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ROAD TRAFFIC ACT
(CHAPTER 276)

ROAD TRAFFIC
(ELECTRONIC ROAD PRICING SYSTEM)
RULES 2015

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In exercise of the powers conferred by sections 34D and 140(1) of the Road Traffic Act, the Minister for Transport makes the following Rules:

PART 1
PRELIMINARY

Citation and commencement

1. These Rules may be cited as the Road Traffic (Electronic Road Pricing System) Rules 2015 and come into operation on 21 April 2015.

Definitions

2. In these Rules, unless the context otherwise requires —

“card machine” means a machine designated by the Registrar for recording information in an electronic form on a vehicle entry card and for deducting any toll, vehicle entry fee or road-user charge from a vehicle entry card;

“credit card” has the same meaning as in Part VIII of the Banking Act (Cap. 19);

“ERP” is the abbreviation for Electronic Road Pricing;

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- “ERP card” means a stored-value card which, when used by a person with an in-vehicle unit in a motor vehicle, results in the appropriate amount of road-user charge being automatically debited against the stored value of the card when the vehicle is ridden, driven or moved into a specified entry point on a specified road during the restricted hours;
- “ERP facility” means any electronic or computerised facility installed or caused to be installed by the Authority at any specified entry point on a road under section 34C of the Act;
- “in-vehicle unit” means a transponder or any other device as approved by the Registrar which is installed in a motor vehicle to facilitate the levying and payment of road-user charges by electronic means;
- “motor car” means a motor vehicle described in section 4(1)(d) and (e) of the Act;
- “participating bank” means a bank or financial institution which has entered into an arrangement with the Authority to provide for the payment of road-user charges by credit card;
- “relevant checkpoint” means the Immigration Checkpoint at Woodlands, the Immigration Checkpoint at Tuas or the Changi Ferry Terminal;
- “restricted hours” means the periods, as specified in the First Schedule, during which a road-user charge will be levied for riding, driving or moving a motor vehicle into a specified entry point on a specified road;
- “specified entry point”, in relation to a specified road, means the entry point as specified in the First Schedule;
- “specified road” means any of the roads as specified in the First Schedule;
- “stored value” means —
- (a) in relation to an ERP card, the amount of money standing to the credit of the person to whom the card has been issued and against which payments of road-user charges are automatically debited when the

card is used with the in-vehicle unit installed in a motor vehicle; or

(b) in relation to a vehicle entry card, the amount of money standing to the credit of the card;

“toll” means the toll payable for the use of the Johore Bahru — Woodlands Causeway or the Second Crossing under the Road Traffic (Collection of Toll at Woodlands and Tuas Checkpoints) Rules (R 12);

“vehicle entry card” means a vehicle entry card issued under rule 18A(3), 19(3), 22C(2) or 22IB(3) of the Road Traffic (International Circulation) Rules (R 7);

[S 674/2019 wef 07/10/2019]

“vehicle entry fee” means the fee payable for a vehicle entry permit granted under Part IV of the Road Traffic (International Circulation) Rules.

PART 2

IN-VEHICLE UNITS

Motor vehicles to be installed with in-vehicle units

3.—(1) A person must not, during the restricted hours, ride, drive or move a motor vehicle into a specified entry point on a specified road unless the vehicle is installed with the appropriate type of in-vehicle unit in accordance with the Second Schedule.

(2) The Registrar must keep a record of the serial numbers of all in-vehicle units which have been installed in motor vehicles under these Rules.

Installation, repair, replacement, etc., of in-vehicle units to be carried out by authorised persons

4.—(1) A person must not do any of the following, unless the person is authorised to do so by the Registrar:

(a) install an in-vehicle unit in a motor vehicle;

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- (b) remove an in-vehicle unit which has been installed in a motor vehicle;
 - (c) replace an in-vehicle unit which has been installed in a motor vehicle with another in-vehicle unit (whether of the same type or of another type);
 - (d) carry out any maintenance or repair works to, or otherwise tamper with, adjust, alter or modify, an in-vehicle unit which has been installed in a motor vehicle;
 - (e) manufacture or assemble an in-vehicle unit;
 - (f) sell or supply or offer to sell or supply an in-vehicle unit.

(2) Any person who contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000 or to imprisonment for a term not exceeding 12 months or to both.

(3) Paragraph (1)(a), (b) and (c) does not apply to an in-vehicle unit of Types 1A and 2A as specified in the Second Schedule.

(4) The Registrar may, in his discretion and upon an application being made by the registered owner of a motor vehicle (called in this paragraph the old vehicle), allow the in-vehicle unit which has been installed in the old vehicle to be removed from that vehicle and installed in another vehicle (called in this paragraph the new vehicle) if the Registrar is satisfied that —

- (a) the old vehicle has been de-registered or the applicant undertakes to de-register the old vehicle within a time specified by the Registrar;
- (b) the old vehicle and the new vehicle belong to the same class of vehicle; and
- (c) the new vehicle is or will be registered in the name of the applicant.

PART 3

LEVYING OF ROAD-USER CHARGE

Road-user charge to be paid during restricted hours

5. A road-user charge of the appropriate amount as specified in the First Schedule is payable on every occasion a motor vehicle is ridden, driven or moved into a specified entry point on a specified road during the restricted hours.

Payment of road-user charge

- 6.—(1) The road-user charge for a motor vehicle is to be paid —
- (a) using an ERP card with sufficient stored value inserted in the in-vehicle unit installed in the motor vehicle;
 - (b) using a credit card or debit card which has been registered in advance with a participating bank and approved by the bank and the Registrar for the payment of road-user charges (called in these Rules a registered credit card or a registered debit card, as the case may be);
 - (c) through General Inter-bank Recurring Order which has been arranged in advance with a participating bank and approved by the bank and the Registrar for the payment of road-user charges (called in these Rules an approved GIRO arrangement); or
 - (d) out of funds deposited in advance for payment of road-user charges with the Authority or such person as the Authority may designate.
- (2) The appropriate amount of road-user charge payable under rule 5 is to be —
- (a) debited in its entirety against the stored value of an ERP card inserted in the in-vehicle unit of the motor vehicle; or
 - (b) where an ERP card is not inserted in the in-vehicle unit of the motor vehicle or the ERP card inserted has a stored value that is insufficient to pay for the road-user charge —

- (i) charged in its entirety to a registered credit card or a registered debit card, as the case may be;
- (ii) paid through an approved GIRO arrangement; or
- (iii) paid out of the deposited funds referred to in paragraph (1)(d).

PART 4

OFFENCES AND OTHER MISCELLANEOUS PROVISION

Unlawful entry into specified entry point

7.—(1) Subject to paragraphs (3) and (6), any person who during the restricted hours rides, drives or moves a motor vehicle into a specified entry point on a specified road when —

- (a) there is no in-vehicle unit installed in the vehicle;
- (b) the in-vehicle unit in the vehicle has not been properly installed in accordance with the Second Schedule;
- (c) the in-vehicle unit installed in the vehicle is defective;
- (d) the in-vehicle unit installed in the vehicle has been unlawfully taken from another motor vehicle;
- (e) the in-vehicle unit in the vehicle has been installed, repaired, tampered with, adjusted, altered or modified in contravention of rule 4;
- (f) no ERP card with sufficient stored value to pay the road-user charge payable has been properly inserted in the in-vehicle unit of the vehicle; or
- (g) the ERP card being used by the person with the in-vehicle unit is a forgery or is defective,

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$1,000 or to imprisonment for a term not exceeding 3 months or to both.

(2) Where the Registrar has reason to believe that a person has not made payment of the applicable road-user charge in the manner

required under rule 6(1), the Registrar may by notice in writing require the person to pay, within such time and in such manner as may be specified in the notice, the road-user charge incurred by him and —

- (a) in a case where payment is made directly to the Authority or at any post office (whether by cheque, cash or NETS), an administrative charge of \$10; or
 - (b) in a case where payment is made in any other manner specified in the notice, an administrative charge of \$8.
- (3) If a person makes payment of the road-user charge and administrative charge in accordance with paragraph (2), the person shall not be guilty of an offence under paragraph (1)(f).
- (4) The Registrar may, in the Registrar's discretion, waive in whole or in part the administrative charge referred to in paragraph (2).
- (5) Any person who, during the restricted hours, rides, drives or moves a motor vehicle from an area outside a specified entry point on a specified road to an area within the specified entry point in such a manner as to avoid riding, driving or moving the motor vehicle into the specified entry point and thereby evades payment of the road-user charge levied in respect of that specified entry point shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000 or to imprisonment for a term not exceeding 6 months or to both.
- (6) It is a defence in any prosecution for a contravention of, or non-compliance with —

- (a) paragraph (1)(b), (c), (d), (e), (f) or (g) for the person charged to prove to the satisfaction of the court that he or she did not know nor could reasonably have discovered the contravention or non-compliance referred to in the charge; or
- (b) paragraph (1)(c), (e) or (g) involving the use of a defective in-vehicle unit or a defective ERP card, as the case may be, for the person charged to prove to the satisfaction of the court that the defect in the in-vehicle unit or ERP card

occurred through no fault of his or hers in the course of the journey during which the offence was committed.

Interference, etc., with transmission of signals

8.—(1) Any person who, without lawful authority, does any act which prevents, obstructs or interferes with the transmission of signals between the in-vehicle unit installed in any motor vehicle and any ERP facility shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000 or to imprisonment for a term not exceeding 6 months or to both.

(2) Any person who, without lawful authority, hinders by any means and to any extent, the view of any of the identification marks of any vehicle in respect of which an offence under these Rules has been committed and who in so doing obstructs the identification of the vehicle shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000 or to imprisonment for a term not exceeding 6 months or to both.

(3) It is a defence in any prosecution for a contravention of paragraph (1) for the person charged to prove to the satisfaction of the court that the defendant did not know nor could the defendant reasonably have discovered the contravention referred to in the charge.

Electronic road pricing sign

9. An electronic road pricing sign as set out in the Third Schedule is to be placed at the approach to a specified entry point on a road.

PART 5

MOTOR CARS NOT REGISTERED UNDER ACT

Motor cars not registered under Act need not be installed with in-vehicle units

10.—(1) Despite rule 3(1), any person may drive or move a motor car not registered under the Act into a specified entry point on a

specified road during the restricted hours even though the motor car is not installed with an in-vehicle unit.

(2) Rules 3(2) and 4 to 8 do not apply in relation to a motor car not registered under the Act unless that motor car is installed with an in-vehicle unit.

Daily road-user charge

11. A road-user charge of \$5 is payable for each day on which a motor car not registered under the Act and not installed with an in-vehicle unit is driven or moved into any number of specified entry points on one or more specified roads during the restricted hours.

Payment of road-user charge

12.—(1) The driver of a motor car in respect of which a road-user charge referred to in rule 11 is payable must, when leaving Singapore by way of a relevant checkpoint, insert the vehicle entry card in relation to that motor car into a card machine at the relevant checkpoint so that such road-user charge may be deducted from the stored value of the card.

(2) Upon completion of the transaction referred to in paragraph (1), the driver may obtain a receipt setting out particulars of the transaction from a designated terminal of the Authority at the relevant checkpoint.

(3) Where the vehicle entry card or card machine is defective, the road-user charge must be paid in such manner as the Registrar considers appropriate.

(4) The Registrar may, in such circumstances as the Registrar considers appropriate, permit the road-user charge to be paid in any other manner.

(5) The Registrar may prohibit the entry into or exit from Singapore of any motor car if the road-user charge for that motor car is in arrears.

[S 410/2017 wef 20/07/2017]

Offences

13.—(1) Any person who, when bringing or attempting to bring a motor car in respect of which a road-user charge referred to in rule 11 is payable out of Singapore —

- (a) fails to comply with rule 12(1);
- (b) in purported compliance with rule 12(1), inserts into a card machine at the relevant checkpoint a vehicle entry card the stored value of which is less than the road-user charge payable under rule 11 after deducting any toll for that motor car,

shall be guilty of an offence.

(2) Where the Registrar or an authorised officer has reason to believe that a person has committed an offence under paragraph (1) —

- (a) the Registrar or authorised officer may, by notice or otherwise, require the person to pay, in such manner as the Registrar may require, the road-user charge payable under rule 11 by the person and an administrative charge of \$10; and
- (b) if the person complies with the requirement under sub-paragraph (a), the person shall not be guilty of the offence.

(3) In any proceedings for an offence under paragraph (1)(b), it is a defence for the defendant to prove —

- (a) that the road-user charge, or any road-user charge that cannot be deducted from the stored value of the vehicle entry card under rule 12(1), was not incurred by the defendant; or
- (b) that the defendant did not know and could not reasonably have discovered that the stored value of the vehicle entry card was insufficient.

(4) In this rule, “authorised officer” means an officer authorised by the Registrar to administer and enforce this Part.

Revocation

14. The Road Traffic (Electronic Road Pricing System) Rules 2011 (G.N. No. S 97/2011) are revoked.

FIRST SCHEDULE

Rules 2 and 5

SPECIFIED ROADS, SPECIFIED ENTRY POINTS,
RESTRICTED HOURS AND AMOUNTS OF
ROAD-USER CHARGE PAYABLE

PART 1

CENTRAL EXPRESSWAY 2

Division 1

SPECIFIED ROADS AND SPECIFIED ENTRY POINTS

First column

Second column

Specified roads

Specified entry points

1. Central Expressway
(OSID 35)

Between the slip road from Ang Mo Kio Avenue 1 into the Central Expressway and the slip road into the Central Expressway from Braddell Road on the Central Expressway on the southbound carriageway.

Division 2

CHARGES ON WEEKDAYS

Amount of road-user charge payable on any day from Monday to Friday from 8 a.m. but before 9 a.m., not being a public holiday.

FIRST SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>		
	<i>Restricted hours and amount of road-user charge payable</i>		
<i>Types of vehicles</i>	<i>From</i>	<i>From</i>	<i>From</i>
	<i>8 a.m. but before 8.05 a.m.</i>	<i>8.05 a.m. but before 8.55 a.m.</i>	<i>8.55 a.m. but before 9 a.m.</i>
1. Motor cycles, scooters, mopeds and motor cycles with sidecars, registered in Singapore or elsewhere	\$0.25	\$0.50	\$0.25
2. Motor cars registered in Singapore or elsewhere, taxis registered elsewhere and goods vehicles registered elsewhere, the maximum laden weight of which does not exceed 3.5 metric tons	\$0.50	\$1	\$0.50
3. Motor vehicles licensed under the Act as taxis	\$0.50	\$1	\$0.50
4. Goods vehicles registered in Singapore, the maximum laden weight of which does not exceed 3.5 metric tons	\$0.50	\$1	\$0.50
5. Goods vehicles registered in Singapore or elsewhere, the maximum laden weight of which exceeds 3.5 metric tons but does not exceed 16 metric tons	\$0.75	\$1.50	\$0.75
6. Goods vehicles registered in Singapore or elsewhere, the maximum laden weight of which exceeds 16 metric tons, and construction equipment and engineering plants registered in Singapore or elsewhere	\$1	\$2	\$1
7. Buses registered in Singapore or elsewhere constructed for the carriage of not more than 30 passengers (excluding the driver)	\$0.75	\$1.50	\$0.75

FIRST SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>		
	<i>Restricted hours and amount of road-user charge payable</i>		
	<i>From 8 a.m. but before 8.05 a.m.</i>	<i>From 8.05 a.m. but before 8.55 a.m.</i>	<i>From 8.55 a.m. but before 9 a.m.</i>
<i>Types of vehicles</i>			
8. Buses registered in Singapore or elsewhere constructed for the carriage of more than 30 passengers (excluding the driver)	\$1	\$2	\$1

PART 2

NORTHBOUND CENTRAL EXPRESSWAY 1

Division 1

SPECIFIED ROADS AND SPECIFIED ENTRY POINTS

<i>First column</i>	<i>Second column</i>
<i>Specified roads</i>	<i>Specified entry points</i>
1. Northbound Central Expressway (OSID 46)	Between the Pan-Island Expressway and Braddell Road entering into the Central Expressway on the northbound carriageway.
2. Northbound Central Expressway (OSID 67)	On the slip road from the Pan-Island Expressway into the Central Expressway on the northbound carriageway.

Division 2

CHARGES ON WEEKDAYS

Amount of road-user charge payable on any day from Monday to Friday from 6 p.m. but before 7 p.m., not being a public holiday or the eve of the New Year, Lunar New Year, Hari Raya Puasa, Deepavali or Christmas.

FIRST SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>		
	<i>Restricted hours and amount of road-user charge payable</i>		
<i>Types of vehicles</i>	<i>From 6 p.m. but before 6.05 p.m.</i>	<i>From 6.05 p.m. but before 6.55 p.m.</i>	<i>From 6.55 p.m. but before 7 p.m.</i>
	1. Motor cycles, scooters, mopeds and motor cycles with sidecars, registered in Singapore or elsewhere	\$0.25	\$0.50
2. Motor cars registered in Singapore or elsewhere, taxis registered elsewhere and goods vehicles registered elsewhere, the maximum laden weight of which does not exceed 3.5 metric tons	\$0.50	\$1	\$0.50
3. Motor vehicles licensed under the Act as taxis	\$0.50	\$1	\$0.50
4. Goods vehicles registered in Singapore, the maximum laden weight of which does not exceed 3.5 metric tons	\$0.50	\$1	\$0.50
5. Goods vehicles registered in Singapore or elsewhere, the maximum laden weight of which exceeds 3.5 metric tons but does not exceed 16 metric tons	\$0.75	\$1.50	\$0.75
6. Goods vehicles registered in Singapore or elsewhere, the maximum laden weight of which exceeds 16 metric tons, and construction equipment and engineering plants registered in Singapore or elsewhere	\$1	\$2	\$1
7. Buses registered in Singapore or elsewhere constructed for the carriage of not more than 30 passengers (excluding the driver)	\$0.75	\$1.50	\$0.75

FIRST SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>		
	<i>Restricted hours and amount of road-user charge payable</i>		
	<i>From 6 p.m. but before 6.05 p.m.</i>	<i>From 6.05 p.m. but before 6.55 p.m.</i>	<i>From 6.55 p.m. but before 7 p.m.</i>
<i>Types of vehicles</i>			
8. Buses registered in Singapore or elsewhere constructed for the carriage of more than 30 passengers (excluding the driver)	\$1	\$2	\$1

[S 593/2020 wef 27/07/2020]

SECOND SCHEDULE

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

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

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Description of vehicle</i>	<i>Type of in-vehicle unit</i>	<i>Manner in which in-vehicle unit is to be installed</i>
1. Motor cycle, scooter, moped or motor cycle with side-car, registered in Singapore or elsewhere.	Type 1 and Type 1A	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, taxis 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	Type 2 and 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.

SECOND SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Description of vehicle</i>	<i>Type of in-vehicle unit</i>	<i>Manner in which in-vehicle unit is to be installed</i>
horse float, registered in Singapore or elsewhere, the maximum laden weight of which does not exceed 3.5 metric tons.		
3. Motor vehicle licensed under the Act as a taxi.	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.
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 seating 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 seating 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	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.

SECOND SCHEDULE — *continued*

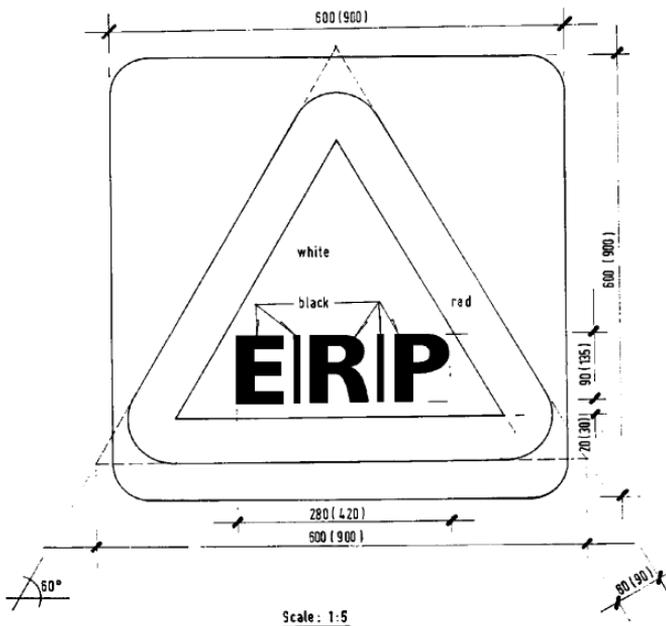
<i>First column</i>	<i>Second column</i>	<i>Third column</i>
<i>Description of vehicle</i>	<i>Type of in-vehicle unit</i>	<i>Manner in which in-vehicle unit is to be installed</i>
5. Motor vehicle licensed under the Act as an excursion bus, an omnibus, a private bus, a school bus or a private hire bus, the maximum seating 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 seating capacity of which exceeds 30 persons (excluding the driver) or the maximum laden weight of which exceeds 16 metric tons.	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.
6. A motor vehicle registered, licensed or otherwise approved for use in Singapore under the Act as an ambulance, 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 (Cap. 42)).	Type 6	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.

[S 132/2017 wef 01/04/2017]

THIRD SCHEDULE

Rule 9

ELECTRONIC ROAD PRICING SIGN



Note: Dimensions in brackets are for signs installed on expressway

Made on 17 April 2015.

PANG KIN KEONG
 Permanent Secretary,
 Ministry of Transport,
 Singapore.

[LTA/LEGL/L18.029.002.04.15/NN/TS; AG/LLRD/SL/276/2010/5
 Vol. 6]

(To be presented to Parliament under section 141(1) of the Road
 Traffic Act).