

FACTSHEET

Fare Adjustment Formula

$0.5cCPI + 0.4WI + 0.1EI - 0.1\% + NCF$
 2020 maximum allowable fare adjustment quantum = 4.4%

Core Consumer Price Index (cCPI): the change in core Consumer Price Index over preceding year; 1.0% in 2019.

Wage Index (WI): the change in Average Monthly Earnings (Annual National Average) over the preceding year, adjusted to account for any change in the employer’s CPF contribution rate; 2.6% in 2019.

Energy Index (EI): the change in Energy Index which is a composite of cost changes in electricity and diesel; -9.4% in 2019.

0.1%: Productivity Extraction factor set for 2018 to 2022.

Network Capacity Factor (NCF): the change in NCF over preceding year, which means capacity provision relative to passenger demand for the entire public transport system; 3.9% in 2019

1. The Public Transport Council (PTC), in deciding the fare adjustment this year, was guided by the fare formula applicable from 2018 to 2022. The maximum allowable fare adjustment quantum to be considered for this year’s exercise is 4.4%. PTC has decided to roll over the fare formula output of 4.4% in full to the next Fare Review Exercise.

2. The fare adjustment formula protects the interests of commuters by capping the adjustment, rather than leaving it to the operators to pass all costs through to commuters to bear. The fare formula output is contingent on the movement of its component indices.

Public Transport Fare Affordability

3. Affordability of public transport fares is tracked by the PTC to ensure that fares remain affordable. Fare affordability is tracked for the second quintile income group households representing the average public transport user, as well as the second decile income group households representing the lower-income public transport user¹.

4. Public transport fares continue to stay affordable. The indicators for second quintile households and second decile households show similar downtrends from 2009 to 2019 (Fig.1). These households have been spending proportionately less of their monthly income on public transport fares in recent years, i.e. public transport has become more affordable for these groups.

¹ Statistically, deciles are groups of data that divide a sample of data into ten groups (or ten deciles) based on a particular variable. The first decile refers to the lowest 10th percentile group; the second decile refers to the 11th – 20th percentile group, and so on. The bottom 60% of households by income make up the majority of public transport users. As such, the second quintile households (21st – 40th percentile) are taken to represent the average or typical public transport commuter, and second decile households (11th – 20th percentile) are taken to represent the lower-income public transport user.

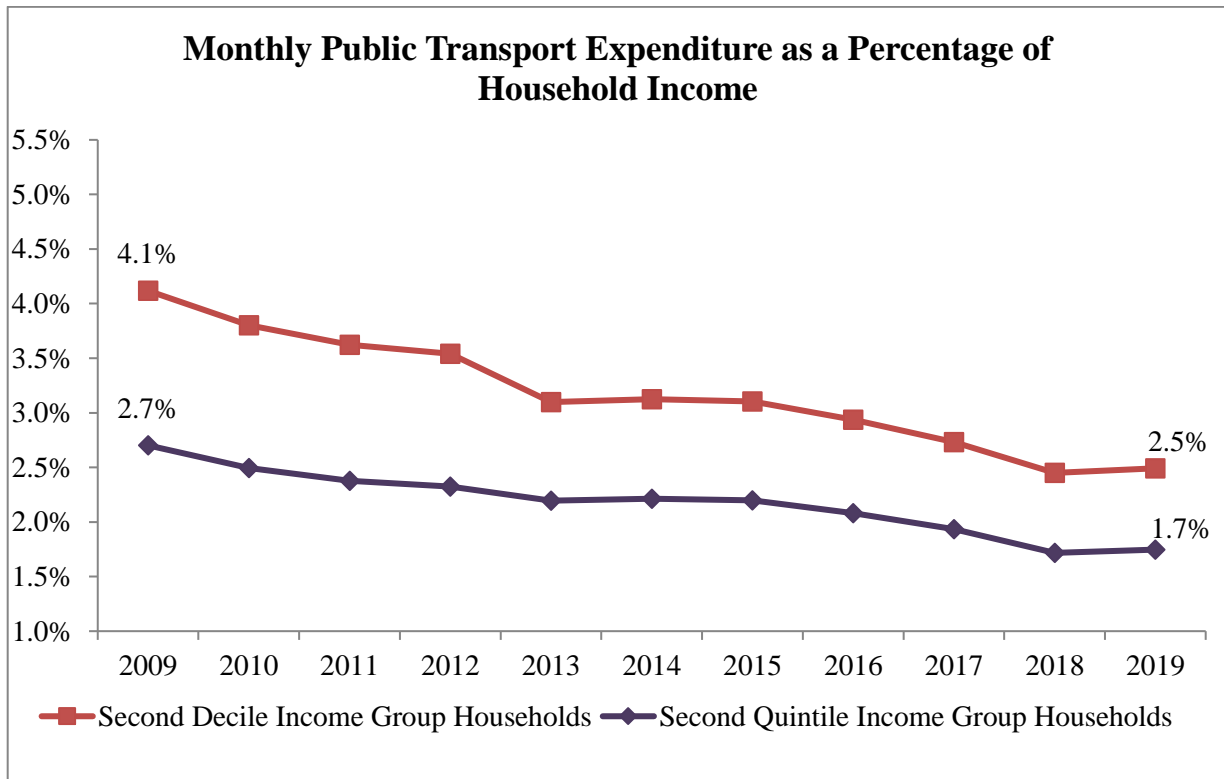


Fig.1 Public Transport Affordability Indicator

Public Transport Fund

5. The PTC, since 2013, had recommended mandatory contributions by the public transport operators to the Public Transport Fund for the years with upward fare adjustments. Given that there is no upward fare adjustment for this exercise, operators are not required to contribute to the Public Transport Fund this year.

Highlights of Public Transport Operators’ Applications

6. SBS Transit applied for a fare adjustment of 4.4%, citing losses in its rail operations and significant cost pressures in areas such as manpower and repairs and maintenance. Operating cost has further increased due to safety measures to deal with the COVID-19 situation. In its latest financial year, SBS Transit’s train segment reported a loss in tens of millions of dollars.

7. Similarly, SMRT Trains applied for a fare adjustment of 4.4%. The operator cited escalating costs to operate an expanding train network with increasing operations and maintenance demands. With the ongoing pandemic, SMRT Trains incurred additional costs to ensure a safe transit environment for commuters. For its latest financial year ended March 2020, SMRT Trains recorded a net loss of around \$20 million after tax.

TRAIN FARES – *remain unchanged*

a) Adult Fare Structure (MRT and LRT)

Distance	Fare Per Ride (cent)		
	Card		Single Trip Ticket
	Tap in Before 7.45 am	Tap in at All Other Timings	
Up to 3.2 km	42	92	170
3.3 km – 4.2 km	52	102	190
4.3 km – 5.2 km	62	112	190
5.3 km – 6.2 km	72	122	190
6.3 km – 7.2 km	81	131	210
7.3 km – 8.2 km	88	138	210
8.3 km – 9.2 km	94	144	210
9.3 km – 10.2 km	98	148	230
10.3 km – 11.2 km	102	152	230
11.3 km – 12.2 km	106	156	250
12.3 km – 13.2 km	110	160	250
13.3 km – 14.2 km	114	164	250
14.3 km – 15.2 km	118	168	250
15.3 km – 16.2 km	122	172	260
16.3 km – 17.2 km	126	176	260
17.3 km – 18.2 km	130	180	260
18.3 km – 19.2 km	134	184	260
19.3 km – 20.2 km	137	187	270
20.3 km – 21.2 km	140	190	270
21.3 km – 22.2 km	143	193	270
22.3 km – 23.2 km	146	196	270
23.3 km – 24.2 km	148	198	280
24.3 km – 25.2 km	150	200	280
25.3 km – 26.2 km	152	202	280
26.3 km – 27.2 km	153	203	280
27.3 km – 28.2 km	154	204	280
28.3 km – 29.2 km	155	205	280
29.3 km – 30.2 km	156	206	280
30.3 km – 31.2 km	157	207	280
31.3 km – 32.2 km	158	208	280
32.3 km – 33.2 km	159	209	280
33.3 km – 34.2 km	160	210	280
34.3 km – 35.2 km	161	211	280
35.3 km – 36.2 km	162	212	280
36.3 km – 37.2 km	163	213	280
37.3 km – 38.2 km	164	214	280
38.3 km – 39.2 km	165	215	280
39.3 km – 40.2 km	166	216	280
Over 40.2 km	167	217	280

b) Senior Citizen Fare Structure (MRT and LRT)

Distance	Card Fare Per Ride (cent)	
	Tap in Before 7.45 am on Weekdays (Excluding Public Holidays)	Tap in at All Other Timings
Up to 3.2 km	9	59
3.3 km – 4.2 km	16	66
4.3 km – 5.2 km	23	73
5.3 km – 6.2 km	30	80
6.3 km – 7.2 km	36	86
Over 7.2 km	42	92

c) Student Fare Structure (MRT and LRT)

Distance	Card Fare Per Ride (cent)	
	Tap in Before 7.45 am on Weekdays (Excluding Public Holidays)	Tap in at All Other Timings
Up to 3.2 km	0	42
3.3 km – 4.2 km	0	47
4.3 km – 5.2 km	2	52
5.3 km – 6.2 km	7	57
6.3 km – 7.2 km	10	60
Over 7.2 km	13	63

BUS FARES – *remain unchanged*

a) Adult Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)	
	Card	Cash
Up to 3.2 km	92	170
3.3 km – 4.2 km	102	190
4.3 km – 5.2 km	112	190
5.3 km – 6.2 km	122	190
6.3 km – 7.2 km	131	210
7.3 km – 8.2 km	138	210
8.3 km – 9.2 km	144	210
9.3 km – 10.2 km	148	230
10.3 km – 11.2 km	152	230
11.3 km – 12.2 km	156	250
12.3 km – 13.2 km	160	250
13.3 km – 14.2 km	164	250
14.3 km – 15.2 km	168	250
15.3 km – 16.2 km	172	260
16.3 km – 17.2 km	176	260
17.3 km – 18.2 km	180	260
18.3 km – 19.2 km	184	260
19.3 km – 20.2 km	187	270
20.3 km – 21.2 km	190	270
21.3 km – 22.2 km	193	270
22.3 km – 23.2 km	196	270
23.3 km – 24.2 km	198	280
24.3 km – 25.2 km	200	280
25.3 km – 26.2 km	202	280
26.3 km – 27.2 km	203	280
27.3 km – 28.2 km	204	280
28.3 km – 29.2 km	205	280
29.3 km – 30.2 km	206	280
30.3 km – 31.2 km	207	280
31.3 km – 32.2 km	208	280
32.3 km – 33.2 km	209	280
33.3 km – 34.2 km	210	280
34.3 km – 35.2 km	211	280
35.3 km – 36.2 km	212	280
36.3 km – 37.2 km	213	280
37.3 km – 38.2 km	214	280
38.3 km – 39.2 km	215	280
39.3 km – 40.2 km	216	280
Over 40.2 km	217	280

b) Adult Fare Structure (Feeder Services)

Description	Card	Cash
Fare Per Ride (cent)	92	170

c) Senior Citizen Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)	
	Card	Cash
Up to 3.2 km	59	120
3.3 km – 4.2 km	66	120
4.3 km – 5.2 km	73	120
5.3 km – 6.2 km	80	120
6.3 km – 7.2 km	86	150
Over 7.2 km	92	150

d) Senior Citizen Fare Structure (Feeder Services)

Description	Card	Cash
Fare Per Ride (cent)	59	120

e) Student Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)	
	Card	Cash
Up to 3.2 km	42	85
3.3 km – 4.2 km	47	85
4.3 km – 5.2 km	52	85
5.3 km – 6.2 km	57	85
6.3 km – 7.2 km	60	105
Over 7.2 km	63	105

f) Student Fare Structure (Feeder Services)

Description	Card	Cash
Fare Per Ride (cent)	42	85

g) Adult Fare Structure (Express Services)

Distance	Fare Per Ride (cent)	
	Card	Cash
Up to 3.2 km	152	250
3.3 km – 4.2 km	162	250
4.3 km – 5.2 km	172	250
5.3 km – 6.2 km	182	250
6.3 km – 7.2 km	191	250
7.3 km – 8.2 km	198	250
8.3 km – 9.2 km	204	265
9.3 km – 10.2 km	208	265
10.3 km – 11.2 km	212	265
11.3 km – 12.2 km	216	280
12.3 km – 13.2 km	220	280
13.3 km – 14.2 km	224	280
14.3 km – 15.2 km	228	280
15.3 km – 16.2 km	232	295
16.3 km – 17.2 km	236	295
17.3 km – 18.2 km	240	295
18.3 km – 19.2 km	244	295
19.3 km – 20.2 km	247	310
20.3 km – 21.2 km	250	310
21.3 km – 22.2 km	253	310
22.3 km – 23.2 km	256	310
23.3 km – 24.2 km	258	330
24.3 km – 25.2 km	260	330
25.3 km – 26.2 km	262	330
26.3 km – 27.2 km	263	330
27.3 km – 28.2 km	264	330
28.3 km – 29.2 km	265	330
29.3 km – 30.2 km	266	330
30.3 km – 31.2 km	267	330
31.3 km – 32.2 km	268	330
32.3 km – 33.2 km	269	330
33.3 km – 34.2 km	270	330
34.3 km – 35.2 km	271	330
35.3 km – 36.2 km	272	330
36.3 km – 37.2 km	273	330
37.3 km – 38.2 km	274	330
38.3 km – 39.2 km	275	330
39.3 km – 40.2 km	276	330
Over 40.2 km	277	330

h) Senior Citizen Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)
Up to 3.2 km	104
3.3 km – 4.2 km	111
4.3 km – 5.2 km	118
5.3 km – 6.2 km	125
6.3 km – 7.2 km	131
Over 7.2 km	137

i) Student Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)
Up to 3.2 km	72
3.3 km – 4.2 km	77
4.3 km – 5.2 km	82
5.3 km – 6.2 km	87
6.3 km – 7.2 km	90
Over 7.2 km	93

MONTHLY PASSES – *remain unchanged*

a) Bus Monthly Concession Passes

Cardholders	Price
Primary Student	\$24.00
Secondary Student	\$29.00
Polytechnic Student	\$29.00
University Student	\$55.50
Full-time National Serviceman	\$55.50

b) Train Monthly Concession Passes

Cardholders	Price
Primary Student	\$21.00
Secondary Student	\$26.50
Polytechnic Student	\$26.50
University Student	\$48.00
Full-time National Serviceman	\$48.00

c) Hybrid Monthly Concession Passes and Adult Monthly Travel Pass

Cardholders	Price
Primary Student	\$43.50
Secondary Student	\$54.00
Polytechnic Student	\$54.00
University Student	\$90.50
Full-time National Serviceman	\$90.50
Adult (Monthly Travel Pass)	\$128.00
Senior Citizen	\$64.00