



Joint News Release

2.5% FARE REDUCTION IN BUS & TRAIN FARES AND INTRODUCTION OF DISTANCE FARES ON 3 JULY 2010

20 APRIL 2010 --- The Public Transport Council (PTC), in accordance with the fare formula for 2010, has decided to grant an overall 2.5% reduction in bus and train fares. The fare reduction will take effect on 3 July 2010 together with the introduction of Distance Fares¹.

Impact of 2.5% Fare Reduction and Introduction of Distance Fares

2 Based on the current pattern of public transport journeys, 2 in 3 commuters will see a reduction or no change in their weekly public transport expenditure.

3 For the 63% of commuters who will see fare savings, they will save an average of \$0.48 a week (or \$25 a year). The 34% of commuters who will see an increase in their public transport expenditure will see an average increase of \$0.31 a week (or \$16 a year).

4 Further details of the PTC's considerations are contained in the **Fact Sheet**.

¹ Distance Fares is an initiative under the Land Transport Masterplan. The new fares will take effect from 3 July, which is a Saturday (instead of 1 July as earlier announced) to mitigate the impact of any implementation issue.

Distance Fares

5 The introduction of Distance Fares will bring about a more integrated fare structure that will allow commuters to make transfers without incurring additional cost, thus offering greater choice and flexibility in how they plan their journeys. To facilitate the transition towards Distance Fares, the PTC has been reducing the transfer fare penalty progressively over the past two years by increasing the transfer rebate, by 15 cents and 10 cents in 2008 and 2009 respectively, to 50 cents today.

6 The final step to Distance Fares will be implemented together with the 2.5% fare reduction this year. Under Distance Fares, the transfer penalty will be removed completely². Commuters travelling the same distance will pay the same fare for the same type of service, whether they travel direct or make transfers.

7 Under Distance Fares, adult card fares will generally be flat for the first 3.2 km³ followed by 1 km fare bands up to 40.2 km. Feeder bus fare will continue to be capped at the first fare band regardless of distance traveled.

Distance-based Charging for Senior Citizen and Child/Student Concession Fares

8 Senior citizens and students will also benefit from Distance Fares as distance-based charging will be applied to senior citizen and child/student concession fares as well. Senior citizen and Child/Student concession card fares will be pegged to the adult card fares with a discount of 25% and 50% respectively. The fares for these two concession groups will be capped at 7.2 km distance band for a start to minimise the impact on them for the transition

² All transfer rebates will cease with the removal of the transfer penalty as they will no longer be needed.

to Distance Fares. 7 in 10 senior citizens and students will see fare savings with the elimination of the transfer penalty.

9 Mr Gerard Ee, Chairman of the PTC, said,

“This year’s decision is a significant one as it involves a change of our public transport fare structure. The decision comes after careful deliberation and scrutiny of the impact on both the operators and the commuters. We have to bear in mind the Council’s mandate to keep fares affordable while ensuring the long-term viability of the public transport operators, so that they can continue to make capital investments and provide the quality of service expected.

The move to Distance Fares is not possible without the support of the public transport operators who bear the larger part of the costs. With the new fare structure, commuters will have more choices and greater flexibility to decide on the best route to reach their destination and can choose to make transfers without being penalised. For example, instead of waiting for a direct bus, a commuter can hop on to the first bus that comes along and make other bus/rail transfers along the route, thereby shortening their total journey time.”

10 The approved bus and train fares under Distance Fares are set out in **Annex A**.

Public Awareness

11 The LTA will work with the public transport operators to ensure that the public, in particular public transport commuters, are aware of the changes

³ With the exception of rail fares for NEL and CCL which will start from 1km, similar to today.

to the fare structure and what the changes mean for them. Posters and brochures will be displayed and made available at bus interchanges and terminals as well as MRT and LRT stations.

12 To help commuters with their fare enquiries under Distance Fares, the LTA will provide an online enquiry function on PublicTransport@SG by mid-June 2010. Commuters may also call LTA Customer Service Hotline 1800 2255582, TransitLink's Hotline 1800 2255663, SBS Transit's Hotline 1800 2872727, or SMRT's Hotline 1800 3368900.

Keeping the Public Transport Fund for Future Eventualities

13 In view of the overall fare reduction of 2.5%, the Government will not distribute public transport vouchers with this round of fare revision. It will instead hold the Public Transport Fund in reserve for now, to help low-income families if there is an overall fare increase in the future.

14 For low-income families who may still need additional assistance, the Government will continue to assist through various community-led initiatives and work support schemes under the MCYS/Community Development Councils and the CCC ComCare Fund.



APPROVED BUS FARES (w.e.f. 3 July 2010)

a) Adult Fare Structure (Trunk Services*)

| Distance | Fare Per Ride (cent) | | | |
|-------------------|----------------------|--------|------------|--------|
| | Card | | Cash | |
| | Non-Aircon | Aircon | Non-Aircon | Aircon |
| Up to 3.2 km | 66 | 71 | 90 | 100 |
| 3.3 km – 4.2 km | 71 | 81 | 100 | 120 |
| 4.3 km – 5.2 km | 76 | 91 | 100 | 120 |
| 5.3 km – 6.2 km | 81 | 101 | 100 | 120 |
| 6.3 km – 7.2 km | 84 | 109 | 110 | 140 |
| 7.3 km – 8.2 km | 90 | 115 | 110 | 140 |
| 8.3 km – 9.2 km | 96 | 121 | 130 | 160 |
| 9.3 km – 10.2 km | 100 | 125 | 130 | 160 |
| 10.3 km – 11.2 km | 104 | 129 | 130 | 160 |
| 11.3 km – 12.2 km | 108 | 133 | 150 | 180 |
| 12.3 km – 13.2 km | 112 | 137 | 150 | 180 |
| 13.3 km – 14.2 km | 116 | 141 | 150 | 180 |
| 14.3 km – 15.2 km | 120 | 145 | 150 | 180 |
| 15.3 km – 16.2 km | 124 | 149 | 160 | 190 |
| 16.3 km – 17.2 km | 128 | 153 | 160 | 190 |
| 17.3 km – 18.2 km | 132 | 157 | 160 | 190 |
| 18.3 km – 19.2 km | 136 | 161 | 160 | 190 |
| 19.3 km – 20.2 km | 139 | 164 | 170 | 200 |
| 20.3 km – 21.2 km | 142 | 167 | 170 | 200 |
| 21.3 km – 22.2 km | 145 | 170 | 170 | 200 |
| 22.3 km – 23.2 km | 148 | 173 | 170 | 200 |
| 23.3 km – 24.2 km | 150 | 175 | 180 | 210 |
| 24.3 km – 25.2 km | 152 | 177 | 180 | 210 |
| 25.3 km – 26.2 km | 154 | 179 | 180 | 210 |
| 26.3 km – 27.2 km | 155 | 180 | 180 | 210 |
| 27.3 km – 28.2 km | 156 | 181 | 180 | 210 |
| 28.3 km – 29.2 km | 157 | 182 | 180 | 210 |
| 29.3 km – 30.2 km | 158 | 183 | 180 | 210 |
| 30.3 km – 31.2 km | 159 | 184 | 180 | 210 |
| 31.3 km – 32.2 km | 160 | 185 | 180 | 210 |
| 32.3 km – 33.2 km | 161 | 186 | 180 | 210 |
| 33.3 km – 34.2 km | 162 | 187 | 180 | 210 |
| 34.3 km – 35.2 km | 163 | 188 | 180 | 210 |
| 35.3 km – 36.2 km | 164 | 189 | 180 | 210 |
| 36.3 km – 37.2 km | 165 | 190 | 180 | 210 |
| 37.3 km – 38.2 km | 166 | 191 | 180 | 210 |
| 38.3 km – 39.2 km | 167 | 192 | 180 | 210 |
| 39.3 km – 40.2 km | 168 | 193 | 180 | 210 |
| Over 40.2 km | 169 | 194 | 180 | 210 |

b) Adult Fare Structure (Residential Feeder Services)

| Type of Bus | Fare Per Ride (cent) | |
|-------------|----------------------|------|
| | Card | Cash |
| Non-Aircon | 66 | 90 |
| Aircon | 71 | 100 |

* Include Industrial Estate Services.

c) Senior Citizen Fare Structure (Trunk Services)

| Distance | Fare Per Ride (cent) | | | |
|-----------------|----------------------|--------|------------|--------|
| | Card | | Cash | |
| | Non-Aircon | Aircon | Non-Aircon | Aircon |
| Up to 3.2 km | 50 | 53 | 80 | 90 |
| 3.3 km – 4.2 km | 53 | 61 | 80 | 90 |
| 4.3 km – 5.2 km | 57 | 68 | 80 | 90 |
| 5.3 km – 6.2 km | 61 | 76 | 80 | 90 |
| 6.3 km – 7.2 km | 63 | 81 | 110 | 120 |
| Over 7.2 km | 68 | 86 | 110 | 120 |

d) Senior Citizen Fare Structure (Residential Feeder Services)

| Type of Bus | Fare Per Ride (cent) | |
|-------------|----------------------|------|
| | Card | Cash |
| Non-Aircon | 50 | 80 |
| Aircon | 53 | 90 |

e) Child/Student Fare Structure (Trunk Services)

| Distance | Fare Per Ride (cent) | | | |
|-----------------|----------------------|--------|------------|--------|
| | Card | | Cash | |
| | Non-Aircon | Aircon | Non-Aircon | Aircon |
| Up to 3.2 km | 33 | 36 | 45 | 55 |
| 3.3 km – 4.2 km | 36 | 41 | 45 | 55 |
| 4.3 km – 5.2 km | 38 | 46 | 45 | 55 |
| 5.3 km – 6.2 km | 41 | 51 | 45 | 55 |
| 6.3 km – 7.2 km | 42 | 55 | 65 | 75 |
| Over 7.2 km | 45 | 58 | 65 | 75 |

f) Child/Student Fare Structure (Residential Feeder Services)

| Type of Bus | Fare Per Ride (cent) | |
|-------------|----------------------|------|
| | Card | Cash |
| Non-Aircon | 33 | 45 |
| Aircon | 36 | 55 |

g) Adult Fare Structure (Express Services)

| Distance | Fare Per Ride (cent) | |
|-------------------|----------------------|------|
| | Card | Cash |
| Up to 3.2 km | 131 | 180 |
| 3.3 km – 4.2 km | 141 | 180 |
| 4.3 km – 5.2 km | 151 | 180 |
| 5.3 km – 6.2 km | 161 | 180 |
| 6.3 km – 7.2 km | 169 | 180 |
| 7.3 km – 8.2 km | 175 | 180 |
| 8.3 km – 9.2 km | 181 | 195 |
| 9.3 km – 10.2 km | 185 | 195 |
| 10.3 km – 11.2 km | 189 | 195 |
| 11.3 km – 12.2 km | 193 | 210 |
| 12.3 km – 13.2 km | 197 | 210 |
| 13.3 km – 14.2 km | 201 | 210 |
| 14.3 km – 15.2 km | 205 | 210 |
| 15.3 km – 16.2 km | 209 | 225 |
| 16.3 km – 17.2 km | 213 | 225 |
| 17.3 km – 18.2 km | 217 | 225 |
| 18.3 km – 19.2 km | 221 | 225 |
| 19.3 km – 20.2 km | 224 | 240 |
| 20.3 km – 21.2 km | 227 | 240 |
| 21.3 km – 22.2 km | 230 | 240 |
| 22.3 km – 23.2 km | 233 | 240 |
| 23.3 km – 24.2 km | 235 | 260 |
| 24.3 km – 25.2 km | 237 | 260 |
| 25.3 km – 26.2 km | 239 | 260 |
| 26.3 km – 27.2 km | 240 | 260 |
| 27.3 km – 28.2 km | 241 | 260 |
| 28.3 km – 29.2 km | 242 | 260 |
| 29.3 km – 30.2 km | 243 | 260 |
| 30.3 km – 31.2 km | 244 | 260 |
| 31.3 km – 32.2 km | 245 | 260 |
| 32.3 km – 33.2 km | 246 | 260 |
| 33.3 km – 34.2 km | 247 | 260 |
| 34.3 km – 35.2 km | 248 | 260 |
| 35.3 km – 36.2 km | 249 | 260 |
| 36.3 km – 37.2 km | 250 | 260 |
| 37.3 km – 38.2 km | 251 | 260 |
| 38.3 km – 39.2 km | 252 | 260 |
| 39.3 km – 40.2 km | 253 | 260 |
| Over 40.2 km | 254 | 260 |

h) Senior Citizen Fare Structure (Express Services)

| Distance | Card Fare Per Ride (cent) |
|-----------------|---------------------------|
| Up to 3.2 km | 98 |
| 3.3 km – 4.2 km | 106 |
| 4.3 km – 5.2 km | 113 |
| 5.3 km – 6.2 km | 121 |
| 6.3 km – 7.2 km | 126 |
| Over 7.2 km | 131 |

i) Child/Student Fare Structure (Express Services)

| Distance | Card Fare Per Ride (cent) |
|-----------------|---------------------------|
| Up to 3.2 km | 66 |
| 3.3 km – 4.2 km | 71 |
| 4.3 km – 5.2 km | 76 |
| 5.3 km – 6.2 km | 81 |
| 6.3 km – 7.2 km | 85 |
| Over 7.2 km | 88 |

APPROVED TRAIN FARES (w.e.f. 3 July 2010)

a) Adult Fare Structure (North-East Line and Circle Line)

| Distance | Fare Per Ride (cent) | |
|-------------------|----------------------|--------------------|
| | Card | Single Trip Ticket |
| Up to 1.0 km | 76 | 110 |
| 1.1 – 2.0 km | 81 | 110 |
| 2.1 – 3.2 km | 86 | 110 |
| 3.3 km – 4.2 km | 96 | 140 |
| 4.3 km – 5.2 km | 106 | 140 |
| 5.3 km – 6.2 km | 116 | 140 |
| 6.3 km – 7.2 km | 124 | 160 |
| 7.3 km – 8.2 km | 140 | 160 |
| 8.3 km – 9.2 km | 146 | 180 |
| 9.3 km – 10.2 km | 150 | 180 |
| 10.3 km – 11.2 km | 154 | 180 |
| 11.3 km – 12.2 km | 158 | 200 |
| 12.3 km – 13.2 km | 162 | 200 |
| 13.3 km – 14.2 km | 166 | 200 |
| 14.3 km – 15.2 km | 170 | 200 |
| 15.3 km – 16.2 km | 174 | 210 |
| 16.3 km – 17.2 km | 178 | 210 |
| 17.3 km – 18.2 km | 182 | 210 |
| 18.3 km – 19.2 km | 186 | 210 |
| 19.3 km – 20.2 km | 189 | 220 |
| 20.3 km – 21.2 km | 192 | 220 |
| 21.3 km – 22.2 km | 195 | 220 |
| 22.3 km – 23.2 km | 198 | 220 |
| 23.3 km – 24.2 km | 200 | 230 |
| 24.3 km – 25.2 km | 202 | 230 |
| 25.3 km – 26.2 km | 204 | 230 |
| 26.3 km – 27.2 km | 205 | 230 |
| 27.3 km – 28.2 km | 206 | 230 |
| 28.3 km – 29.2 km | 207 | 230 |
| 29.3 km – 30.2 km | 208 | 230 |
| 30.3 km – 31.2 km | 209 | 230 |
| 31.3 km – 32.2 km | 210 | 230 |
| 32.3 km – 33.2 km | 211 | 230 |
| 33.3 km – 34.2 km | 212 | 230 |
| 34.3 km – 35.2 km | 213 | 230 |
| 35.3 km – 36.2 km | 214 | 230 |
| 36.3 km – 37.2 km | 215 | 230 |
| 37.3 km – 38.2 km | 216 | 230 |
| 38.3 km – 39.2 km | 217 | 230 |
| 39.3 km – 40.2 km | 218 | 230 |
| Over 40.2 km | 219 | 230 |

b) Adult Fare Structure (North-South and East-West Lines, and LRT)

| Distance | Fare Per Ride (cent) | |
|-------------------|----------------------|------|
| | Card | Cash |
| Up to 3.2 km | 71 | 100 |
| 3.3 km – 4.2 km | 81 | 120 |
| 4.3 km – 5.2 km | 91 | 120 |
| 5.3 km – 6.2 km | 101 | 120 |
| 6.3 km – 7.2 km | 109 | 140 |
| 7.3 km – 8.2 km | 115 | 140 |
| 8.3 km – 9.2 km | 121 | 160 |
| 9.3 km – 10.2 km | 125 | 160 |
| 10.3 km – 11.2 km | 129 | 160 |
| 11.3 km – 12.2 km | 133 | 180 |
| 12.3 km – 13.2 km | 137 | 180 |
| 13.3 km – 14.2 km | 141 | 180 |
| 14.3 km – 15.2 km | 145 | 180 |
| 15.3 km – 16.2 km | 149 | 190 |
| 16.3 km – 17.2 km | 153 | 190 |
| 17.3 km – 18.2 km | 157 | 190 |
| 18.3 km – 19.2 km | 161 | 190 |
| 19.3 km – 20.2 km | 164 | 200 |
| 20.3 km – 21.2 km | 167 | 200 |
| 21.3 km – 22.2 km | 170 | 200 |
| 22.3 km – 23.2 km | 173 | 200 |
| 23.3 km – 24.2 km | 175 | 210 |
| 24.3 km – 25.2 km | 177 | 210 |
| 25.3 km – 26.2 km | 179 | 210 |
| 26.3 km – 27.2 km | 180 | 210 |
| 27.3 km – 28.2 km | 181 | 210 |
| 28.3 km – 29.2 km | 182 | 210 |
| 29.3 km – 30.2 km | 183 | 210 |
| 30.3 km – 31.2 km | 184 | 210 |
| 31.3 km – 32.2 km | 185 | 210 |
| 32.3 km – 33.2 km | 186 | 210 |
| 33.3 km – 34.2 km | 187 | 210 |
| 34.3 km – 35.2 km | 188 | 210 |
| 35.3 km – 36.2 km | 189 | 210 |
| 36.3 km – 37.2 km | 190 | 210 |
| 37.3 km – 38.2 km | 191 | 210 |
| 38.3 km – 39.2 km | 192 | 210 |
| 39.3 km – 40.2 km | 193 | 210 |
| Over 40.2 km | 194 | 210 |

c) Senior Citizen Fare Structure (North-East Line and Circle Line)

| Distance | Card Fare Per Ride (cent) |
|-----------------|---------------------------|
| Up to 1.0 km | 57 |
| 1.1 km – 2.0 km | 60 |
| 2.1 km – 3.2 km | 64 |
| 3.3 km – 4.2 km | 72 |
| 4.3 km – 5.2 km | 79 |
| 5.3 km – 6.2 km | 87 |
| 6.3 km – 7.2 km | 93 |
| Over 7.2 km | 105 |

d) Senior Citizen Fare Structure (North-South and East-West Lines, and LRT)

| Distance | Card Fare Per Ride (cent) |
|-----------------|---------------------------|
| Up to 3.2 km | 53 |
| 3.3 km – 4.2 km | 61 |
| 4.3 km – 5.2 km | 68 |
| 5.3 km – 6.2 km | 76 |
| 6.3 km – 7.2 km | 81 |
| Over 7.2 km | 86 |

e) Child/Student Fare Structure (MRT and LRT)

| Distance | Card Fare Per Ride (cent) |
|-----------------|---------------------------|
| Up to 3.2 km | 36 |
| 3.3 km – 4.2 km | 41 |
| 4.3 km – 5.2 km | 46 |
| 5.3 km – 6.2 km | 51 |
| 6.3 km – 7.2 km | 55 |
| Over 7.2 km | 58 |

MONTHLY CONCESSION PASSES (w.e.f. 3 July 2010)

a) Monthly Bus Concession Passes

| Cardholders | Price |
|-------------------------------|---------|
| Primary Student | \$22.50 |
| Secondary Student | \$27.50 |
| Tertiary Student | \$52.00 |
| Full-time National Serviceman | \$61.00 |

b) Monthly Train Concession Passes

| Cardholders | Price |
|-------------------------------|-------|
| Primary Student | \$20 |
| Secondary Student | \$25 |
| Tertiary Student | \$45 |
| Full-time National Serviceman | \$50 |

c) Monthly Hybrid Concession Passes (for bus and train combined)

| Cardholders | Price |
|-------------------------------|----------|
| Primary Student | \$42.50 |
| Secondary Student | \$52.50 |
| Tertiary Student | \$97.00 |
| Full-time National Serviceman | \$111.00 |

#####

FACT SHEET

Public Transport Fares to be Reduced by 2.5%

Maximum fare adjustment = Price Index – 1.5%

Price Index = 0.5CPI + 0.5WI;

1.5%: productivity extraction set for 2008 to 2012.

CPI: the change in Consumer Price Index over preceding year: 0.6% in 2009.

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 2009.

1. The Public Transport Council (PTC) has decided to reduce public transport fares by 2.5% in accordance to the fare adjustment formula (Price Index – 1.5 %).

2. This is the first time that fares will be reduced under the new fare adjustment formula introduced since 2005.

3. In addition, the PTC had decided to effect the 2.5% fare reduction through the implementation of Distance Fares. The new fare structure will take effect on 3 July 2010, together with the fare reduction.

Distance Fares – No More Transfer Penalty, Single Boarding Charge

Current Fare Charging

- Each 'leg' distance or fare stage is charged separately
- Transfer penalty incurred for each transfer made in public transport journey

Distance Fare Charging

- Distances on all 'legs' in a journey are accumulated for charging once
- No more transfer penalty; single boarding charge for all commuters

4. Currently, commuters incur a transfer fare penalty for making a transfer in their journey. Under Distance Fares, fares will be charged on a journey basis with no transfer penalty, i.e. the distance of the different legs of a journey will be accumulated for fare charging and only a single boarding charge will apply regardless of whether transfers are made.

5. This gives commuters full flexibility to decide on their preferred route of travel without incurring any fare penalty, if they choose to make transfers.

5 Types of Services for Distance Fares

- Non Air-Con Bus
- Air-Con Bus
- Rail (NSEW/LRT)
- Other Rail (NEL/CCL)
- Express Bus (including Fast Forward)

6. Under Distance Fares, there are still 5 different service types. For a start, fares for air-con bus and basic rail will be identical as their current fares are quite similar. However, their fares may diverge over time as they are essentially different services with different operating costs and service quality. North-East Line (NEL) and Circle Line (CCL) will continue to have differentiated fares of 5c to 25c due to the higher operating costs of underground RTS lines.

Adult Card Fare Structure

- First fare band of 3.2km, followed by 1-km bands up to 40.2km
- More refined structure reduces large fare jumps
- Feeder fares capped at the first fare band

Adult Cash/STT Fare Structure

- Harmonise between bus and rail
- Feeder fares capped at the first fare band

7. Adult card fares will have a first fare band of 3.2km, followed by 1-km bands up to 40.2km. The more refined 1km fare band structure is to reduce the large fare jumps that commuters experience today, while the longer fare structure of 40.2 km is needed for journey based charging. Adult cash and Single Trip Ticket (STT) fare structures for bus and rail will be harmonised. Feeder bus fares (for both card and cash) will continue to be capped to benefit commuters.

Senior Citizen/Child/Student Card Concession Fare Structure

- Card holders will benefit from Distance Fares; no more transfer penalty
- Senior Citizen Concession: 25 % discount of Adults Fares; capped at 7.2 km
- Child/Student Concession: 50% discount off Adult Fares; capped at 7.2 km

8. Distance Fares will also be extended to Senior Citizen/Child/Student concession card holders so that they benefit from the removal of transfer fare penalty. Senior Citizen concession card holders will enjoy a discount of 25% off the Adult Fares while Child/Student concession card holders will enjoy 50% discount. On top of the discount given, all concession card fares will be capped at 7.2km.

Transfer Rules

- Transfer time limit of 45 minutes
- All journeys must be within 2 hours of the first boarding on the same journey
- Single entry and exit allowed for rail
- Current bus service must not be of the same number as the preceding bus service
- Maximum of 5 transfers (from the current 3) can be made within a journey

9. Transfer rules under Distance Fares will remain largely similar to today, with one key improvement – increase in the number of allowable transfers from 3 to 5.

10. This will allow commuters to better enjoy the benefits of journey based charging under Distance Fares.

Majority of Commuters will Benefit

11. A majority of commuters will benefit from Distance Fares, with 2 in 3 seeing a reduction or no change in their weekly public transport expenditure. The impact on commuters is as follows.

| Groups | Commuters with fare savings | Commuters with fare increase | No change in fares |
|-----------------------|---|---|--------------------|
| Adult | 61% -\$0.44 weekly (or \$23 yearly) | 35% +\$0.30 weekly (or \$16 yearly) | 4% |
| Senior Citizen | 70% -\$0.71 weekly (or \$37 yearly) | 30% +\$0.44 weekly (or \$23 yearly) | Negligible |
| Child/ Student | 72% -\$0.61 weekly (or \$32 yearly) | 28% +\$0.29 weekly (or \$15 yearly) | Negligible |
| Overall | 63% -\$0.48 weekly (or \$25 yearly) | 34% +\$0.31 weekly (or \$16 yearly) | 3% |

Public Transport Fares Remain Affordable

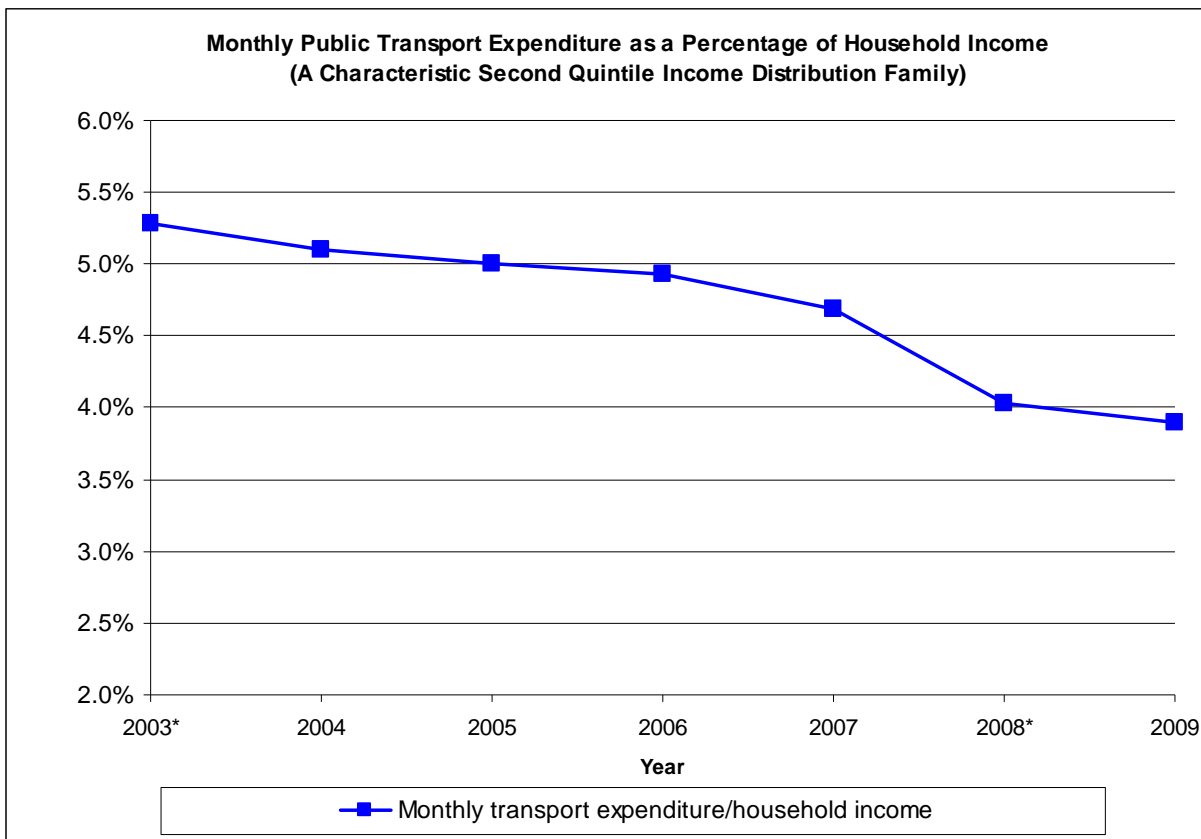
Public Transport Affordability Indicator
= $\frac{\text{Monthly Expenditure on Public Transport}}{\text{Monthly Household Income}}$

Affordability Indicator:

3.9% in 2009 – a steady improvement from 5.3% (2003) to 5.1% (2004), 5.0% (2005), 4.9% (2006), 4.7% (2007) and 4.0% (2008).

12. PTC tracks the annual change in the percentage of household income spent on public transport by a characteristic family which is representative of the main group of public transport users.

13. Public transport fares continue to remain affordable.



*The affordability indicator has been re-based using updated 2008 travel profiles and 2003 and 2008 income data from Department of Statistic's Household Expenditure Survey 2007/08.