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**PUBLIC TRANSPORT COUNCIL ACT
(CHAPTER 259B)**

**PUBLIC TRANSPORT COUNCIL
(COMMON PRICING SCHEMES) REGULATIONS 2016**

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In exercise of the powers conferred by section 28 of the Public Transport Council Act, the Public Transport Council, with the approval of the Minister for Transport, makes the following Regulations:

PART 1
PRELIMINARY

Citation and commencement

1. These Regulations are the Public Transport Council (Common Pricing Schemes) Regulations 2016 and come into operation on 22 January 2016.

Definitions

2. In these Regulations, unless the context otherwise requires —
- “distance rate” and “waiting time” have the same respective meanings as in the Order;
 - “general meeting” means a general meeting of taxi industry participants for the purpose of considering varying one or more variable fare components by a common pricing scheme;
 - “Order” means the Public Transport Council (Taxi Fare Pricing Policy) Order 2016 (G.N. No. S 30/2016);
 - “registered taxi” means a motor vehicle registered as a taxi under the Road Traffic Act (Cap. 276);
 - “taxi service operator” means a taxi service operator licensed under Part VA of the Road Traffic Act;
 - “Taxi Transport Association” means the society of that name registered under the Societies Act (Cap. 311);
 - “variable fare component” means a fare component of any taxi fare specified in regulation 3(2).

PART 2

PRESCRIBED TAXI INDUSTRY PARTICIPANTS

Prescribed taxi industry participants

3.—(1) For the purposes of the definition of “common pricing scheme” in section 2 of the Act, the prescribed taxi industry participants for a common pricing scheme to vary any variable fare component are the taxi industry participants who, when the common pricing scheme is lodged with the Council under section 23C(2)(b) of the Act, charge taxi fares with the variable fare component concerned.

(2) The variable fare components are —

- (a) the maximum distance specified in paragraph 6(b) of the Order before Tariff 1 applies;
- (b) the distance in the distance rate specified in paragraph 6(c)(i) of the Order;
- (c) the distance in the distance rate specified in paragraph 6(d)(i) of the Order;
- (d) the length of waiting time specified in paragraph 6(c)(ii) of the Order;
- (e) the length of waiting time specified in paragraph 6(d)(ii) of the Order;
- (f) any peak period specified in paragraph 9(a) or (b) of the Order;
- (g) the peak period surcharge specified in paragraph 10 of the Order;
- (h) the late night hiring period specified in paragraph 11 of the Order;
- (i) the late night hiring surcharge specified in paragraph 12 of the Order;
- (j) the boundaries of the Central Business District specified in the Schedule to the Order;
- (k) the period specified in paragraph 16(1)(b) of the Order;

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- (l) the City Area surcharge specified in paragraph 16(2) of the Order.

Effective common pricing scheme

4.—(1) To be effective for the purposes of section 23C(5)(c) of the Act, a common pricing scheme to vary a variable fare component must be an agreement in writing —

- (a) made between the taxi industry participants —
- (i) who are, under regulation 3(1), each a prescribed taxi industry participant for the variable fare component; and
 - (ii) collectively operate at least 80% of the total number of registered taxis which are operated by all of the prescribed taxi industry participants for that variable fare component; and
- (b) executed within the permitted time but in no case more than 28 days before the date the common pricing scheme is lodged with the Council under section 23C(2)(b) of the Act.

(2) The permitted time in paragraph (1) is a period —

- (a) starting from the date the first prescribed taxi industry participant for a variable fare component signs the agreement that is the common pricing scheme to vary the variable fare component; and
- (b) ending not more than 28 days after the date the first prescribed taxi industry participant for the variable fare component signs the agreement that is the common pricing scheme to vary that variable fare component.

Counting persons who operate a taxi

5. For the purposes of reckoning the number of taxis that a taxi industry participant operates —

- (a) a taxi industry participant who is an individual holding a valid licence under Part V of the Road Traffic Act (Cap. 276) authorising the individual to drive, for hire or reward, a taxi

not owned by a licensed taxi service operator is to be treated as operating that single taxi; and

- (b) a taxi industry participant which is a taxi service operator is to be treated as operating the total number of taxis that the taxi service operator owns and causes or permits individuals to drive for one or both of the following purposes:
 - (i) the taxis are for hire for journeys within, or partly within, Singapore;
 - (ii) the person provides taxi booking services to individuals driving such taxis.

PART 3

COLLECTIVE NEGOTIATIONS

Bargaining representative

6.—(1) For any variable fare component, the Taxi Transport Association is recognised by the Council for the purpose of section 23C of the Act to be a bargaining representative to negotiate a common pricing scheme on behalf of members of that Association who are prescribed taxi industry participants for that variable fare component under regulation 3(1).

(2) The Taxi Transport Association may —

- (a) be present at any general meeting of taxi industry participants for the purpose of considering varying any variable fare component by a common pricing scheme; and
- (b) make, offer or receive any proposal in relation to a common pricing scheme for any variable fare component on behalf of, or purport to act on behalf of, members of that Association who are prescribed taxi industry participants for that variable fare component under regulation 3(1).

Executing common pricing scheme

7.—(1) A common pricing scheme must be signed —

- (a) for a taxi industry participant who is an individual (whether or not a member of the Taxi Transport Association), by the individual or the individual's duly appointed attorney; and
- (b) for a taxi industry participant which is a company, by any director of the company authorised to do so by resolution of the company.

(2) For the purposes of these Regulations, a common pricing scheme is regarded as executed even if it is executed on separate copies of the agreement and at different times.

No rescission of agreement to common pricing scheme

8. A taxi industry participant cannot rescind the taxi industry participant's agreement to be a party to a common pricing scheme.

PART 4**LODGMET OF FARES AND COMMON PRICING SCHEMES****Period to determine prices of taxi fares not fixed by Order**

9. For the purposes of section 23C(1) of the Act, 28 days after the Order is made for a taxi service is the period within which every taxi industry participant must —

- (a) determine the prices of taxi fares not set by the Order for that taxi service; and
- (b) lodge with the Council those prices determined.

Time to lodge price or common pricing scheme

10.—(1) For the purposes of section 23C(1)(b) of the Act, a taxi industry participant providing a taxi service must, after determining the price of taxi fares for the taxi service which the Order does not set, lodge the price of taxi fares for the taxi service with the Council at least 28 days before the date that the taxi service is to be offered or provided to the public at the price determined.

(2) For the purposes of section 23C(2)(b) of the Act, a common pricing scheme must be lodged with the Council at least 28 days before the date that any taxi service is to be offered or provided to the public at the prices determined or varied under that scheme.

Documents to accompany lodgment of common pricing scheme

11. For the purposes of section 23C(2)(b) of the Act, the information that must accompany a common pricing scheme lodged with the Council are —

- (a) a copy of the common pricing scheme;
- (b) a copy of the notes of every general meeting convened for the purpose of considering the common pricing scheme;
- (c) a copy of the resolution of the company authorising a signatory which is a director of a company; and
- (d) any other documents and information that the Council requires in any particular case.

Made on 21 January 2016.

RICHARD MAGNUS
Chairman,
Public Transport Council,
Singapore.

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