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No. S 655

ROAD TRAFFIC ACT 1961

ROAD TRAFFIC (ELECTRONIC ROAD PRICING SYSTEM) (AMENDMENT NO. 4) RULES 2023

In exercise of the powers conferred by section 34D of the Road Traffic Act 1961, the Minister for Transport makes the following Rules:

Citation and commencement

1. These Rules are the Road Traffic (Electronic Road Pricing System) (Amendment No. 4) Rules 2023 and come into operation on 6 October 2023.

Replacement of Second Schedule

2. In the Road Traffic (Electronic Road Pricing System) Rules 2015 (G.N. No. S 226/2015), replace the Second Schedule with —

"SECOND SCHEDULE

Rules 3(1), 4(3) and 7(1)

PART 1

TYPES OF IN-VEHICLE UNIT AND MANNER OF INSTALLATION IN MOTOR VEHICLE

	First column	*Second column*	*Third column*
	Description of vehicle	*Type of in-vehicle unit*	*Manner in which in-vehicle unit is to be installed*
1.	Motor cycle, scooter, moped or motor cycle with sidecar, registered in Singapore or elsewhere	Type 1, Type 1A or Type B-1	The in-vehicle unit is to be mounted on the handle bar, windshield or any other part of the vehicle so as to be clearly visible from the front or from the top whenever the vehicle is ridden or moved past any specified entry point during the restricted hours

2. Motor car registered in Singapore or elsewhere, taxi registered elsewhere, goods vehicle, trivan, recovery vehicle, vehicle used as mobile canteen or mobile bank, station wagon (goods-cum-passengers) and vehicle used for specific purpose such as a horse float, registered in Singapore or elsewhere, the maximum laden weight of which does not exceed 3.5 metric tons	Type 2, Type 2A or Type A-1-1	(*a*) For Type 2 or Type 2A — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*b*) For Type A-1-1 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies
3. Motor vehicle licensed under the Act as a taxi	Type 3 or Type A-1-2	(*a*) For Type 3 — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*b*) For Type A-1-2 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies
4. Motor vehicle licensed under the Act as an excursion bus, an omnibus, a private bus, a school bus or a private hire bus, the maximum passenger capacity of which does not exceed 30 persons (excluding the driver), or goods vehicle, trivan, recovery vehicle, vehicle used as mobile canteen or mobile bank, station wagon (goods-cum-passengers) and vehicle used for specific purpose such as a horse float, the maximum laden weight of which exceeds 3.5 metric tons but does not exceed 16 metric tons, or a motor vehicle registered elsewhere, the maximum passenger capacity of which does not exceed 30 persons (excluding the driver) or the maximum laden weight of which exceeds 3.5 metric tons but does not exceed 16 metric tons	Type 4 or Type A-2-1	(*a*) For Type 4 — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*b*) For Type A-2-1 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies

5. Motor vehicle licensed under the Act as an excursion bus, an omnibus, a private bus, a school bus or a private hire bus, the maximum passenger capacity of which exceeds 30 persons (excluding the driver), or construction equipment, engineering plant, or goods vehicle, trivan, recovery vehicle, vehicle used as mobile canteen or mobile bank, station wagon (goods-cum-passengers) and vehicle used for specific purpose such as a horse float, the maximum laden weight of which exceeds 16 metric tons, or a motor vehicle registered elsewhere, the maximum passenger capacity of which exceeds 30 persons (excluding the driver) or the maximum laden weight of which exceeds 16 metric tons	Type 5 or Type A-2-2	(*a*) For Type 5 — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*b*) For Type A-2-2 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies
6. A motor vehicle registered, licensed or otherwise approved for use in Singapore under the Act as an ambulance, a medical transport vehicle, a fire engine, a marked police vehicle or a motor vehicle operated by the Singapore Civil Defence Force for use in a civil defence emergency (as defined in section 2 of the Civil Defence Act 1986), excluding any such vehicle which is a power-assisted bicycle	(*a*) Type 6A or Type B-2 (for a vehicle which is a motor cycle) (*b*) Type 6B or Type A-1-3 (for a vehicle which is a motor car)	(*a*) The in-vehicle unit is to be mounted on the handle bar, windshield or any other part of the vehicle so as to be clearly visible from the front or from the top whenever the vehicle is ridden or moved past any specified entry point during the restricted hours (*b*) For Type 6B — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*c*) For Type A-1-3 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies

(*c*) Type 6C or Type A-2-3 (for a vehicle which is not a motor cycle and not a motor car)	(*d*) For Type 6C — the in-vehicle unit is to be mounted on the glass windscreen facing forward so as to be visible from the front at all times when the vehicle is driven or moved past any specified entry point during the restricted hours (*e*) For Type A-2-3 — the in-vehicle unit is to be installed in the specified manner mentioned in paragraph 2(1) of Part 2, unless paragraph 2(2) of that Part applies

PART 2

DEFINITIONS

1. In this Schedule —

"DSRC" means Dedicated Short-Range Communication;

"GNSS" means Global Navigation Satellite Systems;

"Type 1", in relation to a vehicle mentioned in item 1 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 1", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 1A", in relation to a vehicle mentioned in item 1 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 1A", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by an external battery pack; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 2", in relation to a vehicle mentioned in item 2 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 2", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 2A", in relation to a vehicle mentioned in item 2 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 2A", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by an external battery pack; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 3", in relation to a vehicle mentioned in item 3 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 3", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 4", in relation to a vehicle mentioned in item 4 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 4", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 5", in relation to a vehicle mentioned in item 5 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type 5", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type 6A", in relation to a vehicle mentioned in item 6 of Part 1 (which is a motor cycle), means the type of in-vehicle unit specified by the Registrar as being of "Type 6A", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of no road-user charge;

"Type 6B", in relation to a vehicle mentioned in item 6 of Part 1 (which is a motor car), means the type of in-vehicle unit specified by the Registrar as being of "Type 6B", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of no road-user charge;

"Type 6C", in relation to a vehicle mentioned in item 6 of Part 1 (which is not a motor cycle and not a motor car), means the type of in-vehicle unit specified by the Registrar as being of "Type 6C", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using DSRC as the primary positioning technology) the levying of no road-user charge;

"Type A-1-1", in relation to a vehicle mentioned in item 2 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type A-1-1", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type A-1-2", in relation to a vehicle mentioned in item 3 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type A-1-2", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type A-1-3", in relation to a vehicle mentioned in item 6 of Part 1 (which is a motor car), means the type of in-vehicle unit specified by the Registrar as being of "Type A-1-3", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of no road-user charge;

"Type A-2-1", in relation to a vehicle mentioned in item 4 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type A-2-1", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type A-2-2", in relation to a vehicle mentioned in item 5 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type A-2-2", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type A-2-3", in relation to a vehicle mentioned in item 6 of Part 1 (which is not a motor cycle and not a motor car), means the type of in-vehicle unit specified by the Registrar as being of "Type A-2-3", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of no road-user charge;

"Type B-1", in relation to a vehicle mentioned in item 1 of Part 1, means the type of in-vehicle unit specified by the Registrar as being of "Type B-1", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of the appropriate amount of road-user charge as specified in the First Schedule for the vehicle;

"Type B-2", in relation to a vehicle mentioned in item 6 of Part 1 (which is a motor cycle), means the type of in-vehicle unit specified by the Registrar as being of "Type B-2", that —

(*a*) has a signal receiver sensitivity optimised for the physical dimensions of the vehicle;

(*b*) is powered by the vehicle's battery; and

(*c*) is programmed to facilitate (using GNSS as the primary positioning technology) the levying of no road-user charge.

2.—(1) In this Schedule, the specified manner for installing an in-vehicle unit of Types A-1-1, A-1-2, A-1-3, A-2-1, A-2-2 and A-2-3 is as follows:

(*a*) the antenna of the in-vehicle unit is to be mounted at the top or bottom of the vehicle's glass windscreen such that it facilitates communication by the in-vehicle unit with ERP facilities;

(*b*) the touchscreen display of the in-vehicle unit, if installed, is to be mounted on the vehicle's glass windscreen;

(*c*) the processing unit of the in-vehicle unit is to be mounted at the footwell of the vehicle's front passenger seat.

(2) However, if an authorised person mentioned in rule 4(1) assesses in good faith that it is not feasible to install any component of the in-vehicle unit in the vehicle in the manner mentioned in sub-paragraph (1)(*a*), (*b*) or (*c*) due to limitations of the vehicle's design, any such component may be mounted in an alternative manner which does not affect its function, the safety of the vehicle, and the driver's ability to drive the vehicle safely.".

[G.N. Nos. S 255/2015; S 563/2015; S 618/2015; S 45/2016; S 198/2016; S 371/2016; S 52/2017; S 132/2017; S 215/2017; S 410/2017; S 641/2017; S 488/2018; S 740/2018; S 87/2019; S 363/2019; S 539/2019; S 674/2019; S 593/2020; S 722/2020; S 880/2020; S 115/2021; S 259/2021; S 1063/2021; S 89/2022; S 427/2022; S 488/2022; S 649/2022; S 743/2022; S 893/2022; S 1043/2022; S 51/2023; S 171/2023; S 584/2023]

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