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ACTIVE MOBILITY ACT 2017

**ACTIVE MOBILITY
(CHYE THIAM MAINTENANCE PTE LTD —
EXEMPTION) ORDER 2025**

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In exercise of the powers conferred by section 66 of the Active Mobility Act 2017, the Minister for Transport makes the following Order:

Citation and period in force

1.—(1) This Order is the Active Mobility (Chye Thiam Maintenance Pte Ltd — Exemption) Order 2025.

(2) This Order is in force for the period between 14 February 2025 and 28 February 2026 (both dates inclusive).

Definitions**2. In this Order —**

“autonomous system” means a system that enables the operation of a specified vehicle without the active physical control of, or monitoring by, a human operator;

“Chye Thiam” means the company known as Chye Thiam Maintenance Pte Ltd (UEN 198801700E);

“specified footpath” means any footpath within the area bounded by the black-coloured lines in the map set out in the Schedule;

“specified vehicle” means an autonomous motor vehicle that —

- (a) is known as the S1 Robosweeper; and
- (b) has complied with the requirements of the assessment known as the Supervised Trial Readiness Assessment for Autonomous Vehicles on Public Paths that is jointly administered by the Centre of Excellence for Testing & Research of Autonomous Vehicles — NTU (CETRAN) and the Authority.

Exemption for individual who initiates operation and movement of specified vehicle

3. Section 16(1)(b) of the Act does not apply to an individual who initiates the operation and movement, under all of the following conditions, of a specified vehicle on a specified footpath:

- (a) the individual is authorised by Chye Thiam to initiate the operation and movement of the vehicle;
- (b) before initiating the operation and movement of the vehicle, the individual has ensured that —
 - (i) the vehicle is programmed to move at a speed not exceeding 5 km/h; and
 - (ii) the vehicle’s front and rear lights are programmed to be continuously lit whenever the vehicle is in motion;

- (c) the common conditions in paragraph 6 are satisfied.

Exemption for individual who takes manual control of specified vehicle that has complied with paragraph 7 assessments

4.—(1) Section 16(1)(b) of the Act does not apply to an individual (*X*) who takes manual control, under all of the following conditions, of a specified vehicle that has complied with the assessments in paragraph 7 and is moving on a specified footpath:

- (a) *X* is authorised by Chye Thiam to take manual control of the vehicle on the instruction of another individual (*Y*) who is in turn authorised by Chye Thiam to —
 - (i) monitor the vehicle's movements and its surroundings from a remote location while the vehicle is moving on the specified footpath; and
 - (ii) instruct *X*, from a remote location, to take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;
- (b) the taking of manual control of the vehicle is carried out on the instruction of *Y* or is otherwise necessitated by such failure or emergency;
- (c) the common conditions in paragraph 6 are satisfied.

(2) Section 16(1)(b) of the Act does not apply to an individual who takes manual control, under all of the following conditions, of a specified vehicle that has complied with the assessments in paragraph 7 and is moving on a specified footpath:

- (a) the individual is authorised by Chye Thiam to —
 - (i) monitor the vehicle's movements and its surroundings from a remote location while the vehicle is moving on the specified footpath; and
 - (ii) take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;

- (b) the taking of manual control of the vehicle is necessitated by such failure or emergency;
- (c) the common conditions in paragraph 6 are satisfied.

Exemption for individual who takes manual control of specified vehicle that has not complied with paragraph 7 assessments

5. Section 16(1)(b) of the Act does not apply to an individual who takes manual control, under all of the following conditions, of a specified vehicle that has not complied with the assessments in paragraph 7 and is moving on a specified footpath:

- (a) the individual is authorised by Chye Thiam to follow the vehicle while it is moving on the specified footpath, in order to —
 - (i) monitor the vehicle's movements and its surroundings; and
 - (ii) take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;
- (b) the taking of manual control of the vehicle is necessitated by such failure or emergency;
- (c) the common conditions in paragraph 6 are satisfied.

Common conditions

6. The common conditions are —

- (a) the specified vehicle is only operated —
 - (i) for the purpose of a trial along a specified footpath; and
 - (ii) during the period between 14 February 2025 and 28 February 2026 (both dates inclusive);
- (b) there is in force, at any time the vehicle is used in connection with the purpose mentioned in sub-paragraph (a)(i), a policy of insurance in relation to the vehicle insuring against any liability in respect of —

- (i) the death of or bodily injury sustained by any person (other than an individual exempt under paragraph 3, 4 or 5, as the case may be); and
 - (ii) any property damage suffered by any person (other than an individual exempt under paragraph 3, 4 or 5, as the case may be),
- caused by or arising out of the use of the vehicle; and
- (c) the risk under the policy of insurance mentioned in sub-paragraph (b) is assumed by an insurer who, at the time the policy is issued, is lawfully carrying on an insurance business in Singapore.

Assessments

7. The assessments in paragraphs 4 and 5 are —

- (a) the assessment known as the Deployment Readiness Assessment; and
- (b) any other assessment required by the Authority and made known to Chye Thiam,

under the revised Autonomous Vehicles on Public Paths assessment framework that is jointly administered by the Centre of Excellence for Testing & Research of Autonomous Vehicles — NTU (CETRAN) and the Authority.

THE SCHEDULE

Paragraph 2

SPECIFIED FOOTPATHS



Made on 10 February 2025.

LAU PEET MENG
*Permanent Secretary,
Ministry of Transport,
Singapore.*

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