

THIS WEEK'S TOPIC

Should electric vehicles spell the future of driving in Singapore? Or should the country focus on becoming car-lite?

Spurring sustainable mobility

Ong Pang Thy
Managing Partner
KPMG in Singapore

A mature yet aspirational city should embrace multiple modes of transport. Buses, taxis and ride-hail vehicles remain important to enable the modal shift from private to public transport. Therefore, it is important to electrify the entire transport ecosystem to reduce air and noise pollution. Even if the electricity may not be from cleaner sources, EVs are more energy-efficient compared to petrol or diesel vehicles.

The government is right in incentivising EV adoption and will need to commit resources into catalysing development of the charging infrastructure. As the EV market matures, batteries in EVs can become part of an efficient and smarter energy market.

It is important, however, that Singapore remains open and flexible to emerging technologies, such as hydrogen fuel cell vehicles, and continues to encourage test bedding of such alternatives.

Lawrence Loh
Director, Centre for Governance and Sustainability
NUS Business School

OUR sustainable approach towards transportation, particularly car usage, has to be realistic and holistic. It will be infeasible to be predominantly car-lite or even car-less, with the hot, humid weather being a key factor. For the segment of users which still prefer cars, having the electric version will be better even if the problem is now transferred to power generation. The move towards mass public transportation is, however, a better green solution. This will definitely reduce carbon footprints. But there is a more fundamental solution – whether it is an electric-vehicle or a car-lite system, we should reduce the need to travel. Our work processes and lifestyles should be re-configured such that the toll on the environment is lessened.

Annie Koh
Professor Emeritus of Finance (practice),
Lee Kong Chian School of Business
Singapore Management University

GREAT question and it should be both – ie we should drive towards a culture of EV which is hardware and software, combined with being car-lite, which is heart ware. The future of sustainability and the future of mobility go hand in hand. Working on a sustainable public transport system will then lend much value to a private sector-enabled car-lite EV-driven future of a sharing and sustainable economy for Singapore. Our Red Dot gets increasingly green!

Charles Reed
Chairman and CEO
Royal Greyhound Pte Ltd

WHILST a macro-economic approach is the most sensible way to answer this question, I suspect that there may be stronger cultural pressures which will assist in adopting a more prevalent electric vehicle adoption in Singapore. There has always been a fear of being left behind, or being *kiasu* in Singapore, and having an electric vehicle may become a symbol of financial success and social responsibility. Flying First Class may be ostentatious but having an electric car represents a successful, mature and eco-caring person. With the roll-out of charging stations and increase in more parking spaces, having the latest electric car may become *de rigueur*.

Cheung Pui Yuen
Chief Executive Officer
Deloitte Singapore

THE push for electric vehicles (EVs) and to go car-lite should go hand-in-hand as part of the bigger picture that will help Singapore tackle climate challenge and air pollution, and achieve its Green Plan goals.

While encouraging private car owners to make the switch to EVs would certainly make the city greener, it is just one side of the coin. A bigger impact can be made if the focus extends to fleet vehicles such as ride hailing, last-mile logistics and public transport that typically ply the roads more frequently and for longer distances.

More such electric mobility vehicles, together with investments in infrastructure to facilitate a car-lite culture, would motivate people to explore their options and contribute to a sustainable future for Singapore.

Victor Mills
Chief Executive
Singapore International Chamber of Commerce

SINGAPORE should aim to do both. Electric vehicles can be one component of mitigating climate change by reducing emissions. Every country needs to enable electric vehicles to offer a full solution to the risks they are trying to manage. The power to charge the batteries for electric vehicles must be from clean energy sources. The materials for the batteries will need to be sourced sustainably and the batteries themselves will need to be recyclable. Otherwise, what would be the point? To achieve the worthy aim of a car-lite Singapore, public transport must be easy to access, affordable, dependable and consistently well maintained.

MeVin Goh
Chief Executive Officer
Scorpio Electric

THE progress of transport development has some correlation to an improvement in the quality of life for city and suburban dwellers. We in Singapore have enjoyed



the fruits of transport development. Aiming to be "car-lite" is a natural progression for a city constrained by land.

The pandemic has accelerated our need to adopt greener and more sustainable technology. The immediate solution is electrification. If Singaporeans can fully embrace a sharing socio-economic system, we will see an electrified car-lite way of life.

As technology and sharing mindset converge, we will see an advancement in micro-mobility or last-mile solutions. Beyond what we see and define as an electric vehicle today, can you imagine a next stage in development of fleets of air-conditioned, electric motor-powered "transportation pods", capable of carrying one or two persons with some light cargo, all connected wirelessly to an overarching security framework, while zipping around our sunny island?

Yeoh Oon Jin
Executive Chairman
PwC Singapore

IT is laudable that the government is investing in a sustainable public transportation system and promoting greater use of electronic vehicles (EV) so that reliance on internal combustion engine vehicles can be much reduced. Public EVs should be encouraged where possible, but we also recognise that being car-free is not the solution for everyone (for example multi-generational families may require greater flexibility from having their own cars). The environmental benefits from EVs will be somewhat limited while Singapore continues to predominantly rely on fossil fuels for electricity generation, so more needs to be done to produce green energy as well as develop other green transportation options, like hydrogen-fuelled transport.

John Ng
Chief Executive Officer
YTL PowerSeraya

ADOPTING electric vehicles (EV) and going car-lite should not be viewed as independent initiatives but as complementary approaches as part of a larger strategy to ensure sustainable living for the future.

While electric vehicles can help address the issue of climate change, their amount of emissions can be further reduced if EV owners choose to purchase "green" electricity. For example, Geneco offers different types of green price plans to meet the needs of EV chargers. To encourage greater adoption of EVs, more funding support may be looked into to upgrade electricity distribution boards in older estates. With high car ownership in Singapore, the current target of 60,000 charging points is still insufficient. This needs to be supported with a car-lite vision to achieve a more environmentally sustainable transport system.

While having the right infrastructure and incentives in place may help spur greater adoption of either option, educating the community on embracing greener lifestyle habits is still key.

Dileep Nair
Independent Director
Thakral Corporation Limited

PUBLIC transport is the key to a green city. Encouraging people to use public transport to commute is the most affordable way to reduce emissions. We should make public transport completely free, just like in Luxembourg which is over three times our land area. Coverage of the public transport network should be improved by making it more "dense". The "first mile/last mile" problem to commuters of the initial or final leg of travel should also be addressed by having more small shuttle buses. Steps should also be taken to discourage private car ownership by promoting a widespread sharing eco-

nomy for cars. Even with the reduced number of vehicles, it would be sensible to promote EVs as they are a cleaner option. The bigger investment, though, should be made in our public transport system as we move towards sustainable mobility.

Ng Beng Tiong
Deputy Group CEO & Group COO
ARA Asset Management Ltd

THE future of EVs is undeniable as road vehicles are a major source of harmful emissions, posing a threat to both climate and health. Its benefits will grow over time as our energy source becomes greener and EV battery technology improves. Singapore has a successful strategy in controlling car population growth and usage for many years; encouraging a car-lite strategy is likely to see limited success due to the people's aspiration for car ownership. However, bigger and tangible gains can be derived from a switch to EV. Accelerating the EV infrastructure development now is timely and wise.

Sylvie Ouziel
International President
Envision Digital

TRANSPORTATION is a multi-faceted topic, and we must address public and private, passenger and commercial, heavy and light-use cases. There is space for cycling, walking and public transportation in Singapore – the key is finding a balanced solution.

EVs provide a green mobility solution, provided they are handled in a holistic way. This includes implementing smart, orchestrated slow EV charging to avoid electric grid congestion, a smart traffic system to avoid road congestion, and the right incentives to charge EVs with as much green electricity as can be made available. While the latter might remain a challenge – and Singapore is working on relevant solutions – we should still start with driving EV adoption to avoid emissions on the roads.

Wendy Johnstone
SVP & COO APAC
Zendesk

THE government's commendable push toward a greener agenda is welcome, and like many things, there are multiple routes to making cleaner transportation a reality. I don't believe the approach needs to be a choice between EVs or becoming car-lite, but rather on improving the experiences of commuters. As with other products and services that rely on human participation to succeed, the experience is what will get Singaporeans' buy-in, whether that's through more charging points, tax benefits or relief, or better cycling networks. By listening to public sentiment and setting up flexible frameworks that can accommodate changing demands, better policies can be implemented to improve transport for a greener future – one that is accessible to all.

Gunasekharan Chellappan
General Manager
Red Hat Singapore

I don't think it has to be a choice. Both strategies have merit and both are critical to our long-term goals of cleaner transport. There is no one silver bullet to move to cleaner transport. My view is that we need to move forward with several strategies that finally will result in cleaner transport. This includes implementing car-less districts leveraging connected walkways, etc within districts (eg Tanjong Pagar to Shenton Way to Raffles City). Coupling this with EVs (which will get cleaner as our overall greening of the grid happens in parallel) will help us get to the desired outcome. Our public transport sys-

tem needs to be integrated into the overall plan of going car-lite with optimal connections, etc.

Christopher Wehner
Managing Director
BMW Group Asia

WE find that individual mobility and private modes of transportation are key in a modern city, and the pandemic has underscored the importance of personal safety while travelling from point to point. Now and in the future, electrified vehicles can provide individuals with the safe transport they want and need, with zero emissions. BMW Group Asia will continue to offer the latest electrified vehicles, support the expansion of charging infrastructure, and work towards offering innovative services that deliver more efficient and cleaner journeys. An example is BMW Drive zones. This is a new service currently available in Europe that allows emission-free driving for plug-in hybrid electric vehicles in cities.

Yoshiyuki Hanasawa
EVP, Chief Regional Officer, Asia Pacific and India
Mitsubishi Heavy Industries

ELECTRIC vehicles (EVs) can enable a cleaner future for transport. However, carbon-free energy sources are required in EVs for a substantial reduction in emissions.

Currently, more than 95 per cent of Singapore's energy – and therefore EV charging – comes from natural gas, which is challenging to replace with wind and solar due to land constraints and weather conditions. However, hydrogen fuel cell EVs present new opportunities, reinforcing the importance of the Singapore government's policy focus on lowering emissions by numerous technologies. MHI Group's commitment to the hydrogen value chain is a testament to our support of Singapore's and the world's vision for a sustainable energy future.

Claudius Steinhoff
President & CEO
Daimler South East Asia Pte Ltd

THE future of transport systems shouldn't be a matter of either-or, but one where balance is struck between meeting the population's mobility needs and overall sustainability of our transport landscape and society. While the argument that electric vehicles are only as clean as the power used to charge them is legitimate and begs consideration, an immediate benefit in widespread adoption of these vehicles is a cleaner and less polluted environment free of vehicular emissions. As Singapore continues to achieve its goals in increasing the share of renewable sources in its energy mix over time, electrification of its private transport system helps to create a multiplier effect in achieving its sustainability goals, where transportation needs are met at a decreasing detriment to society and the environment.

Janson Chen
Chief Executive Officer
SWAG EV Co Ltd

FOR Singapore to make greater strides towards achieving its Green Plan, greening transportation will be a key enabler to turn the goals into reality. While it would be ideal to reduce the number of vehicles on our roads, for a car-reliant country like Singapore, going electric must be the future. What would make this a reality? While the 2021 Budget provided the spark to drive EV consumer adoption through various schemes and subsidies, there is still much to be done. Industry players need to continually innovate new solutions, leverage data as the new fuel, and tap the latest technologies like IoT to further develop and grow the EV space to realise an electric future in Singapore and the wider region as well.

Anders Liss
Country Manager
Scania Singapore

WE clearly need a holistic solution to move Singapore towards cleaner transportation. From one angle, a car-lite future should still be a goal, achievable through further investments in the public transport system as well as promoting digitally enabled mobility-as-a-service and car-sharing schemes, and active mobility, such as walking and cycling. From another angle, the latest plans announced in Budget 2021 will also contribute to lowering emissions, by overcoming infrastructure and pricing barriers to encourage the adoption of electric vehicles. But, for a truly cleaner future, can we go further to examine the entire value chain of all vehicle types, including motorbikes and commercial vehicles, and strive to reduce emissions from the manufacturing, end-of-life and power generation aspects too?



David Kuo
Co-founder
The Smart Investor

HUMAN nature is such that many of us will only start to behave sensibly once we have exhausted all other alternatives. So, until destruction of our planet becomes irreversible, consumers will continue to behave as though nothing is amiss. Governments can be instrumental in changing the way people think. We are deluding ourselves if we think that car makers will stop trying to promote cars, which would be tantamount to turkeys voting for Christmas. The climate-change buck stops with the government. Only it has the resources to build an ultra-efficient transport system to proactively convince motorists to ditch their cars.



Chia Ngiang Hong
President

Real Estate Developers' Association of Singapore (REDAS)
A balanced approach is needed to optimally address the issue of mobility vs evolving environmental changes. Government has initiated multiple policies to realise the car-lite vision through regulating the car population, improving and expanding public transport systems, integrating micro-mobility modes of transport and encouraging use of public transport, walking and cycling. People would still aspire to own cars for various reasons and there will still be cars on the roads even with zero vehicle growth. Speeding up the adoption of electric and autonomous vehicles, and shared mobility can provide an attractive and convenient alternative that is cleaner and possibly cheaper and more sustainable than driving, and change the ways that people commute in cities. As real estate developers, we work closely with government agencies to reimagine our developments to support and realise this vision and hasten transformation.

Adam Reynolds
APAC CEO
Saxo Markets

SINGAPORE is a natural country for EV adoption given its size and shorter driving distances relative to other countries. As a city-state it can build the charging infrastructure more efficiently than countries with vast hinterlands. Singapore also has a history of controlling car usage and emissions through the COE regime, which lends itself to influencing consumer car choices. While public transport for commuting purposes is definitely more green, people still want the freedom that cars give when shopping or visiting friends or for recreational activities. The government should continue to improve the green efficiency of electricity generation to ensure that the emissions generated do not replace those from ICE vehicles, and that goes for providing electricity to cars, trains and busses of the future, all of which should become electric over time. As a small, highly technologically advanced country, Singapore could also be well placed to become a leader in the development of self-driving and EV technology as the world moves in that direction. Accelerating the move to EVs will only help that industry develop here.

Toby Koh
Group MD
Ademco Security Group

SINGAPORE must adopt a multi-prong strategy on our future transport landscape. Electric vehicles are a certainty. Going car-lite is a reality in order to free up precious space on our land-scarce island for better use. The goal is to eventually create an environment where residents will question the need for a private vehicle from a convenience and cost perspective. Why drive if autonomous taxis and buses arrive on demand? Look at what SWAT, a local startup by Goldbell, has created with their dynamic transport routing technology. I also believe car and bike-sharing will come back into vogue. More dedicated lanes for cycling which seems to be growing in popularity in an increasingly health-conscious population. That is the way forward.

Richard Kwok
President
The Institution of Engineers, Singapore (IES)

BECOMING car-lite and EVs are both integral to Singapore's move towards cleaner transport. EVs are often synonymous with shared cars and mobility-as-a-service, which reduce vehicle ownership and hence car-lite. EVs have a smaller carbon footprint than conventional ICE vehicles. Advancements in smart grids, electricity generation and distribution in Singapore have also made EV adoption timely and cost-effective. However, wide adoption of EVs will only be successful if the necessary infrastructure is put in place. This will require both public and private investments. Another integral component of successful EV deployment is high capacity batteries. Singapore needs to build up local capabilities to manufacture batteries as our requirements are different compared to those in cooler, lower-humidity countries. Proper battery recycling systems also need to be established for EVs to truly realise their promise in clean and sustainable energy.

Nilesh Jain
VP, Southeast Asia and India
Trend Micro Singapore

IT is heartening to see the government encouraging both options of going car-lite and adoption of EVs as they serve the needs of different individuals. EVs present a promising avenue for those who still find a need for private transport, to actively reduce their biofuel consumption and consequently their emissions of harmful pollutants. Efforts around the push for a robust e-mobility ecosystem

include the Singapore government's commitment to provide 60,000 charging points by 2030 - this move can be supplemented by tandem efforts to leverage renewable energies like solar energy and hydropower to avoid straining existing power networks during the charging process.

Mario Singh
Chief Executive Officer
Fullerton Markets

THERE are two reasons why electric vehicles (EV) will be the future of Singapore. Firstly, overall car usage. According to official figures, the car population has steadily increased every year from some 604,000 in 2016 to over 636,000 in 2020.

Secondly, the EV trend. According to the International Energy Agency (IEA), the global EV market has soared in the past decade. In 2010, there were about 17,000 electric cars in the world. This number had swelled to 7.2 million by 2019, with China accounting for 47 per cent of the total. In terms of global market share, electric cars have more than doubled from 1.4 per cent in 2017 to 3.2 per cent in 2020.

Hence, while Singapore should still develop a world-class public transport system, I see that more as a complement rather than a replacement of our overall transportation needs. The S\$30 million set aside in Budget 2021 for EV initiatives will certainly be a boon for future EV take-up.

Lex Lee
Chief Strategy Officer
TOP International Holding

A model which we should aspire towards is an on-demand EV car-sharing system combined with a top-notch public transport system. This provides the flexibility of using a car when the situation calls for it or taking public transport for more routine commuting.

However, this may not be the eventual answer as reality of implementation hits. We will need to continuously assess and pivot without losing sight that we aspire towards a 'best of both worlds' situation. As most of us progress with our own sustainability journey, not losing sight of the big picture and taking into account other important factors is vital. This way everyone wins.

Kumail Rashid
EV Charging Solutions Lead, Asia Pacific
ABB

SINGAPORE is leading the way in diverse electric vehicle infrastructure adoption, with ebus charging infrastructure being a key area of focus as the city seeks to become truly car-lite.

ABB partnered the Singapore Land Transport Authority to deliver charging infrastructure for 40 single-deck electric buses. Singapore is also deploying automated guided vehicles (AGVs) at a key port terminal - this port is a true next-generation container terminal and will be the largest in the world by 2040.

The country's clear position on the standards ensures every advancement is precise, fit-for-purpose and future-ready. This has enabled Singapore to be a case study for the world, demonstrating the economic, social and environmental gains possible through EV technology.

Maren Schweizer
Director
Schweizer World Pte Ltd

THE way towards sustainable urban mobility requires a multimodal and interlinked transport system such as cars, public transport, and bikes. Future urban transport systems will connect transportation modes, services, and technologies in massively networked ways between vehicles, infrastructure, and users.

A well-connected system of systems can enable users to easily move from point A to point B with lower CO2 emissions regardless of mode. Furthermore, these innovations help to use the existing transportation system more efficiently.

Transformation is fuelled by technologies in the field of electrification of vehicles (EVs), connected and autonomous vehicles (CAVs), Mobility as a Service (MaaS) and renewable energy infrastructure.

Singapore policymakers have been laying the groundwork for digital-age mobility to serve as a model and create new local and export business opportunities.

Arthur Willmann
Chief Executive Officer
Porsche Asia Pacific

WE are lucky to be able to enjoy world-class public transportation here in Singapore. That said, for many, car ownership is a symbol of freedom. And, with the experiences of the past year, we believe more people are longing even more for this freedom today. This aspiration does not

need to be compromised. With electric vehicles, there is a great future for cars as long as they are sustainable and environmentally friendly, and Porsche is on this exact mission.

My personal experience with driving the Taycan, Porsche's first all-electric vehicle, around our city has been incredible. It's a vehicle predestined for a place like Singapore. It's smart, sustainable and clean. Drivers around the world would share this positive sentiment. With over 20,000 vehicles delivered, the Porsche Taycan was the most successful electric vehicle in its class, in 2020.

Adrian Lee
Co-Founder
Tribecar

CAR-LITE does not mean car-none. We nod in agreement when we hear doctors say they need transport for night calls and when families share their need for transport to carry the young and feeble. These needs will stay the same in 2040. EVs is the leading practical solution that meets our transport needs and our green targets. Concerns over clean power generation can be effectively tackled with governmental efforts funded by the Green Bonds. At the same time, we must transition the current base of private transportation into public systems (eg autonomous EVs) and shared-private systems (eg car-sharing) to go car-lite and obtain the full green impact.

Dora Hoan
Chief Executive Officer
Best World International Ltd

IN terms of realising a cleaner future for transport, both electric vehicles and car-lite strategies are complementary. In real life, there are many occasions when the car-lite option would not be practical enough to cover or fulfill, such as an emergency, security tasks, or private trips, etc. Furthermore, the aim towards a zero-waste Singapore should demand near net-zero greenhouse gas emissions from any and all vehicles, including public transport buses and taxis.

Therefore, the ideal plan is to adopt dual measures simultaneously - ie develop EVs powered naturally with renewable resources, especially solar energy, besides embracing car-lite initiatives. To realise this, the authorities would have to continue to improve the coverage of public transport as well as the charging infrastructure for EVs. This will be a sustainable mobility revolution leading to a healthier lifestyle, less pollution, less traffic, safer roads, and optimal resource utilisation.

Seamus Phan
Chief Content & Technology Officer
McGallen & Bolden

IN Tokyo, there is almost no need to drive or take a cab. It is convenient to walk, the transport infrastructure and connectors are well thought out. It's a decent commute most of the year, apart from summer, especially if you can stagger your work hours. Conversely, Singapore is not a homogenous dense development and so going 'car-lite' is more difficult. To travel from the suburbs to an industrial area may not involve just a MRT ride and a short walk. There is usually a need to change shuttle buses plus walking. And, in our weather, it is not pleasant to cycle to work, arriving drenched in sweat. If there are easily accessible shower, changing and locker facilities, and more connected infrastructures everywhere, these may then accelerate a welcome from general commuters to go 'car-lite'.

David Leong
Managing Director
PeopleWorldwide Consulting Pte Ltd

THE rationale for a car-lite transport strategy is one of necessity. Singapore is a small country with scarcity of land and, if more roads are needed for the huge demand for cars, it is not sustainable.

The push for EVs has a different agenda - it is about preserving the environment with clean energy generation and consumption. Singapore's push for the 'green agenda' has economic leverage since it can create transport grids with smart infrastructure and be the first in Asia to successful launch such ambitious road/transport system.

Aaron Tan
CEO and Founder
Carro

A CAR-LITE society is an ideal scenario though we have to remain rooted to reality where the use of cars remains necessary for many people for various reasons. The pandemic, for instance, has increased the dependence on private vehicles for families with young children, elderly folk or those who need to minimise contact with crowds or shared surfaces. The question then is how can we re-

duce the impact of cars on our roads - be it environmentally or on our wallets. This can be done through the gradual shift to electric cars and through usage- or subscription-based models where you only 'pay-as-you-drive' that incentivises drivers to take fewer (and only essential) trips.

Lim Soon Hock
Managing Director
PLAN-B ICAG

WITH the incentives and the infrastructure in place, it is inevitable that EVs will be the new normal for driving in Singapore in the years to come. The internal combustion engine will be obsolete technology. Apart from contributing to cleaner transport, EVs being quieter and therefore more pleasing to drive will appeal to more drivers. Encouraging people to give up cars and switch to other forms of transport, such as our MRT or cycling, will remain a challenge for Singapore's push towards becoming car-lite. It is all about behavioural change. People can satisfy their desire to own cars but should restrict usage as much as possible, for example to during weekends for pleasure, and the joy of driving. To drive this behavioural change, perhaps for the next three years, the government may want to offer one month of free MRT rides, to convince the uninitiated or non-riders to experience the convenience of MRT, apart from the appeal of substantial cost savings, shorter commute time, no traffic jams and no hassle of looking for parking. Although I own a car, I now take the MRT for meetings in town, and I can vouch for all the aforesaid benefits.

We can all contribute to a car-lite Singapore by changing our behaviour from today.

Annie Yap
Founder & chairman
The AYP Group

I believe that electric vehicles are the way to go for the future of driving in Singapore. While going car-lite has been extensively discussed, it just is not feasible. There are already some 1 million motor vehicles on the road in Singapore and many working Singaporeans need a convenient way to get themselves to work, their children to school and back home. Cars ultimately add convenience to the lives of Singaporeans; going car-lite would cause inconvenience for so many in the community. Instead, electric vehicles are not only eco-friendly, but offer the same level of convenience as regular vehicles.

Sridhar Pinnappureddy
Chairman
Cloud4C

SINGAPORE has already committed to 2030 climate goals that are some of the most progressive compared to most other countries worldwide.

The country has developed great cycling tracks for pleasure riding through parks, etc, but work-related biking is the best way to control pollution and to get many more people to adopt it - it saves costs, time and gives some exercise. More people may cycle to work if we have bike lanes, and shower and parking facilities at workplaces. Companies can help encourage a cycling culture. We can also make it easier for bike rental companies to operate.

EVs are as green as the energy used for charging them. If we can get access to renewable energy we can look towards converting to full EVs in 5 - 10 years. Even better would be driverless cars - which would be more environmentally-friendly, and bring down costs and accidents.

Kartik Krishnamurthy
Managing Director
Cornerstone OnDemand Asia

SINGAPORE spans 728sq km, which we all know makes it one of the smallest nation city states in the world. Despite its size, the country punches way above its weight and has demonstrated that with the right focus and investments in the right areas it can be a truly global power. Firstly, Singapore's focus and investments on its Go Green initiatives are crucial as climate change is an existential crisis for the island city state. Secondly, owning a car in Singapore, EV or combustion engine, is more a 'status symbol' than anything else. The government has put in place policies to reduce the number of vehicles on the road and rightly so. Thirdly, the investment being made to connect more parts of the island is another step in the right direction to (a) reduce the number of cars on the road and (b) reduce overall carbon emissions. In my view, Singapore needs to be more car-lite and provide the infrastructure for folks to be able to cycle and/or take public transportation. Private transport is one of the world's biggest sources of greenhouse gases, with emissions rising every year.

So instead of EVs, we should explore the opportunity to have more bicycle lanes and even electric bikes, along with public transport.