No. S 7

ACTIVE MOBILITY ACT 2017
(ACT 3 OF 2017)

ACTIVE MOBILITY
(OASIS TERRACES — EXEMPTION)
ORDER 2021

ARRANGEMENT OF PARAGRAPHS

Paragraph

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 (Oasis Terraces — Exemption) Order 2021.

(2) This Order is in force for the period between 7 January 2021 and 6 January 2022 (both dates inclusive).

[S 500/2021 wef 05/07/2021]

Definitions

2. In this Order —

"specified footpath" means any footpath within the area bounded by the black lines in the maps set out in Part 1 of the Schedule;

[S 101/2021 wef 17/02/2021]

[S 500/2021 wef 05/07/2021]

"specified motor vehicle" means an autonomous motor vehicle that —

> (a) is known as a Camello (model: CAMELLO); and

> (b) has complied with the requirements of the test known as the Supervised Trial Readiness Assessment (Provisional Version) 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;
>
> [S 101/2021 wef 17/02/2021]

"specified shared path" means —

> (a) the part of the shared path specified in item 57 of the Third Schedule to the Active Mobility (Shared Paths) Order 2018 (G.N. No. S 260/2018), and which is more particularly delineated by the black lines in Map 1 set out in Part 2 of the Schedule; and

> (b) the part of the shared path specified in item 71 of the Third Schedule to the Active Mobility (Shared Paths) Order 2018, and which is more particularly delineated by the black line in Map 2 set out in Part 2 of the Schedule.
>
> [S 500/2021 wef 05/07/2021]

Exemption for driving specified motor vehicle

3. Sections 16(1)(*b*) and 17(1) of the Act do not apply to an individual who drives a specified motor vehicle on a specified footpath or specified shared path under the following conditions:

> (a) the individual (called in this Order the safety operator) is authorised by OTSAW Digital Pte Ltd (UEN 201511868R) to use the specified motor vehicle;

> (b) the safety operator —

>> (i) must, when the specified motor vehicle is in motion, be close enough to conduct an emergency stop if required;

(ii) must take manual control of the specified motor vehicle when it is driven across a pedestrian crossing or informal crossing; and

(iii) must only be engaged in the following activities when the specified motor vehicle is travelling in autonomous mode:

(A) monitor the movement of the specified motor vehicle and its surroundings;

(B) take manual control of the specified motor vehicle when a failure of the autonomous system of the vehicle or other emergency is detected;

(*c*) the specified motor vehicle is only driven —

(i) for the purpose of transporting goods;

(ii) from 7 a.m. to 10 p.m. daily; and

[S 500/2021 wef 05/07/2021]

(iii) at a speed not exceeding 5 km/h;

(*d*) there is in force a policy of insurance in relation to the specified motor vehicle insuring against any liability in respect of the death of or bodily injury sustained by any person, or property damage suffered by any person, caused by or arising out of the use of the specified motor vehicle;

(*e*) the risk under the policy of insurance mentioned in sub-paragraph (*d*) is assumed by an insurer who, at the time of the issuance of the policy, is lawfully carrying on an insurance business in Singapore.

[S 101/2021 wef 17/02/2021]

THE SCHEDULE

Paragraph 2

PART 1

SPECIFIED FOOTPATHS

MAP 1

THE SCHEDULE — *continued*

MAP 2

PART 2

SPECIFIED SHARED PATHS

MAP 1

MAP 2

[S 500/2021 wef 05/07/2021]

Made on 6 January 2021.

LOH NGAI SENG
Permanent Secretary,
Ministry of Transport,
Singapore.

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