

[Home](#) > [Explainers](#) > [Land Transport and Related Matters Act: What You Need to Know](#)

Parliament

# Land Transport and Related Matters Act: What You Need to Know

6 February 2026

Jointly tabled by MOT and MHA, it regularises provisions across several existing Acts. It also supports Singapore's transition to the ERP 2 system and reinforces road/path safety through stronger enforcement against active mobility and vehicle-related offences.



Parliament passed the Land Transport and Related Matters Bill on 4 February 2026. Four key changes were introduced:

1. Facilitating the Transition to the ERP 2 System
2. Tightening Personal Mobility Aids (PMAs) regulations
3. Enhancing fire safety measures for active mobility devices
4. Increasing penalties for serious vehicular offences

## 1. Facilitating the Transition to the ERP 2 System

As we transition to ERP 2 from ERP 1, the Act will support Singapore's next phase of accurate and efficient road pricing by:

- **Mandating OBUs by 1 January 2027.** All Singapore-registered vehicles\* on roads must have an on-board unit (OBU) installed by this deadline.

- **Tampering with or unauthorised modification of OBUs will be an offence.** Offenders will face severe penalties for deliberate misuse, including fines of up to \$20,000 and/or 12 months' imprisonment.
- **Decriminalising missed ERP charges.** With more streamlined settlement processes, this will allow motorists to pay missed charges more easily.
- **Maintaining the current ERP experience.** There is no distance-based charging under the ERP 2 system in the immediate term.
- **Introducing new charging points judiciously.** New ERP locations will be added only at persistent congestion hotspots.

*\*Exemptions include vehicles that are not used on public roads, vehicles on Restricted Use Scheme, Keeping Scheme and Classic/Vintage Schemes*

**What you need to do:** Vehicle owners who have yet to install their OBU will be issued a reminder letter and receive a final three-month window to do so free of charge. After this, OBU installation will cost \$35 for motorcycles or \$70 for other vehicles.

## 2. Making Paths Safer with Stricter Rules for Personal Mobility Aids

The Act will tighten active mobility regulations to curb the misuse of Personal Mobility Aids (PMAs) by able-bodied persons and improve path safety for everyone.

From 1 June 2026:

- **Mobility scooter users must have a valid Certificate of Medical Need** before they can ride a mobility scooter on public paths. Seniors aged 70 and above, existing beneficiaries of subsidised mobility scooters, and applicants for MOH's disability schemes assessed with ADL needs in "mobility" and/or "transferring" are exempted.
- **PMAs can travel on public paths at a maximum speed of 6km/h** instead of the current 10km/h. PMA users with existing devices with speed limits up to 10km/h will be allowed a transition period to continue using their devices until 31 Dec 2028. However, they must ride no faster than 6km/h on public paths.
- **PMAs must be within 120cm (length) x 70cm (width) x 150cm (height) and 300kg laden weight** when used on public transport and public paths.

Registration of all mobility scooters and its equivalents used on public paths will be mandated in two phases:

- **First phase:** From 1 June 2026, retailers can only advertise, display and sell registered mobility scooters.
- **Second phase:** For existing mobility scooters, there will be roving stations at community touchpoints from mid-2027 to facilitate mandatory registration by 1 January 2029.

**What you need to do:** Ensure your device meets the new regulations before 1 June 2026. Unless exempted, you must undergo the Assessment for Mobility Scooter (AMS) to obtain a Certificate of Medical Need to ride a mobility scooter on public paths. You can approach your regular doctor, occupational therapist, or General Practitioner (GP) to complete the AMS. [A list of GPs that provide this AMS and their indicative charges is available on LTA's website ↗.](#)

## 3. Reducing Fire Risks from Non-Compliant E-Scooters

In 2025, 49 active mobility device fires were recorded, with 31 involving personal mobility devices. Most involved non-compliant devices that do not meet the [UL2272 fire safety standards](#).

**From 1 June 2026, keeping non-UL2272 certified e-scooters at home or anywhere else will be prohibited.** Offenders will be fined up to \$2,000 and/or 3 months' imprisonment. Higher penalties apply to non-individuals and repeat offenders.

**What you need to do:** [Check for the UL2272 certification label on your e-scooter](#). If your device is non-compliant, dispose of it safely at designated e-waste recyclers or through [quarterly collection drives](#) before 1 June 2026.

#### 4. Enhancing Road Safety with Stronger Penalties for Serious Vehicular Offences

The Act introduces tougher penalties for the following serious vehicular offences:

a) Currently, over 1,000 [illegal modifications to vehicles](#) are detected annually. The Act will raise the maximum penalties for illegal vehicular alterations with effect from 27 February 2026 to deter individuals and workshops from carrying out such works.

- Individuals: Up to \$20,000 in fines and/or two years' imprisonment
- Companies: Up to \$40,000 in fines
- Repeat offenders: Penalties are doubled

b) Penalties for non-compliance with and [tampering with speed limiter](#) will increase significantly:

- First offence: From \$1,000 to \$10,000
- Repeat offences: From \$2,000 to \$20,000

c) [Keeping or using unregistered or deregistered vehicles](#) poses serious safety risks as they operate without valid insurance or inspections. Some are used for criminal activities or are involved in hit-and-run accidents. The new penalties reflect the severity of these offences.

- First offence: Up to \$20,000 in fines and/or two years' imprisonment
- Repeat offenders: Penalties are doubled

Going forward, ERP 2 will facilitate detection and ease enforcement action against such vehicles.

**What you need to do:** Ensure your vehicle modifications comply with [LTA regulations](#) and that your vehicle registration remains valid. Vehicle workshops should verify compliance with the new penalty frameworks before carrying out any modifications. Owners must ensure speed limiters are installed where required and are not tampered with. Drivers must not knowingly operate vehicles with non-compliant or tampered speed limiters. Any person who tampers with a speed limiter commits an offence.

The Act reflects our continued commitment to ensure efficient land transport management and safer roads for all by implementing more upstream controls as well as stronger penalties and deterrence efforts against offenders. With road and path safety being collective responsibilities, everyone can play their part in exercising shared responsibility and graciousness to build a better land transport system.

**For more information about the Act:**

- [LTA's press release on the Amendments to the Road Traffic Act to Facilitate ERP2 Transition and Enhance Penalties for Vehicle Safety ↗](#)
- [LTA's press release on Tighter Active Mobility Regulations to Curb Misuse of Personal Mobility Aids and Enhance Fire Safety from 1 June 2026 ↗](#)

[↑ Back to top](#)

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