By JOYCE HOOI

If a 4.5-litre Ferrari 458 Italia is on your shopping list next year, you might just have to rummage around for $20,000 more in small change, on top of paying for the car itself.

Yesterday, Transport Minister Lui Tuck Yew revealed a nine-band scheme designed to encourage greener vehicle purchases and discourage less environmentally friendly ones.

Based on data from the National Environment Agency, this particular Ferrari falls into the most punitive category, alongside the six-litre Bentley Continental Flying Spur.

The new scheme – named the Carbon Emissions-Based Vehicle Scheme (CEVS) – will group new cars, taxis and newly imported used cars into three main categories.

These are: low-emissions cars eligible for a rebate on the Additional Registration Fee (ARF); high-emissions models that will be slapped with a cash surcharge; and neutral cars which will see neither effect.

Rebates will kick in from Jan 1, 2013 but surcharges will take effect from July 1, 2013.

The CEVS, which replaces the Green Vehicle Rebate Scheme, will band low-emission cars from A1 to A4. Cars banded A1 have the lowest emissions and therefore the largest rebate of $20,000. Cars banded A4 – which based on current data might include the Audi A3 1.8L, Mercedes-Benz E250 2.1L (Diesel) and Lexus RX450h 3.5L (Hybrid) – will have the lowest rebate of $5,000.

On the other end of the spectrum, high-emission cars will be banded from C1 to C4, in ascending order of carbon emissions and surcharges. C1 cars – which based on current data might include the Audi A8L 3.0L, Mercedes-Benz E300 3.0L and Lexus RX270 2.7L – will attract the lowest surcharge, at $5,000.

“Taxis generally clock much higher mileage than cars,” Mr Lui explained. “While the rebate on the ARF for greener cars is expected to result in a lower Preferential Additional Registration Fee (PARF) value, high-emission car PARF value should remain unchanged.”

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Based on the 2011 registration profile, some 60 per cent of cars will fall into neutral territory – band B.

“Our expectation is for some 30 per cent to 40 per cent of all new cars to qualify for CEVS rebates,” said Mr Lui. “The categories of cars that would be subject to payment of surcharge would typically be high-end models . . . I am sure the distributors will also respond to these price signals.”

The CEVS represents a departure from the previous scheme in that cars will be weighed in terms of emissions as opposed to engine technology.

“We welcome any scheme that targets absolute performance and not simply the ‘green’ label,” said Graham Owens, director of sustainability advisory at KPMG in Singapore.

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“The biggest winners and losers

Carbon Emissions-Based Vehicle Scheme (CEVS)

<table>
<thead>
<tr>
<th>Band</th>
<th>CARBON EMISSIONS (CO2 g/km)*</th>
<th>EXAMPLES OF EXISTING AVAILABLE MODELS</th>
<th>REBATE/SURCHARGE (FOR CARS)</th>
<th>REMOTE VEHICLE TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>0 to 100</td>
<td>Lexus CT200h 1.8L (Hybrid), Toyota Prius C 1.5L (Hybrid), Toyota Prius 1.8L (Hybrid), Volkswagen Polo (1.2L, 1.4L)</td>
<td>$20,000 (rebate)</td>
<td>All</td>
</tr>
<tr>
<td>A2</td>
<td>101 to 120</td>
<td>Honda Insight 1.3L (Hybrid), Honda Civic 1.8L (Hybrid)</td>
<td>$15,000 (rebate)</td>
<td>All</td>
</tr>
<tr>
<td>C1</td>
<td>201 to 270</td>
<td>Audi A7 4.2L, Jaguar XJ 3.0L, Lexus GS450h 3.5L, Mercedes-Benz E350 3.5L, Porsche 911 (Turbo) 3.6L, Mercedes-Benz S600 5.5L</td>
<td>$15,000 (surcharge)</td>
<td>All</td>
</tr>
<tr>
<td>C4</td>
<td>271 &amp; above</td>
<td>Bentley Continental Flying Spur 6.0L, Ferrari 458 Italia 4.5L</td>
<td>$20,000 (surcharge)</td>
<td>All</td>
</tr>
</tbody>
</table>

* CO2/km bandings based on performance data from standardised test cycles
Note: Information on car models is indicative and not exhaustive, based on data from the National Environment Agency.