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First published in the *Government Gazette*, Electronic Edition, on 29 June 2021 at 5 pm.

## No. S 430

### ACTIVE MOBILITY ACT 2017 (ACT 3 OF 2017)

### ACTIVE MOBILITY (COMPETENCY TESTS) REGULATIONS 2021

#### ARRANGEMENT OF REGULATIONS

##### Regulation

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In exercise of the powers conferred by section 67 of the Active Mobility Act 2017, the Land Transport Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

#### **Citation and commencement**

1. These Regulations are the Active Mobility (Competency Tests) Regulations 2021 and come into operation on 30 June 2021.

#### **Definitions**

2. In these Regulations, unless the context otherwise requires —
  - “pass”, for a prescribed test of competence, means to sit for and successfully complete the prescribed test of competence;
  - “prescribed minimum riding age”, for a test-needed-to-drive vehicle which is a motorised personal mobility device, has

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the meaning given by regulation 10(3)(a) of the Active Mobility Regulations 2018 (G.N. No. S 251/2018);

“sit”, for a prescribed test of competence, means to attend and take the prescribed test of competence.

### **Test-needed-to-drive vehicles**

3. For the purposes of Division 2A of Part 3 of the Act, any type of vehicle as follows is a test-needed-to-drive vehicle:

- (a) a motorised personal mobility device that —
  - (i) has an electric motor attached to the device and handlebars; and
  - (ii) is not prescribed as banned for use on a shared path for the purposes of section 18 of the Act;
- (b) a power-assisted bicycle that —
  - (i) is not prescribed as banned for use on a shared path for the purposes of section 18 of the Act; and
  - (ii) complies with the specified requirements mentioned in rule 3(2) of the Road Traffic (Power-Assisted Bicycles — Approval) Rules 2004 (G.N. No. S 768/2004) and the keeping or use of which on a road is not unlawful under those Rules.

### **Tests of competence**

4.—(1) For the purposes of section 23F of the Act, the prescribed test of competence for a test-needed-to-drive vehicle which is a motorised personal mobility device consists of an E-Scooter Theory Test covering subject matters described in the First Schedule relating to safe driving or riding practices and law on public paths.

(2) For the purposes of section 23F of the Act, the prescribed test of competence for a test-needed-to-drive vehicle which is a power-assisted bicycle consists of a PAB Theory Test covering subject matters described in the Second Schedule relating to safe driving or riding practices and law on public paths and roads.

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(3) Every prescribed test of competence may be administered to an individual sitting for the test in one of the following ways, at the option of the individual:

- (a) in person using pen, paper or other writing materials;
- (b) remotely or in person through oral questions and answers;
- (c) remotely and online.

### **When to pass test of competence**

5.—(1) In the case of an application for a competency test certificate certifying that an individual has passed the prescribed test of competence for a test-needed-to-drive vehicle which is the subject of the application, the individual must, for the purposes of section 23F(1) of the Act, have —

- (a) sat for and passed the prescribed test of competence no earlier than 7 working days before the application is made; and
- (b) attained the following age when he or she sat for and passed the applicable prescribed test of competence:
  - (i) the prescribed minimum riding age if the test-needed-to-drive vehicle is a motorised personal mobility device;
  - (ii) the age of 16 years if the test-needed-to-drive vehicle is a power-assisted bicycle.

(2) In paragraph (1), “working day” does not include a Saturday, Sunday or public holiday.

### **Registration to sit for test of competence**

6.—(1) An individual who wishes to sit for a prescribed test of competence for a test-needed-to-drive vehicle must register to do so with the relevant test authority designated by the Minister for that class or description of test-needed-to-drive vehicle.

(2) Upon registration under paragraph (1), the designated test authority must open an account for the registered individual to sit for a prescribed test of competence for a test-needed-to-drive vehicle.

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(3) An account opened under paragraph (2) for a registered individual entitles the individual —

- (a) to sit for one prescribed test of competence for a test-needed-to-drive vehicle, unless sub-paragraph (b) applies; or
- (b) to sit for not more than 2 of the same prescribed tests of competence for a test-needed-to-drive vehicle, where —
  - (i) the registration happens no later than 30 September 2021; and
  - (ii) the sitting of the second test is no later than the 90th day after the account was opened for the first test.

### **Test fee**

7.—(1) A registration under regulation 6(1) for a registered individual to sit for a prescribed test of competence for a motorised personal mobility device must be accompanied by a non-refundable test fee as follows:

- (a) where the registration happens no later than 30 September 2021 — \$5 for the individual to sit (before, on or after that date) for not more than 2 of the same prescribed tests of competence for a motorised personal mobility device, where the sitting of the second test is no later than the 90th day after the account was opened under regulation 6(2) for the first test;
- (b) where the registration happens on or after 1 October 2021 — \$10 for each registration to sit for the prescribed test of competence.

(2) A registration under regulation 6(1) for a registered individual to sit for a prescribed test of competence for a power-assisted bicycle must be accompanied by a non-refundable test fee as follows:

- (a) where the registration happens no later than 30 September 2021 — \$2.50 for the individual to sit (before, on or after that date) for not more than 2 of the same prescribed tests of competence for a power-assisted bicycle, where the

sitting of the second test is no later than the 90th day after the account was opened under regulation 6(2) for the first test;

- (b) where the registration happens on or after 1 October 2021 — \$5 for each registration to sit for the prescribed test of competence.

### **Waiver of fees**

8. The test authority designated by the Minister for a class or description of test-needed-to-drive vehicle may, in any particular case and if satisfied that it is just and equitable, waive or reduce, in whole or part, any fee mentioned in regulation 7.

## FIRST SCHEDULE

Regulation 4(1)

### TEST OF COMPETENCE FOR RIDING MOTORISED PERSONAL MOBILITY DEVICE

1. General knowledge of public path system and lawful use of vehicles on public paths in Singapore:

- (a) Types of vehicles that may lawfully be used on public paths in Singapore.
- (b) Types of public paths and markings and signs denoting the start and end of different public paths.
- (c) Requirements relating to construction, weight and accessories of personal mobility devices.
- (d) Speed limits and other requirements on proper riding of personal mobility devices on different types of public paths.

2. Pre-journey checks and maintenance of motorised personal mobility devices:

- (a) Safe maintenance, particularly concerning fire safety, of personal mobility devices.
- (b) Knowledge about pre-ride checks, including routine checks on brakes, lights, speedometers and illegal modifications.
- (c) Use of appropriate safety gear and attire when riding personal mobility devices.
- (d) Proper parking of personal mobility devices in public places.

FIRST SCHEDULE — *continued*

- (e) Appropriate planning of journey to ensure lawful riding of personal mobility devices and on appropriate public paths.
  - (f) Knowledge on the types of insurance including when compulsory third-party liability insurance is required.
3. Rules and code of conduct for riding motorised personal mobility devices:
- (a) Appropriate handling of personal mobility devices including the proper control of handlebars and brakes.
  - (b) Rules and regulations under the Act and the Road Traffic Act (Cap. 276) relating to the use of personal mobility devices.
  - (c) Navigation of common off-road scenarios, including interaction with other users of public paths.
  - (d) Good and best practices relating to the riding and use of personal mobility devices on the appropriate public paths.
  - (e) Identification of potential hazards, such as bends and slopes.
  - (f) Things to do when in an accident.

## SECOND SCHEDULE

Regulation 4(2)

TEST OF COMPETENCE FOR  
RIDING POWER-ASSISTED BICYCLE

1. General knowledge of public path system and lawful use of vehicles on public paths in Singapore:
- (a) Types of vehicles that may lawfully be used on public paths in Singapore.
  - (b) Types of public paths and markings and signs denoting the start and end of different public paths.
  - (c) Requirements relating to construction, weight and accessories of power-assisted bicycles.
  - (d) Speed limits and other requirements on proper riding of power-assisted bicycles on different types of public paths and roads.
2. Pre-journey checks and maintenance of power-assisted bicycles:
- (a) Safe maintenance, particularly concerning fire safety, of power-assisted bicycles.

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SECOND SCHEDULE — *continued*

- (b) Knowledge about pre-ride checks, including routine checks on brakes, lights, speedometers and illegal modifications.
  - (c) Use of appropriate safety gear and attire when riding power-assisted bicycles.
  - (d) Proper parking of power-assisted bicycles in public places.
  - (e) Appropriate planning of journey to ensure lawful riding of power-assisted bicycle and on appropriate public paths and roads.
  - (f) Knowledge on the types of insurance including when compulsory third-party liability insurance is required.
3. Rules and code of conduct for riding power-assisted bicycles:
- (a) Appropriate handling of power-assisted bicycles including the proper control of handlebars and brakes.
  - (b) Rules and regulations under the Act and the Road Traffic Act relating to the use of power-assisted bicycles.
  - (c) Navigation of common off-road scenarios, including interaction with other users of public paths.
  - (d) Navigation of common on-road scenarios, including interaction with other road users.
  - (e) Good and best practices relating to the riding and use of power-assisted bicycles on roads and the appropriate public paths.
  - (f) Identification of potential hazards, such as bends and slopes.
  - (g) Things to do when in an accident.

Made on 29 June 2021.

CHAN HENG LOON ALAN  
*Chairman,*  
*Land Transport Authority of*  
*Singapore.*

[LTA/L18.056.002/AL/CTReg.21.01; AG/LEGIS/SL/2C/2020/17  
Vol. 1]

(To be presented to Parliament under section 67(4) of the Active  
Mobility Act 2017).