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**No. S 30**

**PUBLIC TRANSPORT COUNCIL ACT  
(CHAPTER 259B)**

**PUBLIC TRANSPORT COUNCIL  
(TAXI FARE PRICING POLICY) ORDER 2016**

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

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PART 1  
PRELIMINARY

**Citation and commencement**

1. This Order is the Public Transport Council (Taxi Fare Pricing Policy) Order 2016 and comes into operation on 22 January 2016.

**Definitions**

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

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

“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 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

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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) is used to provide a luxury quality unscheduled taxi passenger 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;

“taxi driver” means the individual driving the taxi if the person holds a valid licence under Part V of the Road Traffic Act authorising the individual to drive the taxi for hire or reward;

“taxi service” means a taxi service to which this Order applies;

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“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) In this Order, a hiring of a taxi begins —

(a) where the taxi is engaged at a public taxi stand or as a result of plying on any road or any driveway for picking up or setting down passengers, upon the entry into the taxi of the hirer, or a person accompanying the hirer;

(b) where the taxi is engaged to commence the hiring at a specified place, as soon as the hirer, a person accompanying the hirer or a person apparently acting on behalf of the hirer, acknowledges the taxi driver after arriving at that place; and

(c) where the taxi is engaged to commence the hiring at a specified place and at a specified time, on arrival of the taxi at that place at, or after, that time.

(3) In Part 7, a taxi is pre-booked for hire when the taxi driver accepts the hiring of the taxi for taxi services communicated or assigned to the taxi driver through a booking service provided by —

(a) a licensed taxi service operator; or

(b) a registered provider.

### **Scope of Order, etc.**

**3.—**(1) This Order sets out the fare pricing policy for all taxi services offered or provided to the public anywhere in Singapore for any journey wholly within Singapore, but not for taxi services

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provided by any person specified in the Public Transport Council (Exempt Taxi Service Providers) Order 2016 (G.N. No. S 24/2016).

(2) An amount specified in this Order is the price or rate prevailing as at 22 January 2016 for the taxi fare component concerned.

## PART 2

### PUBLICATION OF TAXI FARES

#### **Taxi fare must be published**

4. Every taxi fare for a taxi service must be published in such manner as will secure adequate publicity for the taxi fare among members of the public, and be lodged with the Council.

#### **Taxi fare must be published in advance**

5. Where a taxi fare for any taxi service is to be varied, or to be payable for the first time for a taxi service, the taxi 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 —

- (a) at least 7 days before the taxi service is offered or provided to the public at the changed fare or that 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.

## 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 within Singapore are as follows, or as varied under paragraph 7:

- (a) the flag down sum;

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- (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
- (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;

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- (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 provider of taxi 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 taxi 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 taxi 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 licensed taxi service operator; and
- (b) the same for all premium taxis owned by the same licensed taxi service operator.

### **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 —

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- (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 12 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, any other surcharge under Part 5 or 6 and any booking fee in Part 7.

### **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 12 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, any other surcharge under Part 5 or 6 and any booking fee in Part 7.

### **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  
*[S 84/2016 wef 29/02/2016]*
- (b) the late night hiring period specified in paragraph 11, by substituting another single period starting at midnight.  
*[S 84/2016 wef 29/02/2016]*

(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, any other surcharge under Part 4 or 6 and any booking fee in Part 7.

#### **City Area surcharge**

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

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- (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 as declared in the Civil Aviation Authority of Singapore (Changi Airport) Notification 2009 (G.N. No. S 293/2009);
  - (ii) within the boundaries of the Seletar Airport as declared in the Civil Aviation Authority of Singapore (Seletar Airport) Notification 2009 (G.N. No. S 294/2009);

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- (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 taxi industry participant providing the taxi 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 as declared in the Civil Aviation Authority of Singapore (Changi Airport) Notification 2009 (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 —

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- (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 as declared in the Civil Aviation Authority of Singapore (Seletar Airport) Notification 2009;
- (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 taxi industry participant providing a taxi service in respect of any location

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surcharge destination specified in paragraph 18, that taxi industry participant may vary —

- (a) the amount of the location surcharge specified in paragraph 18(2), (3), (4), (5) or (6) by substituting another amount for that taxi service; or
- (b) the period specified in paragraph 18(1)(b), (2), (3), (4) or (5), by substituting another period for that taxi 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 taxi industry participant providing a taxi service may charge a location surcharge for every journey by taxi using its taxi 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 taxi service; and
- (b) the terms of the location surcharge in respect of the taxi 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 taxi 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 taxi industry participant providing a taxi service stops charging a location surcharge in respect of that location surcharge destination.

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PART 6

PASSENGER SURCHARGES

**Extra passenger surcharge**

**20.**—(1) In addition to the total basic fare payable for a journey by taxi, any other surcharge under Part 4 or 5 and any booking fee in Part 7, an extra passenger surcharge may be payable where more than 4 passengers are carried on the taxi journey.

(2) The extra passenger surcharge is —

- (a) \$2 for every passenger in excess of 4 carried on the taxi 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 below 12 years old (and who are not infants) are reckoned as one passenger; and
- (c) 3 children below 12 years old (and who are not infants) are reckoned as 2 passengers.

**Variation of extra passenger surcharge**

**21.**—(1) Subject to paragraph 5 and sub-paragraph (2), the amount or rate of an extra passenger surcharge, where charged by a taxi industry participant for a taxi service it provides, may be varied by the taxi industry participant by substituting another amount or another rate for that taxi service.

(2) Any variation as described in sub-paragraph (1) —

- (a) may be different for taxis owned by different licensed taxi service operators; but
- (b) must be the same for all taxis owned by the same licensed taxi service operator, regardless of model.

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PART 7  
BOOKING FEES

**Booking fees in addition to other charges**

**22.** Every booking fee for a journey by taxi 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, 5 or 6.

**Peak period booking fee**

**23.—**(1) A peak period booking fee is payable, for a taxi service the provision of which is pre-booked for hire within any peak period.

(2) Subject to paragraph 26, the peak period booking fee is as follows:

- (a) at least \$3.30 and not more than \$6 for a journey in a standard taxi;
- (b) \$10 for a journey in a premium taxi.

**Off-peak period booking fee**

**24.—**(1) Subject to paragraph 26, an off-peak period booking fee is payable for a taxi service the provision of which is pre-booked for hire outside of any peak period.

(2) Subject to paragraph 26, the off-peak period booking fee is —

- (a) at least \$2.30 and not more than \$6 for a journey in a standard taxi; and
- (b) at least \$8 and not more than \$10 for a journey in a premium taxi.

**Advance booking fees**

**25.—**(1) Subject to paragraph 26, an advance booking fee is payable for a taxi service the provision of which is pre-booked for hire at least 30 minutes before the start of the hiring of the taxi, whether a standard taxi or premium taxi.

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- (2) Subject to paragraph 26, the advance booking fee is —
- (a) at least \$6.50 and not more than \$10 for a journey in a standard taxi; and
  - (b) at least \$16 and not more than \$20 for a journey in a premium taxi.

### **Variation of booking fees**

**26.**—(1) Subject to paragraph 5 and sub-paragraph (2), any amount specified in paragraph 23(2), 24(2) or 25(2) may be varied by any provider of taxi services by substituting any of those amounts with another amount for its taxi services.

(2) The amount that is in substitution of any amount specified in paragraph 23(2), 24(2) or 25(2) must —

- (a) be the same for taxi services provided in all standard taxis owned by the same licensed taxi service operator; and
- (b) be the same for taxi services provided in all premium taxis owned by the same licensed taxi service operator.

(3) To avoid doubt, a price determined in substitution of any price in paragraph 23(2), 24(2) or 25(2) may be different for taxi services provided in standard taxis and premium taxis, even though the taxis are owned by the same licensed taxi service operator.

## **PART 8**

### **EXTRA CHARGES**

#### **Road user charges**

**27.** In addition to the total basic fare payable for a journey by taxi, any other surcharge under Part 4, 5 or 6 and any booking fee under Part 7, the taxi driver may charge the hirer of the taxi an extra charge for road user charges incurred during the hire of the taxi.

#### **Cashless payment charges**

**28.** 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

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money, an accounting fee not exceeding 10% of the aggregate of the 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 booking fee under Part 7 for the journey;
- (d) any road user charges incurred during the hire of the taxi for the journey.

## 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 specified entry point described as OSID 2 in Part 6 of Division 1 of the First Schedule to the ERP Rules 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 specified entry point described as OSID 17 in Part 6 of Division 1 of the First Schedule to the ERP Rules;
- (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 specified entry point described as OSID 18 in Part 6 of Division 1 of the First Schedule to the ERP Rules;
- (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 specified entry point described as OSID 72 in Part 7 of Division 1 of the First Schedule to the ERP Rules;

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THE SCHEDULE — *continued*

- (10) Generally south-west along Sheares Avenue until its junction with Central Boulevard;
- (11) Generally south-east along Central Boulevard until the specified entry point described as OSID 28 in Part 7 of Division 1 of the First Schedule to the ERP Rules;
- (12) Generally north-west along Central Boulevard from the specified entry point described as OSID 28 in Part 7 of Division 1 of the First Schedule to the ERP Rules until its junction with Sheares Avenue;
- (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 specified entry point described as OSID 3 in Part 7 of Division 1 of the First Schedule to the ERP Rules;
- (20) Generally north-east along Eu Tong Sen Street until Pearls Centre;
- (21) Generally north-west and north-east around the circumference of Pearls Centre 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;

THE SCHEDULE — *continued*

- (27) Generally north-east along an imaginary line towards the specified entry point described as OSID 19 in Part 7 of Division 1 of the First Schedule to the ERP Rules;
- (28) Generally north-east along an imaginary line towards the specified entry point described as OSID 24 in Part 7 of Division 1 of the First Schedule to the ERP Rules;
- (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 specified entry point described as OSID 4 in Part 23 of Division 1 of the First Schedule to the ERP Rules along Orchard Link;
- (36) Generally north-east past the specified entry point described as OSID 4 in Part 23 of Division 1 of the First Schedule to the ERP Rules along Orchard Link until its junction with Orchard Turn;
- (37) Generally north-west along Orchard Turn until the specified entry point described as OSID 14 in Part 23 of Division 1 of the First Schedule to the ERP Rules;
- (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 specified entry point described as OSID 13 in Part 23 of Division 1 of the First Schedule to the ERP Rules;
- (40) Generally south-west from the specified entry point described as OSID 13 in Part 23 of Division 1 of the First Schedule to the ERP Rules along 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 specified entry point described as OSID 27 in Part 23 of Division 1 of the First Schedule to the ERP Rules;
- (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 specified entry point described as OSID 22 in Part 23 of Division 1 of the First Schedule to the ERP Rules;
- (50) Generally south-east past the specified entry point described as OSID 22 in Part 23 of Division 1 of the First Schedule to the ERP Rules along 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;
- (57) Generally south-east along Mount Emily Road for a distance of approximately 70 meters;

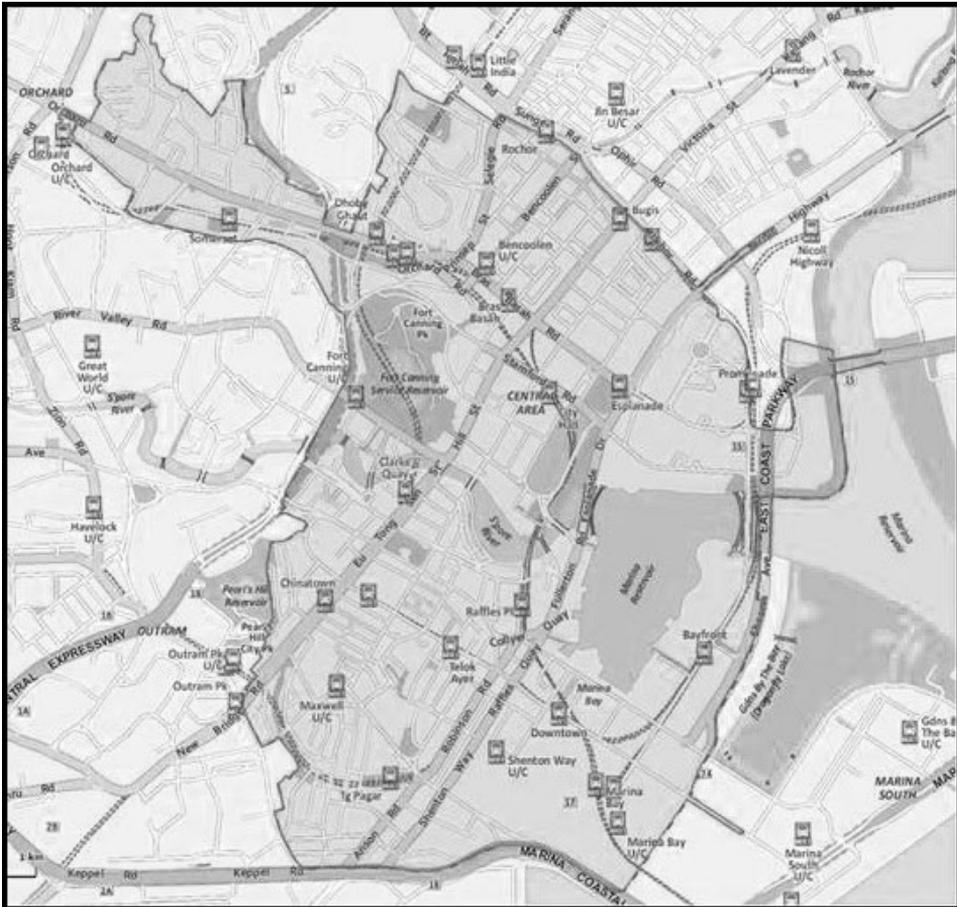
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THE SCHEDULE — *continued*

- (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 specified entry point described as OSID 2 in Part 6 of Division 1 of the First Schedule to the ERP Rules,

and which is more particularly demarcated in the map below.

THE SCHEDULE — *continued*

Made on 21 January 2016.

RICHARD MAGNUS  
*Chairman,*  
*Public Transport Council,*  
*Singapore.*

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