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PUBLIC TRANSPORT COUNCIL ACT (CHAPTER 259B)

PUBLIC TRANSPORT COUNCIL (STREET-HAIL FARE PRICING POLICY) ORDER 2020

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In exercise of the powers conferred by section 23B(1) and (5) of the Public Transport Council Act, the Public Transport Council makes the following Order:

PART 1
PRELIMINARY

Citation and commencement

1. This Order is the Public Transport Council (Street-hail Fare Pricing Policy) Order 2020 and come into operation on 30 October 2020.

Definitions

2.—(1) In this Order, unless the context otherwise requires —

“basic unit charge” has the meaning in paragraph 6;

“boundaries of the Changi Airport” means the boundaries of the Changi Airport as declared in the Civil Aviation Authority of Singapore (Changi Airport) Notification 2009 (G.N. No. S 293/2009);

“boundaries of the Seletar Airport” means the boundaries as declared in the Civil Aviation Authority of Singapore (Seletar Airport) Notification 2009 (G.N. No. S 294/2009);

“distance rate” means a fixed amount payable per distance as set out in paragraph 6(*b*), (*c*) or (*d*), when the taxi is travelling at the following speeds or faster:

(*a*) 32 kilometres per hour for the first 10 kilometres travelled;

(*b*) 28 kilometres per hour after the tenth kilometre travelled;

“ERP facility” has the meaning given by rule 2 of the ERP Rules;

“ERP Rules” means the Road Traffic (Electronic Road Pricing System) Rules 2015 (G.N. No. S 226/2015);

“flag down sum” means an amount charged on a hired taxi being set in motion at the beginning of the hiring;

“hirer” means the person by whom a taxi is hired to transport the hirer (with or without other passengers), and includes a person attempting to hire a taxi;

“late night hiring period” means the period specified in paragraph 11 or another period substituted on variation under paragraph 13;

“location surcharge destination” means any public place where a location surcharge may be payable under Part 5 for every journey by taxi the hiring of which begins or ends at that place at the time specified in that Part;

“owner”, in relation to a public place, means any person who has an estate or interest in the public place and whose permission to enter the public place is needed by another before that other may enter the place;

“passenger”, in relation to a taxi, excludes the taxi driver;

“peak period” means any period specified in paragraph 9 or another period substituted on variation under paragraph 13;

“premium taxi” means a taxi that —

- (a) is a luxury vehicle model or a special purpose vehicle;
- (b) is painted wholly black or wholly white; and
- (c) is —
 - (i) designed to carry more than 4 passengers; or
 - (ii) used to provide a luxury quality unscheduled street-hail service;

“public place” means —

- (a) any place (open to the air or otherwise) to which members of the public have access as of right or by virtue of express or implied permission, whether or not on payment of a fee, and whether or not access to the place may be restricted at particular times or for particular purposes; or
- (b) a part of a place that the occupier of the place allows members of the public to enter, but only while the place is ordinarily open to members of the public;

“public taxi stand” means a public stand provided for taxis under section 109 of the Road Traffic Act (Cap. 276), and includes a taxi stop;

“road-user charge” means the amount of road-user charge prescribed under the ERP Rules;

“standard taxi” means a taxi that is not a premium taxi;

“street-hail service” means a street-hail service to which this Order applies;

“taxi driver”, in relation to a taxi, means the individual driving the taxi and holding a valid licence under Part V of the Road Traffic Act authorising him or her to drive the taxi for hire or reward;

“total basic fare”, for any journey by taxi, means the amount for the journey recorded on the taximeter of the taxi, that taximeter being calibrated to record all basic unit charges for the journey;

“waiting time” means travel by a hired taxi at below the following speeds (including stopping at traffic lights or being stationary because of traffic congestion):

(a) 32 kilometres per hour for the first 10 kilometres travelled;

(b) 28 kilometres per hour after the tenth kilometre travelled.

(2) Where a taxi is engaged at a public taxi stand or plying on any road or any driveway for picking up or setting down passengers, a hiring of the taxi begins, for the purposes of this Order, upon the entry into the taxi of the hirer, or a person accompanying the hirer.

Scope of Order, etc.

3.—(1) This Order sets out the fare pricing policy for all street-hail services offered or provided to the public anywhere in Singapore for any journey wholly or partly within Singapore, but not for street-hail services provided by any person specified in the Public Transport

Council (Exempt Street-hail Service Providers) Order 2020 (G.N. No. S 914/2020).

(2) An amount specified in this Order is the price or rate prevailing as at 30 October 2020 for the street-hail fare component concerned.

PART 2

PUBLICATION OF STREET-HAIL FARES

Street-hail fare must be published

4. Every street-hail fare for a street-hail service must —
- (a) be published by the street-hail industry participant providing the service concerned in such manner as will secure adequate publicity for the street-hail fare among members of the public and hirers; and
 - (b) be lodged with the Council by that street-hail industry participant at least 28 days before the street-hail service is offered or provided to the public at that street-hail fare.

Street-hail fare must be published in advance

5. Where a street-hail fare for any street-hail service is to be varied, or to be payable for the first time for a street-hail service, the street-hail service may not be offered or provided to the public at the changed fare or the new fare unless the changed fare or new fare (whether price or rate) is published by the street-hail industry participant offering or providing the street-hail service concerned —
- (a) at least 7 days before the street-hail service is offered or provided to the public at the changed fare or new fare, as the case may be; and
 - (b) in such manner as will secure adequate publicity for the changed fare or new fare, among members of the public and hirers.

PART 3
BASIC UNIT CHARGES

Basic unit charges

6. The basic unit charges for a standard taxi or premium taxi hired anywhere in Singapore at any time for any journey wholly or partly within Singapore are as follows, or as varied under paragraph 7:

- (a) the flag down sum;
- (b) the distance rate of 0 cents for the first kilometre travelled or 0 cents for the first 112.5 seconds of waiting time;
- (c) Tariff 1 for travelling beyond the first kilometre up to the first 10 kilometres travelled, which is —
 - (i) a distance rate of 22 cents for every 400 metres travelled; or
 - (ii) the amount of 22 cents for every 45 seconds of waiting time next elapsed,whichever occurs first;
- (d) Tariff 2 for any distance travelled after the tenth kilometre travelled, which is —
 - (i) a distance rate of 22 cents for every 350 metres travelled; or
 - (ii) the amount of 22 cents for every 45 seconds of waiting time next elapsed,whichever occurs first.

Variations of certain basic unit charges

7.—(1) Subject to paragraph 5 and sub-paragraph (3), a common pricing scheme may vary any of the following, by substituting —

- (a) the maximum distance specified in paragraph 6(b) before Tariff 1 applies, with another maximum distance;
- (b) the distance in the distance rate specified in paragraph 6(c)(i) or (d)(i) with another distance; or

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- (c) the length of waiting time specified in paragraph 6(c)(ii) or (d)(ii) with another length of waiting time.
- (2) The following variations must be the same for all standard taxis and premium taxis regardless of their owner:
- (a) any maximum distance that is in substitution of the maximum distance specified in paragraph 6(b) before Tariff 1 can apply;
 - (b) any distance in the distance rate that is in substitution of any distance rate specified in paragraph 6(c)(i) or (d)(i);
 - (c) any length of waiting time that is in substitution of the length of waiting time specified in paragraph 6(c)(ii) or (d)(ii).
- (3) Subject to paragraph 5 and sub-paragraph (4), any street-hail industry participant providing street-hail services may vary —
- (a) the amount in the distance rate specified in paragraph 6(c)(i) or (d)(i) by substituting the amount with another amount for its street-hail services; and
 - (b) the amount for any waiting time specified in paragraph 6(c)(ii) or (d)(ii) by substituting the amount with another amount for its street-hail services.
- (4) Any amount that is in substitution of the amount in the distance rate specified in paragraph 6(c)(i) or (d)(i) or the amount for any waiting time specified in paragraph 6(c)(ii) or (d)(ii) must be —
- (a) the same for all standard taxis owned by the same street-hail service licensee; and
 - (b) the same for all premium taxis owned by the same street-hail service licensee.

Total basic fare

- 8.** The total basic fare for any journey by a standard taxi or premium taxi is —
- (a) the total of all basic unit charges calculated in accordance with this Part; and

(b) the amount displayed on the taximeter.

PART 4 TIME SURCHARGES

Peak period

9. A peak period surcharge is payable for every journey by taxi any part of which is during —

- (a) the period starting at 6 a.m. and ending before 9.30 a.m. on any weekday other than a public holiday, or another period substituted on variation under paragraph 13; or
- (b) the period starting at 6 p.m. and ending before midnight on any day, or another period substituted on variation under paragraph 13.

Peak period surcharge

10.—(1) The peak period surcharge payable for a journey by taxi is 25% of so much of the total basic fare displayed on the taximeter that is attributable to the part of the journey during any peak period, or as varied under paragraph 14.

(2) The peak period surcharge is payable in addition to the total basic fare displayed on the taximeter for a journey and any other surcharge under Part 5 or 6.

Late night hiring period

11. A late night hiring surcharge is payable for every journey by taxi any part of which is during the period starting at midnight of a day and ending before 6 a.m. the next day, or another period substituted on variation under paragraph 13.

Late night hiring surcharge

12.—(1) The late night hiring surcharge payable for a journey by taxi any part of which is during the late night hiring period is 50% of so much of the total basic fare displayed on the taximeter that is

attributable to the part of the journey during the late night hiring period, or as varied under paragraph 14.

(2) The late night hiring surcharge is payable in addition to the total basic fare displayed on the taximeter for a journey and any other surcharge under Part 5 or 6.

Variation of peak period and late night hiring period

13.—(1) Subject to paragraph 5 and sub-paragraph (2), a common pricing scheme may vary —

- (a) any peak period specified in paragraph 9(a) or (b) by substituting another period, or by adding another period; or
- (b) the late night hiring period specified in paragraph 11, by substituting another single period starting at midnight.

(2) Any period that is in substitution of any period specified in paragraph 9 or 11 must be the same for all standard taxis and premium taxis regardless of their owner.

Variation of time surcharges

14.—(1) Subject to paragraph 5 and sub-paragraph (2), a common pricing scheme may vary the peak period surcharge or late night hiring surcharge by substituting the percentage of a journey's total basic fare specified in paragraph 10(1) or 12(1) (as the case may be) with —

- (a) an amount; or
- (b) another percentage of the total basic fare displayed on the taximeter for the journey.

(2) An amount or a percentage that is in substitution of the peak period surcharge or late night hiring surcharge specified in paragraph 10(1) or 12(1) (as the case may be) must be the same for all standard taxis and premium taxis regardless of their owner.

PART 5
LOCATION SURCHARGES

Location surcharges in addition to other fees and charges

15. Every location surcharge for any journey described in this Part is payable in addition to the total basic fare displayed on the taximeter for the journey and any other surcharge under Part 4 or 6.

City Area surcharge

16.—(1) A City Area surcharge is payable for every journey by taxi the hiring of which begins —

- (a) within the Central Business District as described in the Schedule; and
- (b) within the period starting at 5 p.m. and before midnight on any day.

(2) The City Area surcharge payable for a journey described in sub-paragraph (1) is \$3 or as varied by a common pricing scheme under paragraph 17.

Variation of City Area surcharge

17.—(1) Subject to paragraph 5 and sub-paragraph (2), a common pricing scheme may vary —

- (a) the area of the Central Business District as described in the Schedule by substituting another area;
- (b) the period specified in paragraph 16(1)(b) by substituting another period; or
- (c) the amount of the City Area surcharge specified in paragraph 16(2) by substituting another amount.

(2) Any area, period or amount that is in substitution of the area, period or amount specified in paragraph 16 must be the same for all standard taxis and premium taxis regardless of their owner.

Other location surcharges

18.—(1) A location surcharge of the amount prescribed in this paragraph may be payable for every journey by taxi —

- (a) the hiring of which begins, on any day, from any of the following places:
 - (i) within the boundaries of the Changi Airport;
 - (ii) within the boundaries of the Seletar Airport;
 - (iii) the Marina Bay Cruise Centre at 61 Marina Coastal Drive;
 - (iv) a public taxi stand at Gardens by the Bay at Marina Bay;
 - (v) the integrated resort on Sentosa island which is managed by Resorts World at Sentosa Pte. Ltd.;
 - (vi) a public taxi stand at the Singapore Expo Centre at 1 Expo Drive;
 - (vii) the Tanah Merah Ferry Terminal at 50 Tanah Merah Ferry Road;
- (b) the hiring of which begins at the integrated resort at Marina Bay which is managed by Marina Bay Sands Pte. Ltd., on any Sunday or public holiday within the period starting at 6 a.m. and ending before 5 p.m. the same day; or
- (c) the hiring of which ends at the Fuji Xerox Towers at 80 Anson Road during the time referred to in sub-paragraph (7)(b),

if the owner of the location surcharge destination specified in sub-paragraph (a), (b) or (c) (as the case may be) consents to the location surcharge being charged by the street-hail industry participant providing the street-hail service for the journey.

(2) Subject to paragraph 19, the location surcharge payable for every journey the hiring of which begins within the boundaries of the Changi Airport (if charged) is —

(a) \$5 if the hiring of the taxi begins on a Friday, Saturday or Sunday within the period starting at 5 p.m. and ending before midnight; or

(b) \$3 if the hiring of the taxi begins at any other time.

(3) Subject to paragraph 19, the location surcharge payable for every journey the hiring of which begins at the Marina Bay Cruise Centre at 61 Marina Coastal Drive (if charged) is —

(a) \$5 if the hiring of the taxi begins within the period starting at 7 a.m. and ending before 11 a.m. the same day; or

(b) \$3 if the hiring of the taxi begins at any other time.

(4) Subject to paragraph 19, a location surcharge of \$3 is (if charged) payable for every journey, the hiring of which begins at any of the following places, at any time on any day:

(a) within the boundaries of the Seletar Airport;

(b) a public taxi stand at Gardens by the Bay at Marina Bay;

(c) the integrated resort on Sentosa island which is managed by Resorts World at Sentosa Pte. Ltd.;

(d) the Tanah Merah Ferry Terminal at 50 Tanah Merah Ferry Road.

(5) Subject to paragraph 19, a location surcharge of \$2 is payable (if charged) for every journey the hiring of which begins at a public taxi stand at the Singapore Expo Centre at 1 Expo Drive at any time on any day.

(6) Subject to paragraph 19, the location surcharge (where charged) is \$3 for every journey by taxi described in sub-paragraph (1)(b).

(7) The location surcharge that is payable for every journey the hiring of which ends, on any day that is not a Saturday, Sunday or public holiday, at the Fuji Xerox Towers at 80 Anson Road, is (if charged) an amount that is equal to the road-user charge that would have been payable if the taxi had been driven through the gantry —

(a) at the junction of Anson Road and Keppel Road; and

- (b) during the restricted hours within the meaning of the ERP Rules.

Variation of other location surcharges

19.—(1) Subject to paragraph 5 and sub-paragraph (3), where a location surcharge specified in paragraph 18 is charged by a street-hail industry participant providing a street-hail service in respect of any location surcharge destination specified in paragraph 18, that street-hail industry participant may vary —

- (a) the amount of the location surcharge specified in paragraph 18(2), (3), (4) or (5) or (6) by substituting another amount for that street-hail service; or
- (b) the period specified in paragraph 18(1)(b), (2), (3), (4) or (5), by substituting another period for that street-hail service,

if the owner of the location surcharge destination affected by the variation consents to the variation.

(2) Subject to paragraph 5 and sub-paragraph (3), a street-hail industry participant providing a street-hail service may charge a location surcharge for every journey by taxi using its street-hail service, the hiring of which begins or ends (but not both) at a public place not specified in paragraph 18, if the owner of the public place consents to —

- (a) the public place being a location surcharge destination for the street-hail service; and
- (b) the terms of the location surcharge in respect of the street-hail service.

(3) Any —

- (a) variation in relation to a location surcharge destination as described in sub-paragraph (1); and
- (b) location surcharge to be charged for a public place under sub-paragraph (2),

must not be different from the terms of the location surcharge charged by other street-hail industry participants for journeys by taxi (whether

standard taxi or premium taxi), the hiring of which begins or ends (but not both) at that same location surcharge destination or public place, as the case may be.

(4) To avoid doubt, the consent of an owner of a location surcharge destination is not required before a street-hail industry participant providing a street-hail service stops charging a location surcharge in respect of that location surcharge destination.

PART 6

PASSENGER SURCHARGES

Extra passenger surcharge

20.—(1) In addition to the total basic fare payable for a journey by taxi and any other surcharge under Part 4 or 5, an extra passenger surcharge calculated according to sub-paragraph (2) may be payable where more than 4 passengers are carried on the journey by taxi.

(2) The extra passenger surcharge is —

- (a) \$2 for every passenger in excess of 4 carried on the journey; or
- (b) \$9 for every taxi journey where more than 4 passengers are carried on the journey.

(3) For the purposes of sub-paragraph (1) —

- (a) infants in arms are not reckoned as passengers;
- (b) 2 children each below 12 years of age (and who are not infants) are reckoned as one passenger; and
- (c) 3 children each below 12 years of age (and who are not infants) are reckoned as 2 passengers.

Variation of extra passenger surcharge

21.—(1) Subject to sub-paragraph (2), the amount or rate of an extra passenger surcharge, where charged by a street-hail industry participant for a street-hail service it provides, may be varied by the street-hail industry participant by substituting another amount or another rate for that street-hail service.

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- (2) Any variation as described in sub-paragraph (1) —
- (a) may be different for taxis owned by different street-hail service licensees; but
 - (b) must be the same for all taxis owned by the same street-hail service licensee, regardless of model.

PART 7

EXTRA CHARGES

Road-user charges

22. In addition to the total basic fare payable for a journey by taxi, and any other surcharge under Part 4, 5 or 6, the taxi driver may charge an extra charge for road-user charges incurred during the hire of the taxi.

Cashless payment charges

23. In the case where arrangements have been made between the driver and the hirer for a journey's fare to be paid by means other than money, an accounting fee not exceeding 10% of the aggregate of following may be charged:

- (a) the total basic fare displayed on the taximeter for the journey;
- (b) any surcharge under Part 4, 5 or 6 for the journey;
- (c) any road-user charges incurred during the hire of the taxi for the journey.

PART 8

FINAL PROVISIONS

Revocation

24. The Public Transport Council (Taxi Fare Pricing Policy) Order 2016 (G.N. No. S 30/2016) is revoked (called the revoked Order).

Transitional arrangements

25.—(1) Despite paragraph 24, every taxi fare for a taxi service that was lodged with the Council under paragraph 4 of the revoked Order by —

- (a) a licensed taxi service operator providing the taxi service;
or
- (b) a taxi driver licensed under the Road Traffic Act to drive a taxi not owned by a licensed taxi service operator providing the taxi service,

is, excluding any taxi booking fee component lodged, deemed to be the street-hail fare lodged under paragraph 4 of this Order by the person in sub-paragraphs (a) and (b) as if the person were the street-hail industry participant providing the service concerned.

(2) Despite paragraph 24, every taxi fare for a taxi service that was last published in accordance with paragraph 5 of the revoked Order by —

- (a) a licensed taxi service operator providing the taxi service;
or
- (b) a taxi driver licensed under the Road Traffic Act to drive a taxi not owned by a licensed taxi service operator providing the taxi service,

is, excluding any taxi booking fee component so published, deemed to be the street-hail fare published under paragraph 5 of this Order by the person in sub-paragraphs (a) and (b) as if the person were the street-hail industry participant providing the service concerned.

THE SCHEDULE

Paragraphs 16(1)(a) and 17(1)(a)

CENTRAL BUSINESS DISTRICT

All that area the boundary of which starts at Nicoll Highway at the ERP facility between the junction of Nicoll Highway and Republic Avenue and the point where Ophir Road Flyover crosses Nicoll Highway and continuing progressively —

- (1) Generally south-west along Nicoll Highway until its junction with Rochor Road;
- (2) Generally south-east along Rochor Road towards the ERP facility on the slip road into Temasek Boulevard from Rochor Road;
- (3) Generally south-east along an imaginary line around the circumference of Suntec City Mall towards Temasek Avenue;
- (4) Generally south along Temasek Avenue until its junction with Raffles Boulevard;
- (5) Generally east along Raffles Boulevard towards the ERP facility between the junction of Republic Boulevard and Republic Avenue and the junction of Republic Boulevard and Raffles Boulevard on the southbound carriageway;
- (6) Generally south-east along an imaginary straight line towards the banks of Marina Reservoir at Marina Promenade;
- (7) Generally south and east along the banks of Marina Promenade until its junction with Bayfront Bridge;
- (8) Generally south and along Bayfront Bridge towards Sheares Avenue;
- (9) Generally south along Sheares Avenue towards the ERP facility between the point where East Coast Parkway meets Sheares Avenue and the junction of Sheares Avenue and Sheares Link on the westbound carriageway;
- (10) Generally south-west along Sheares Avenue until its junction with Central Boulevard;
- (11) Generally south-east along Central Boulevard until the ERP facility between the junction of Central Boulevard and Marina Gardens Drive and the junction of Central Boulevard and Sheares Avenue on the northbound carriageway;
- (12) Generally north-west along Central Boulevard from the ERP facility between the junction of Central Boulevard and Marina Gardens Drive and the junction of Central Boulevard and Sheares Avenue on the northbound carriageway until its junction with Sheares Avenue;

THE SCHEDULE — *continued*

- (13) Generally south-west along an imaginary straight line until Marina Coastal Expressway;
- (14) Generally west along Marina Coastal Expressway until its junction with Keppel Road;
- (15) Generally west along Keppel Road until its junction with Cantonment Road;
- (16) Generally north-east along Cantonment Road until its junction with Cantonment Close;
- (17) Generally east and north around the circumference of The Pinnacle @ Duxton until the junction of Neil Road and Cantonment Road;
- (18) Generally north-west along Cantonment Road until its junction with Eu Tong Sen Street;
- (19) Generally north-east towards the ERP facility between the junction of Eu Tong Sen Street and Cantonment Road and the point where Eu Tong Sen Street meets Pearl's Hill Terrace on Eu Tong Sen Street on the northbound carriageway;
- (20) Generally north-east along Eu Tong Sen Street until Lot TS22-00178W;
- (21) Generally north-west and north-east around the circumference of Lot TS22-00178W towards Pearl's Hill Terrace;
- (22) Generally north along Pearl's Hill Terrace until 18 Pearl's Hill Terrace;
- (23) Generally north-east and north-west around the circumference of 18 Pearl's Hill Terrace;
- (24) Generally north along an imaginary straight line through Pearl's Hill City Park until its junction with Pearl's Hill Road;
- (25) Generally north-east along Pearl's Hill Road until its junction with Upper Cross Street;
- (26) Generally north-east and north-west along Upper Cross Street until its junction with Chin Swee Road;
- (27) Generally north-east along an imaginary line towards the ERP facility between the junction of Havelock Road and Clemenceau Avenue and the junction of Havelock Road and Magazine Road on Havelock Road;
- (28) Generally north-east along an imaginary line towards the ERP facility between the junction of Merchant Road and Clemenceau Avenue and the point where the Central Expressway slip road exiting to Merchant

THE SCHEDULE — *continued*

- Road meets Merchant Road on Merchant Road on the southbound carriageway;
- (29) Generally north-east and north along Clemenceau Avenue until its junction with Oxley Rise;
 - (30) Generally north-west along Oxley Rise towards Eber Road;
 - (31) Generally west along Eber Road towards Exeter Road;
 - (32) Generally north-west along Exeter Road towards Devonshire Road;
 - (33) Generally north-west along Devonshire Road towards Orchard Boulevard;
 - (34) Generally north-west along Orchard Boulevard until its junction with Orchard Link;
 - (35) Generally north-east along Orchard Link towards the ERP facility between the junction of Orchard Link and Orchard Road and the junction of Orchard Link and Somerset Road on Orchard Link on the northbound carriageway;
 - (36) Generally north-east along Orchard Link past the ERP facility between the junction of Orchard Link and Orchard Road and the junction of Orchard Link and Somerset Road on Orchard Link on the northbound carriageway until its junction with Orchard Turn;
 - (37) Generally north-west along Orchard Turn until the ERP facility after the entrance into Orchard Turn from Orchard Boulevard on Orchard Turn on the northbound carriageway;
 - (38) Generally north-east along an imaginary line in between Ion Orchard and Wisma Atria until Orchard Road;
 - (39) Generally north-west along Orchard Road until the ERP facility between the junction of Orchard Road and Scotts Road and the junction of Orchard Road and Mount Elizabeth on Orchard Road;
 - (40) Generally south-west along Orchard Road from the ERP facility between the junction of Orchard Road and Scotts Road and the junction of Orchard Road and Mount Elizabeth on Orchard Road until the area separating Tang Plaza from Lucky Plaza;
 - (41) Generally north-east and north-west along an imaginary line along the area separating Tang Plaza from Lucky Plaza and along the rear of Scotts Square, Grand Hyatt Singapore and Far East Plaza until Mount Elizabeth;

THE SCHEDULE — *continued*

- (42) Generally north-west along Mount Elizabeth until the end of Mount Elizabeth;
- (43) Generally north-east, east and south along an imaginary line around High Point and the rear of Ritz-Carlton Residences, Singapore, Cairnhill, Elizabeth Heights and Cairnhill Plaza towards the ERP facility between the point where Cairnhill Road meets Cairnhill Circle and the junction of Cairnhill Road and Mount Elizabeth Link Road on Cairnhill Road on the southbound carriageway;
- (44) Generally south-east and north-east along an imaginary line around the circumference of Cairnhill Crest towards Cairnhill Circle;
- (45) Generally east along an imaginary straight line until the rear of 166 Emerald Hill Road;
- (46) Generally south along an imaginary line from the rear of 166 Emerald Hill Road until the rear of 57 Cuppage Road;
- (47) Generally south-east along an imaginary line from the rear of 57 Cuppage Road towards Cavenagh Road;
- (48) Generally south-east along Cavenagh Road until its junction with Kramat Road;
- (49) Generally south-east along Kramat Road towards the ERP facility between the slip road from Kramat Road into the Central Expressway and the junction of Kramat Road and Cavenagh Road on Kramat Road;
- (50) Generally south-east along Kramat Road past the ERP facility between the slip road from Kramat Road into the Central Expressway and the junction of Kramat Road and Cavenagh Road on Kramat Road until its junction with Buyong Road;
- (51) Generally south along Buyong Road until its junction with Orchard Road;
- (52) Generally east along Orchard Road until Plaza Singapura;
- (53) Generally north-east along an imaginary line from the circumference of Plaza Singapura until Sophia Road;
- (54) Generally north-east along Sophia Road until its junction with Mackenzie Road;
- (55) Generally north-east along Mackenzie Road until 131 Mackenzie Road;
- (56) Generally south-east along an imaginary line from 131 Mackenzie Road towards Mount Emily Road;

THE SCHEDULE — *continued*

- (57) Generally south-east along Mount Emily Road for a distance of approximately 70 metres;
 - (58) Generally north-east along an imaginary straight line towards Mackenzie Road;
 - (59) Generally south-east along Mackenzie Road until its junction with Selegie Road;
 - (60) Generally north-east along Selegie Road until its junction with Rochor Canal Road;
 - (61) Generally south-east along Rochor Canal Road until its junction with Rochor Road;
 - (62) Generally south-east along Rochor Road until its junction with Nicoll Highway; and
 - (63) Generally north-east along Nicoll Highway until the ERP facility between the junction of Nicoll Highway and Republic Avenue and the point where Ophir Road Flyover crosses Nicoll Highway,
- and which is more particularly demarcated in the map below.

THE SCHEDULE — *continued*

Made on 27 October 2020.

RICHARD MAGNUS
Chairman,
Public Transport Council,
Singapore.

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