
First published in the *Government Gazette*, Electronic Edition, on 20 October 2022 at 5 pm.

No. S 810

ACTIVE MOBILITY ACT 2017

ACTIVE MOBILITY (M.A.T.A.R. DEPLOYMENT — EXEMPTION) (NO. 3) ORDER 2022

ARRANGEMENT OF PARAGRAPHS

Paragraph

1. Citation and period in force
 2. Definitions
 3. Exemption for driving specified motor vehicle
The Schedule
-

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 (M.A.T.A.R. Deployment — Exemption) (No. 3) Order 2022.

(2) This Order is in force for the period from 21 October 2022 to 31 May 2023 (both dates inclusive).

[S 252/2023 wef 30/04/2023]

Definitions

2. In this Order —

“Home Team Science and Technology Agency” means the Home Team Science and Technology Agency established by the Home Team Science and Technology Agency Act 2019;

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

“specified motor vehicle” means an autonomous motor vehicle that —

- (a) is known as a Multi-purpose All Terrain Autonomous Robot of the model M.A.T.A.R. 4.0; and
- (b) has complied with the requirements of the test known as the Supervised Trial Readiness Assessment for Autonomous Vehicles on Public Paths that is jointly administered by the Authority and the Centre of Excellence for Testing & Research of Autonomous Vehicles — NTU (CETRAN);

“specified period” means the period from 21 October 2022 to 31 May 2023 (both dates inclusive).

[S 252/2023 wef 30/04/2023]

Exemption for driving specified motor vehicle

3. Section 16(1)(b) of the Act does not apply to an individual who drives a specified motor vehicle on a specified footpath under the following conditions:

- (a) the individual (called in this Order the safety operator) is authorised by the Home Team Science and Technology Agency to drive the specified motor vehicle;
- (b) the safety operator —
 - (i) when the specified motor vehicle is in motion — must be close enough to the specified motor vehicle to conduct an emergency stop if required;
 - (ii) when the specified motor vehicle is driven across a pedestrian crossing or an informal crossing — must take manual control of the specified motor vehicle; and
 - (iii) when the specified motor vehicle is in motion with its autonomous system activated — must only engage in the following activities:
 - (A) monitoring the movement of the specified motor vehicle and its surroundings;

-
-
- (B) taking 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 a trial along the specified footpath;
 - (ii) during the specified period; and
 - (iii) at a speed not exceeding 5 km/h;
- (d) there is in force, at any time the specified motor vehicle is used in connection with the purpose mentioned in sub-paragraph (c)(i), a policy of insurance insuring against any liability in respect of —
- (i) the death of or bodily injury sustained by any person (other than the safety operator); and
 - (ii) any property damage suffered by any person (other than the safety operator),
- 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 the policy is issued, is lawfully carrying on an insurance business in Singapore.

THE SCHEDULE

Paragraph 2

SPECIFIED FOOTPATH



Made on 19 October 2022.

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

[LTA/L18.056.002/DH/PSL/EO.MATAR.22.3; AG/LEGIS/SL/2C/
2020/1 Vol. 10]