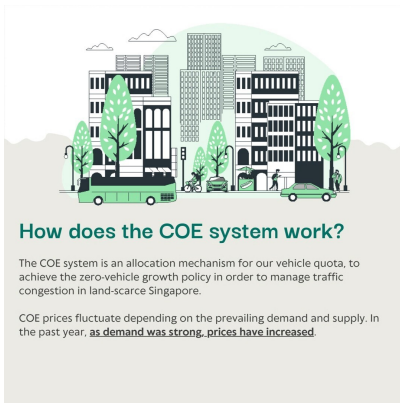




## COE quota rises 1.1 per cent to 19,298 as bidding opens on 2 November

### Description

Singapore's certificate of entitlement quota for November 2026 to January 2027 is 19,298, up 1.1 per cent from 19,085 in the August to October quarter, in the [Land Transport Authority's quota release of 26 October](#). Bidding under the new quota opens at 12pm on Monday, 2 November, and the first exercise closes at 4pm on Wednesday, 4 November.

The rise is small and uneven. Category A, for mass-market cars, gets no extra COEs at all.



# How does the COE system

The COE system is an allocation mechanism for our government to achieve the zero-vehicle growth policy in order to reduce traffic congestion in land-scarce Singapore.

COE prices fluctuate depending on the prevailing market conditions. In the past year, as demand was strong, prices have

The COE quota for November 2026 to January 2027 is 19,298. Image: LTA

## How each category moves

Category A stays at 7,134 for the quarter, the same number as August to October. Category B, for bigger and more powerful cars, rises 3.3 per cent, from 5,527 to 5,707.

The other three categories split. Goods vehicles and buses in Category C go up 2.0 per cent to 1,873. Motorcycles in Category D fall 2.0 per cent, from 3,065 to 3,004. The Category E open quota, which can be used for any vehicle except a motorcycle, rises 3.7 per cent to 1,580.

## What goes into the 19,298

Most of the quota comes from cars and other vehicles leaving the roads. LTA counts 25 per cent of the replacement COEs from deregistrations over the 12 months from October 2025 to September 2026, a period in which 79,779 vehicles were deregistered.

That base is trimmed by 6,532 guaranteed deregistrations that LTA has already set aside for redistribution, which leaves 18,313 replacement COEs. Category E takes 10 per cent of the Category A, B and C share, which is why it carries 1,633 COEs before adjustments.

Category C is the only category allowed to grow, at 0.25 per cent a year, which adds 95 COEs. The vehicle growth rate for cars and motorcycles stays at zero until 31 January 2028.

Adjustments add a net 890. The biggest is 1,031 COEs redistributed into Category D, the motorcycle category. The taxi fleet and the Early Turnover Scheme for commercial vehicles take 34 and 181 COEs out of the pool.

## The first exercise of the quarter

Round one has 1,189 COEs in Category A and 959 in Category B. Category C has 315, Category D has 509 and Category E has 287. The B, C, D and E figures include a handful of COEs left unallocated from the first exercise in October.

Exercises run on the first and third Mondays of each month. The second November exercise opens on 16 November, followed by a three-week gap to the first December exercise on 7 December.

Vehicle Quota Sys

Schedule of COE Open Bids

From January to Decem

| Month             | Exercise Start Date / Ti |
|-------------------|--------------------------|
| October 2026 (1)  | 5 Oct 2026 (Mon), 12 noc |
| October 2026 (2)  | 19 Oct 2026 (Mon), 12 no |
| November 2026 (1) | 2 Nov 2026 (Mon), 12 noc |
| November 2026 (2) | 16 Nov 2026 (Mon), 12 no |
| December 2026 (1) | 7 Dec 2026 (Mon), 12 noc |
| December 2026 (2) | 21 Dec 2026 (Mon), 12 no |

The first November exercise runs from 2 to 4 November, the second from 16 to 18 November. Image: LTA

### Where the last exercise closed

The second October exercise ended on 21 October with Category A at S\$132,004, just above Category B at S\$131,901. Category C closed at S\$92,200, Category D at S\$10,778 and Category E at S\$135,790.

Demand in Category A was the heaviest of the five. There were 1,574 bids for 1,191 COEs.

### The category review runs alongside

The new quota is not affected by LTA’s review of how cars are split between Categories A and B. Its public consultation on merging the two into a single car category, with rebates and surcharges based on a car’s value, closes at 11.59pm on 2 November, the same day the first exercise opens.

## Current system

Two passenger car categories (A and B)

### Category A (mass-market cars)



Cat A  
COE Price

### Category B (higher-value cars)



The current Category A and B distinction is becoming **less meaningful.**

The existing criteria are **increasingly ineffective.**

Category B cars have prices **in 2023**



## Proposed system

One passenger car category with a fee-and-rebate (feebate) system

### 1 Merge into one passenger car category

All passenger cars, whether mass-market or higher-value, bid from the same COE pool.



### One prevailing COE price

Determined by Demand and available COE supply

### 2 Fee-and-rebate (feebate) system

A rebate or surcharge based on the value of the car relative to the prevailing COE price.



#### Lower-value cars



Rebate

#### Mid-range cars



No adjustment

LTA's consultation on merging Categories A and B closes on 2 November. Image: LTA

LTA expects to finish the review by the end of 2026 and to share its findings and recommendations in the first half of 2027. The next quota, for February to April 2027, is due in January 2027.

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