MARITIME AND PORT AUTHORITY OF SINGAPORE

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Harbour Craft Community

**EARLY ADOPTER SCHEME FOR ELECTRIC HARBOUR CRAFT (EASE)**

This circular is to inform the harbour craft community of the Early Adopter Scheme for Electric Harbour Craft (EASE), which will be introduced by the Maritime and Port Authority of Singapore (MPA) to accelerate the adoption of electric harbour craft (e-HC). The grant aims to catalyse early market demand and support the development of a competitive e-HC ecosystem.

**Transition to Net Zero by 2050**

2 In line with Singapore's national climate targets, the harbour craft sector is expected to achieve net-zero emissions by 2050. As harbour craft typically remain in service for more than 20 years, fleet renewal decisions over the coming years will be critical to achieving the sector's net-zero transition. From 2030, all new harbour craft operating in Singapore must be fully electric, capable of using B100 biofuel, or compatible with net-zero fuels.

**Early Adopter Scheme for Electric Harbour Craft Grant**

3 Valid for two years, EASE plays a catalytic role by making it manageable for operators to take the first step to trial new technology to build confidence in electrification. This gives early adopters the opportunity to gain operational experience and confidence in using electric harbour craft, while demonstrating the viability of the technology to the rest of the industry. As production volumes increase and technologies mature, the cost of e-HC is expected to decrease over time, improving their commercial viability and supporting an overall smoother and more cost-effective transition for the industry.

4 Under the grant, operators purchasing eligible e-HC will receive support for the upfront cost of e-HC adoption. The grant quantum will be based on battery capacity and capped according to vessel size, as set out in the table below:

| **Vessel Type** | **Small Craft**<br>Passenger craft ≤12 pax capacity **OR**<br>Cargo craft ≤20 tonnes cargo carrying capacity | **Large Craft**<br>All other categories of harbour craft license |
|---|---|---|
| **Grant Quantum** | $250/kWh of installed battery capacity for propulsion | |

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|---|---|---|
| **Cap** | $150,000 | $250,000 |

5 For example, a passenger launch with a battery capacity of 500 kWh will receive a grant of $125,000, while a supply vessel with a battery capacity of 1.2 MWh will receive a grant of $250,000.

*Eligibility*

6 To be eligible for the EASE, applicants must be Singapore-incorporated companies and the registered owner of the e-HC as stated on MPA's harbour craft licence. Under the early adoption grant, fully electric vessels that first obtain their harbour craft licence between 14 October 2026 and 31 December 2028 will be eligible for the grant. The grant is applicable to all harbour craft vessel types operated within Singapore that meet the relevant licensing requirements.

*Disbursement*

7 The grant will be disbursed to the e-HC owner in three tranches over two years from the date of grant award:

- 30% upon grant acceptance
- 30% on the first anniversary of the grant award
- 40% on the second anniversary of the grant award

*Terms and Conditions*

8 To qualify for the scheme, the following terms and conditions shall be met:

a. The e-HC shall be fully classed and equipped with a fully electric propulsion system, supported by a certificate issued by one of the 8 Recognised Organisation (ROs) confirming that the harbour craft is fully electric, operates without diesel or hybrid propulsion, and stating the battery capacity (in kWh) used for propulsion.

b. The e-HC shall operate within Singapore waters for the full term of the support period.

c. The e-HC shall hold a valid harbour craft licence during the support period. No further grant disbursement will be made once the vessel is delicensed.

d. Applicants shall submit their claim form and supporting documents within three (3) months of each milestone date via the Business Grant Portal (BGP).

9 Applications for the EASE will open on 1 January 2027 and can be submitted via the BGP at https://www.apply.gov.sg/grants/business. For queries regarding the EASE, please refer to the Frequently Asked Questions (FAQs) in Annex I.

**Charging Infrastructure**

10 To support the deployment and operation of e-HC, MPA will progressively expand the charging infrastructure in tandem with industry adoption. Building on the first pilot charger at Marina South Pier in 2024, a second charger will be rolled out in the coming months, as well as four additional chargers at Loyang Offshore Supply Base.

11 More public chargers will be installed across Singapore's southern coastline, including Jurong Port and West Coast Pier in 2027. In parallel, studies will be conducted at key terminals to plan for the necessary power capacity upgrades, to enable charger deployment to scale as demand grows.

**Studying Additional Solutions and Measures to Decarbonise Sector**

12 MPA is studying flexible charging solutions, including battery-based and mobile charging concepts, to enhance operational resilience of e-HC as the market matures.

13 In tandem, MPA will consider other regulatory measures needed to drive the harbour craft sector's transition away from fossil fuels.

14 Please contact MPA at eHC@mpa.gov.sg for further clarification on this early adopter scheme.

CAPT CHONG JIA CHYUAN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

**Annex I**

## FREQUENTLY ASKED QUESTIONS (FAQs) FOR EARLY ADOPTER SCHEME FOR ELECTRIC HARBOUR CRAFT (EASE)

### 1. What is the rationale behind the EASE?

EASE gives early adopters the opportunity to gain operational experience and confidence in using electric harbour craft, while demonstrating the viability of the technology to the rest of the industry. The lead demand generated would also help drive down prices through economies of scale, strengthening the commercial case for wider adoption.

The grant provides support to the industry to navigate the net zero transition and plan for decarbonisation during fleet renewal.

### 2. What are the benefits of electrification?

Fuel prices can be volatile and unpredictable. As environmental regulations continue to tighten, the cost of conventional fuel may increase over time. Operators of electric harbour craft are less exposed to these fluctuations, as electricity prices offer greater stability and less susceptible to long-term regulatory pressures faced by fossil fuels. This gives operators greater certainty in planning their operating costs for the long term.

Electrification is a potentially cost-effective decarbonisation pathway. Over a 30-year lifespan, the total cost of ownership of an electric harbour craft is estimated to be lower than a vessel running on biofuel (B100), driven primarily by the significant cost advantage of electricity over biofuel. Battery technology improvements are expected to continue driving down prices while increasing energy density, translating directly into better performing electric craft with greater range and faster charging times. Electric drivetrains have fewer moving parts than conventional engines, which reduces mechanical wear and the frequency of maintenance. This results in lower maintenance costs and less operational downtime over the vessel's lifespan.

Beyond economics, electrification is inherently compatible with digitalisation and automation, enabling system-level efficiency gains and productivity improvements that conventional vessels cannot easily replicate. Electric craft also produce zero air pollutants and minimal noise, creating a healthier environment for crew, passengers, and port users alike.

Developing this ecosystem opens new growth opportunities for Singapore, which is well positioned to capture emerging global demand for marine electrification solutions.

### 3. Why are hybrid (diesel-electric) systems not eligible for the grant?

The grant is designed to catalyse the adoption of fully electric vessels, where the technology remains nascent. Hybrid propulsion technology is commercially mature, and for certain applications, already economically viable. Any retrofit of an electric harbour craft that was supported by the grant that results in the use of fossil fuels will result in the termination of the grant.

### 4. Can the vessel be sold or transferred to another owner after receiving the grant?

Should the vessel be sold or transferred to another owner, the remaining grant disbursements will be terminated.