

PUBLIC TRANSPORT COUNCIL

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News Release

PTC APPROVES ABOUT HALF OF THE 6.6% FARE CAP FOR 2013 FARE INCREASE, ROLLS OVER REMAINDER FOR 2014 EXERCISE

ONE MILLION COMMUTERS TO BENEFIT FROM ENHANCED AND NEW FARE CONCESSIONS

PTOs to Contribute \$11.5 million to PT Fund to Help Needy Commuters Cope with Fare Increase

The Public Transport Council (PTC) has decided to grant an overall fare adjustment of 3.2% for the 2013 Fare Review Exercise. This is about half of the combined 2012 and 2013 fare caps of 6.6%, with the remainder rolled over to the 2014 Fare Review Exercise, which would also have to take into consideration the 2014 fare adjustment quantum¹. The PTC has also decided to implement in full all the recommendations proposed by the Fare Review Mechanism Committee (FRMC), noting that the Government has decided to likewise implement the two new Government-funded schemes for Persons with Disabilities (PWD) and Lower-wage Workers (LWWs). In total, about a million commuters are expected to benefit from these enhanced and new fare concessions.

2 With effect from 6 April 2014, adult card fares for buses and trains will increase by 4 to 6 cents per journey. Senior citizen concessionary fares will increase by 2 to 3 cents per journey, while student concessionary fares will increase by 2 cents per journey.

3 Cash fares for train and adult bus rides will increase by 20 cents per trip, while senior citizen and student concessionary cash fares for bus rides will increase by 10 cents per trip. Commuters are strongly encouraged to use contactless smartcards, instead of paying cash fares, to enjoy lower fares.

4 In its deliberations, the PTC took guidance from the FRMC's recommendations which were accepted by the Government in November 2013, including the new fare

¹ The 2014 fare adjustment quantum can be determined only around April 2014, but based on available data and estimates, is expected to be in the region of about -0.3%.

formula, fare review mechanism, and the monitoring of public transport affordability for the second quintile and second decile groups. Central to these recommendations is the principle that fares should be kept affordable while ensuring the commercial viability and sustainability of the public transport operators.

Approved Fare Adjustment Tables

5 The approved bus and train fares, which will take effect from 6 April 2014, are as set out in **Annex A**.

Ensuring Fare Affordability

6 Bus and train fares have remained generally affordable for the second quintile households and second decile households², with the fare affordability indicator (FAI) continuing to show improvements. The FAI has improved from 3.7% in 2003 to 2.6% in 2012 for second quintile households, and from 5.3% in 2003 to 4.1% in 2012 for second decile households. The PTC, in deciding on the 3.2% fare increase for the 2013 Fare Exercise, noted that this is significantly lower than the 4%-5% wage increase in 2013, and hence is keeping to the objective of ensuring that fares would remain generally affordable for commuters.

7 The PTC is also heartened to note that the 15% fare reduction funded by the Government for lower-wage workers would result in a very significant improvement in the FAI for the second decile group.

Helping Commuters with Fare Concessions

8 The PTC decided to implement the following concession enhancements from 6 April 2014 to mitigate the impact of the fare increase on commuters:

- i. Free travel for children below 7 years of age, before they enter primary school;

² Second quintile households refer to the 21st to 40th income percentile of resident households, and is used by the PTC to track general affordability as about 60% of the population use public transport today, and second quintile households would be a typical user. The second decile (11th to 20th income percentile) households would also be tracked by the PTC to better ensure affordability of our public transport fares for the low-income groups, as recommended by the FRMC. The FAI is the % of household income spent on public transport, and a lower FAI means fares have become more affordable.

- ii. Polytechnic students will now enjoy the same monthly concession pass prices as Secondary, Junior College and ITE students, i.e. prices for Polytechnic monthly concession passes will be brought down by between 44% and 47%;
- iii. All other student hybrid monthly concession passes will also see price reductions, of between 3% and 12%;
- iv. Prices for NSF monthly concession passes will be lowered to be at the same price as University students, which is a reduction of between 10% and 23%;
- v. A new monthly unlimited travel pass for adult Singaporean and permanent resident commuters (priced at \$120) to help frequent public transport users cap their expenditures on public transport;
- vi. A new monthly unlimited travel concession pass for senior citizens (priced at \$60, a 50% discount to the adult monthly travel pass) to provide additional help to senior citizens who are heavy users of public transport; and
- vii. Removal of the daily limit on train rides for all train and hybrid monthly passes. This will bring it in line with the current unlimited rides allowed in the bus monthly pass.

9 In addition, student concessions will also be extended to Singaporeans studying full-time in private institutions offering secondary level and higher education³ registered with the Council for Private Education (CPE). This will be implemented later⁴ in end 2014/early 2015, and more details will be released later.

10 The details of the enhancements to the current concession schemes can be found in **Annex B**.

11 Together, these concessions will benefit about half a million commuters. In addition, the Government has informed PTC of its proposals to introduce two new Government-funded schemes for Lower-wage Workers (LWWs) and Persons with

³ Primary-level Singapore Citizens studying in private institutions already benefit from student concessions currently.

⁴ As TransitLink will need time to work with the various private institutions on the implementation, the details will be announced later.

Disability (PWD), which would benefit another about half a million commuters. The fare structures for these two groups of commuters are as indicated in **Annex C**.

Sharing Gains with Needy Commuters

12 As part of the fare review exercise, public transport operators will be required to make a one-off contribution of a portion of the increased fare revenue to the Public Transport (PT) Fund, to help needy commuters cope with the fare increase. Having considered the financial situation of the PTOs, the PTC decided that SMRT and SBST should contribute respectively 25% (i.e. \$4.3 mil) and 20% (i.e. \$7.2 mil) of the increased fare revenue to the PT Fund for this exercise, or a total of \$11.5 mil. The PTC notes that the Government will utilise the PT Fund to provide additional help to lower-income households to mitigate the increase in their travel expenditure.

Balancing Viability of Bus and Train Modes

13 In line with the FRMC's recommendation to allow more fare revenue to benefit the more financially ailing bus mode as compared to the rail mode, the weightage for revenue allocation⁵ will be set at 1.1 in favour of the bus mode. This translates to the bus mode receiving about \$48 mil in fare increase and the rail mode \$5.5 mil in this fare adjustment of 3.2%. This adjustment in relative weightage between the bus and rail modes does not affect commuters' fares.

14 More details of the 2013 Fare Review Exercise and highlights of the operators' applications submitted to the PTC, and details on how each group of commuter can benefit from the enhanced and new concessions are contained in the attached **Fact Sheet**.

15 Mr Gerard Ee, Chairman of the PTC said,

“In its deliberations, the Council took guidance from the new fare formula, fare review mechanism and other FRMC recommendations that were accepted by the Government recently. The approved fare adjustment of 3.2% is significantly less than the quantum of adjustment for which the operators had applied.

We understand that any fare increase, no matter how modest, will impact commuters. In approving the increase and deciding on the quantum, the Council ensured that fares would continue to remain affordable. The various concession

⁵ This refers to revenue allocation for journeys which involve multiple trips, i.e. with one or more transfers.

enhancements, which will benefit approximately half a million commuters, together with the two new Government-funded schemes which will benefit another about half a million more, will go a long way to ensure continued fare affordability. In addition, those who need more assistance will be able to receive help from the Public Transport Fund.”

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APPROVED BUS FARES (w.e.f. 6 April 2014)

a) Adult Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	73	77	4	110	130	20
3.3 km – 4.2 km	83	87		130	150	
4.3 km – 5.2 km	93	98	5	130	150	
5.3 km – 6.2 km	103	108		130	150	
6.3 km – 7.2 km	111	116	6	150	170	
7.3 km – 8.2 km	117	123		170	190	
8.3 km – 9.2 km	123	129		170	190	
9.3 km – 10.2 km	127	133		170	190	
10.3 km – 11.2 km	131	137		190	210	
11.3 km – 12.2 km	135	141		190	210	
12.3 km – 13.2 km	139	145		190	210	
13.3 km – 14.2 km	143	149		200	220	
14.3 km – 15.2 km	147	153		200	220	
15.3 km – 16.2 km	151	157		200	220	
16.3 km – 17.2 km	155	161	210	230		
17.3 km – 18.2 km	159	165	210	230		
18.3 km – 19.2 km	163	169	210	230		
19.3 km – 20.2 km	166	172	210	230		
20.3 km – 21.2 km	169	175	220	240		
21.3 km – 22.2 km	172	178	220	240		
22.3 km – 23.2 km	175	181	220	240		
23.3 km – 24.2 km	177	183	220	240		
24.3 km – 25.2 km	179	185	220	240		
25.3 km – 26.2 km	181	187	220	240		
26.3 km – 27.2 km	182	188	220	240		
27.3 km – 28.2 km	183	189	220	240		
28.3 km – 29.2 km	184	190	220	240		
29.3 km – 30.2 km	185	191	220	240		
30.3 km – 31.2 km	186	192	220	240		
31.3 km – 32.2 km	187	193	220	240		
32.3 km – 33.2 km	188	194	220	240		
33.3 km – 34.2 km	189	195	220	240		
34.3 km – 35.2 km	190	196	220	240		
35.3 km – 36.2 km	191	197	220	240		
36.3 km – 37.2 km	192	198	220	240		
37.3 km – 38.2 km	193	199	220	240		
38.3 km – 39.2 km	194	200	220	240		
39.3 km – 40.2 km	195	201	220	240		
Over 40.2 km	196	202	220	240		

b) Adult Fare Structure (Feeder Services)

Description	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Fare Per Ride (cent)	73	77	4	110	130	20

c) Senior Citizen Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	54	56	2	90	100	10
3.3 km – 4.2 km	62	64		90	100	
4.3 km – 5.2 km	69	71		90	100	
5.3 km – 6.2 km	77	79		90	100	
6.3 km – 7.2 km	82	84		120	130	
Over 7.2 km	87	90	3	120	130	

d) Senior Citizen Fare Structure (Feeder Services)

Description	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Fare Per Ride (cent)	54	56	2	90	100	10

e) Student Fare Structure (Trunk Services)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	36	38	2	55	65	10
3.3 km – 4.2 km	41	43		55	65	
4.3 km – 5.2 km	46	48		55	65	
5.3 km – 6.2 km	51	53		55	65	
6.3 km – 7.2 km	55	57		75	85	
Over 7.2 km	58	60		75	85	

f) Student Fare Structure (Feeder Services)

Description	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Fare Per Ride (cent)	36	38	2	55	65	10

g) Adult Fare Structure (Express Services)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	133	137	4	190	210	20
3.3 km – 4.2 km	143	147		190	210	
4.3 km – 5.2 km	153	158	5	190	210	
5.3 km – 6.2 km	163	168		190	210	
6.3 km – 7.2 km	171	176		190	210	
7.3 km – 8.2 km	177	183	6	190	210	
8.3 km – 9.2 km	183	189		205	225	
9.3 km – 10.2 km	187	193		205	225	
10.3 km – 11.2 km	191	197		205	225	
11.3 km – 12.2 km	195	201		220	240	
12.3 km – 13.2 km	199	205		220	240	
13.3 km – 14.2 km	203	209		220	240	
14.3 km – 15.2 km	207	213		220	240	
15.3 km – 16.2 km	211	217		235	255	
16.3 km – 17.2 km	215	221		235	255	
17.3 km – 18.2 km	219	225		235	255	
18.3 km – 19.2 km	223	229		235	255	
19.3 km – 20.2 km	226	232		250	270	
20.3 km – 21.2 km	229	235		250	270	
21.3 km – 22.2 km	232	238		250	270	
22.3 km – 23.2 km	235	241		250	270	
23.3 km – 24.2 km	237	243		270	290	
24.3 km – 25.2 km	239	245		270	290	
25.3 km – 26.2 km	241	247		270	290	
26.3 km – 27.2 km	242	248		270	290	
27.3 km – 28.2 km	243	249	270	290		
28.3 km – 29.2 km	244	250	270	290		
29.3 km – 30.2 km	245	251	270	290		
30.3 km – 31.2 km	246	252	270	290		
31.3 km – 32.2 km	247	253	270	290		
32.3 km – 33.2 km	248	254	270	290		
33.3 km – 34.2 km	249	255	270	290		
34.3 km – 35.2 km	250	256	270	290		
35.3 km – 36.2 km	251	257	270	290		
36.3 km – 37.2 km	252	258	270	290		
37.3 km – 38.2 km	253	259	270	290		
38.3 km – 39.2 km	254	260	270	290		
39.3 km – 40.2 km	255	261	270	290		
Over 40.2 km	256	262	270	290		

h) Senior Citizen Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	99	101	2
3.3 km – 4.2 km	107	109	
4.3 km – 5.2 km	114	116	
5.3 km – 6.2 km	122	124	
6.3 km – 7.2 km	127	129	
Over 7.2 km	132	135	3

i) Student Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	66	68	2
3.3 km – 4.2 km	71	73	
4.3 km – 5.2 km	76	78	
5.3 km – 6.2 km	81	83	
6.3 km – 7.2 km	85	87	
Over 7.2 km	88	90	

APPROVED TRAIN FARES (w.e.f. 6 April 2014)

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

Distance	Fare Per Ride (cent)					
	Card			Single Trip Ticket		
	Current	Approved	Change	Current	Approved	Change
Up to 1.0 km	78	82	4	120	140	20
1.1 – 2.0 km	83	87		120	140	
2.1 – 3.2 km	88	92		120	140	
3.3 km – 4.2 km	98	102		150	170	
4.3 km – 5.2 km	108	113	5	150	170	
5.3 km – 6.2 km	118	123		150	170	
6.3 km – 7.2 km	126	131		170	190	
7.3 km – 8.2 km	142	148		170	190	
8.3 km – 9.2 km	148	154	6	190	210	
9.3 km – 10.2 km	152	158		190	210	
10.3 km – 11.2 km	156	162		190	210	
11.3 km – 12.2 km	160	166		210	230	
12.3 km – 13.2 km	164	170		210	230	
13.3 km – 14.2 km	168	174		210	230	
14.3 km – 15.2 km	172	178		210	230	
15.3 km – 16.2 km	176	182		220	240	
16.3 km – 17.2 km	180	186		220	240	
17.3 km – 18.2 km	184	190		220	240	
18.3 km – 19.2 km	188	194		220	240	
19.3 km – 20.2 km	191	197		230	250	
20.3 km – 21.2 km	194	200		230	250	
21.3 km – 22.2 km	197	203		230	250	
22.3 km – 23.2 km	200	206		230	250	
23.3 km – 24.2 km	202	208		240	260	
24.3 km – 25.2 km	204	210		240	260	
25.3 km – 26.2 km	206	212		240	260	
26.3 km – 27.2 km	207	213		240	260	
27.3 km – 28.2 km	208	214		240	260	
28.3 km – 29.2 km	209	215		240	260	
29.3 km – 30.2 km	210	216		240	260	
30.3 km – 31.2 km	211	217		240	260	
31.3 km – 32.2 km	212	218		240	260	
32.3 km – 33.2 km	213	219		240	260	
33.3 km – 34.2 km	214	220		240	260	
34.3 km – 35.2 km	215	221		240	260	
35.3 km – 36.2 km	216	222		240	260	
36.3 km – 37.2 km	217	223		240	260	
37.3 km – 38.2 km	218	224		240	260	
38.3 km – 39.2 km	219	225		240	260	
39.3 km – 40.2 km	220	226		240	260	
Over 40.2 km	221	227		240	260	

b) Adult Fare Structure (North-South and East-West Lines, Bukit Panjang LRT, Sengkang LRT and Punggol LRT)

Distance	Fare Per Ride (cent)					
	Card			Single Trip Ticket		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	73	77	4	110	130	20
3.3 km – 4.2 km	83	87		130	150	
4.3 km – 5.2 km	93	98		130	150	
5.3 km – 6.2 km	103	108	5	130	150	
6.3 km – 7.2 km	111	116		150	170	
7.3 km – 8.2 km	117	123		150	170	
8.3 km – 9.2 km	123	129		170	190	
9.3 km – 10.2 km	127	133		170	190	
10.3 km – 11.2 km	131	137		170	190	
11.3 km – 12.2 km	135	141		190	210	
12.3 km – 13.2 km	139	145		190	210	
13.3 km – 14.2 km	143	149		190	210	
14.3 km – 15.2 km	147	153		190	210	
15.3 km – 16.2 km	151	157		200	220	
16.3 km – 17.2 km	155	161		200	220	
17.3 km – 18.2 km	159	165		200	220	
18.3 km – 19.2 km	163	169		200	220	
19.3 km – 20.2 km	166	172		210	230	
20.3 km – 21.2 km	169	175		210	230	
21.3 km – 22.2 km	172	178		210	230	
22.3 km – 23.2 km	175	181	210	230		
23.3 km – 24.2 km	177	183	6	220	240	
24.3 km – 25.2 km	179	185		220	240	
25.3 km – 26.2 km	181	187		220	240	
26.3 km – 27.2 km	182	188		220	240	
27.3 km – 28.2 km	183	189		220	240	
28.3 km – 29.2 km	184	190		220	240	
29.3 km – 30.2 km	185	191		220	240	
30.3 km – 31.2 km	186	192		220	240	
31.3 km – 32.2 km	187	193		220	240	
32.3 km – 33.2 km	188	194		220	240	
33.3 km – 34.2 km	189	195		220	240	
34.3 km – 35.2 km	190	196		220	240	
35.3 km – 36.2 km	191	197		220	240	
36.3 km – 37.2 km	192	198	220	240		
37.3 km – 38.2 km	193	199	220	240		
38.3 km – 39.2 km	194	200	220	240		
39.3 km – 40.2 km	195	201	220	240		
Over 40.2 km	196	202		240		

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

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	58	60	2
3.3 km – 4.2 km	66	68	
4.3 km – 5.2 km	73	75	
5.3 km – 6.2 km	81	83	
6.3 km – 7.2 km	86	88	
Over 7.2 km	91	94	3

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

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	54	56	2
3.3 km – 4.2 km	62	64	
4.3 km – 5.2 km	69	71	
5.3 km – 6.2 km	77	79	
6.3 km – 7.2 km	82	84	
Over 7.2 km	87	90	3

e) Student Fare Structure (MRT and LRT)

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	36	38	2
3.3 km – 4.2 km	41	43	
4.3 km – 5.2 km	46	48	
5.3 km – 6.2 km	51	53	
6.3 km – 7.2 km	55	57	
Over 7.2 km	58	60	

MONTHLY CONCESSION PASSES (w.e.f. 6 April 2014)

a) Bus Monthly Concession Passes (Unlimited bus rides)

Cardholders	Price		
	Current	Approved	Change
Primary Student	\$22.50	\$22.50	No change
Secondary Student	\$27.50	\$27.50	No change
Polytechnic Student	\$52.00	\$27.50	- \$24.50
University Student	\$52.00	\$52.00	No change
Full-time National Serviceman	\$61.00	\$52.00	- \$9.00

b) Train Monthly Concession Passes (Unlimited train rides w.e.f. 6 April 2014)

Cardholders	Price		
	Current	Approved	Change
Primary Student	\$20.00	\$20.00	No change
Secondary Student	\$25.00	\$25.00	No change
Polytechnic Student	\$45.00	\$25.00	- \$20.00
University Student	\$45.00	\$45.00	No change
Full-time National Serviceman	\$50.00	\$45.00	- \$5.00

c) Hybrid Monthly Concession Passes and Adult Monthly Travel Pass (Unlimited bus and train rides w.e.f. 6 April 2014)

Cardholders	Price		
	Current	Approved	Change
Primary Student	\$42.50	\$41.00	- \$1.50
Secondary Student	\$52.50	\$51.00	- \$1.50
Polytechnic Student	\$97.00	\$51.00	- \$46.00
University Student	\$97.00	\$85.00	- \$12.00
Full-time National Serviceman	\$111.00	\$85.00	- \$26.00
Adult (Monthly Travel Pass)	N.A.	\$120.00	-
Senior Citizen	N.A.	\$60.00	-

Details on Enhancements to Current Concession Schemes

(A) Child Concession Card

The Child Concession Card is a travel card that currently allows concessionary travel on basic fare bus and train services for children. With effect from 6 April 2014, the Child Concession Card will allow holders to travel for free on basic fare bus and train services.

Eligibility Criteria

Children below 7 years old and not in Primary School may apply for a Child Concession Card. The card will be valid for use until 30 April of the year the child turns 7 years old, as the child would have already been issued the student concessionary card by then. Children below 0.9m in height need not apply for this card as they will continue to be entitled to free travel.

How to Apply

If the child is a Singapore Citizen or a Singapore Permanent Resident, simply complete and submit an application form to any TransitLink Ticket Office. The application form can be downloaded from:

http://www.transitlink.com.sg/pdf/child_concession_card_application.pdf.

The parent or proxy making the purchase is required to produce his/her NRIC upon form submission at the TransitLink Ticket Office.

If the child is a non-Singapore Citizen or non-Singapore Permanent Resident, please present the child's Passport (original or photocopy) upon form submission at the TransitLink Ticket Office.

The card will be encoded with the child's name, Birth Certificate/Passport number, date of birth and expiry date of the card. Each eligible child is entitled to one Child Concession Card. The card will be issued on the spot.

Individuals holding a valid Child Concession Card can continue to use the card. They do not need to apply for a new card.

As the Child Concession Card offers free travel with effect from 6 April 2014, individuals may wish to take this into consideration when topping up their Child Concession Cards.

For Enquiries

For any enquiries, please call the TransitLink hotline at 1800-2255 663 or refer to the TransitLink website (www.transitlink.com.sg) for more information.

(B) Polytechnic Student Concession Card

Full-time matriculated students from government or government-aided polytechnics may apply for a Polytechnic Student Concession Card to travel on buses and trains. Upon receiving their Concession Cards, students may enjoy travel concession by purchasing Monthly Concession Passes.

With effect from 6 April 2014, polytechnic students will be able to enjoy even lower concessionary prices on their concession passes.

Concession Pass	Benefit	Old Price	New Price
Bus Concession Pass (BCP)	Unlimited travel on basic fare buses.	\$52.00	\$27.50
Train Concession Pass (TCP)	Unlimited travel on basic fare trains.	\$45.00	\$25.00
Hybrid Concession Pass (HCP)	Unlimited travel on basic fare buses and trains.	\$97.00	\$51.00

Eligibility Criteria

Students must be matriculated full-time in government or government-aided polytechnics and cannot be sponsored by or receive allowances from any organisation to be eligible for the Polytechnic Student Concession Card.

How to Apply

Eligible polytechnic students can apply for the Concession Card during the bulk application exercise which is usually conducted every April to May and July to August at their respective campuses.

In the event that polytechnic students miss the exercise, they can apply for their first card at any TransitLink Concession Card Replacement Office located island-wide.

When applying for the concession card, the following items are required:

- Passport-size photograph (taken within the last 3 months);
- Matriculation Card; and
- One of the following documents:
 - Original NRIC/Passport for Singapore Citizens; or
 - Original NRIC/Re-entry Permit for Singapore Permanent Residents; or
 - Original Passport and Foreign Student Pass (FIN) for foreign students.

There will also be a \$5 card cost (non-refundable) and \$3 personalisation fee (non-refundable) payable upon the application for the Polytechnic Student Concession Card. Monthly Concession Passes can be purchased at any TransitLink Ticket Office, TransitLink AVM+, General Ticketing Machines and Passenger Services Centres. The concession passes can be encoded to start from any specified date up to 7 days in advance.

Individuals holding a valid Polytechnic Concession Card can continue to use the card. They do not need to apply for a new card.

Polytechnic students may wish to note that concession passes bought before 6 April 2014 will not be refunded. Therefore, they may wish to time when they buy the concession passes, taking into consideration the reduction of prices which will take effect from 6 April 2014.

For Enquiries

For any enquiries, please call the TransitLink hotline at 1800-2255 663 or refer to the TransitLink website (www.transitlink.com.sg) for more information.

(C) Adult Monthly Travel Pass

The Adult Monthly Travel Pass is a new travel pass that allows unlimited travel on Singapore's basic bus services and rail services within the period of validity of the Monthly Travel Pass purchased.

Priced at \$120, it is designed for Singapore residents and non-concession card holders who travel frequently on public transport. Individuals will be able to buy the Adult Monthly Travel Pass with effect from 6 April 2014. To do so, you must first apply for the Adult Monthly Travel Card.

Eligibility Criteria

All Singapore citizens and permanent residents are eligible for the Adult Monthly Travel Pass.

How to Apply for the Adult Monthly Travel Card

You can apply for the card by logging on to the TransitLink website (www.transitlink.com.sg). Alternatively, you can visit any of TransitLink's Ticket Office to apply for the travel card from 16 March 2014.

If you apply online before 16 March 2014, you will receive your travel card by 6 April. Application via TransitLink Ticket Offices may take up to six weeks of processing time.

When you apply for the Adult Monthly Travel Card, you will also need to make an upfront payment of \$128 for a monthly pass as this includes the cost of the card (\$5 non-refundable) and a personalization fee (\$3 non-refundable).

How to Buy the Adult Monthly Travel Pass

Monthly Travel Passes can be purchased at any TransitLink Ticket Office, TransitLink AVM+, General Ticketing Machines and Passenger Services Centre.

For Enquiries

For any enquiries, please call the TransitLink hotline at 1800-2255 663 or refer to the TransitLink website (www.transitlink.com.sg) for more information.

(D) Senior Citizen Concession Card

Designed for senior Singapore citizens and permanent residents, the Senior Citizen Concession Card allows concession travel on public transport services. With effect from 6 April 2014, Senior Citizen Concession Card holders will be able to purchase monthly concession passes priced at \$60 which allows for unlimited travel on basic fare buses and trains.

Eligibility Criteria

Singapore citizens and permanent residents aged 60 years and above are eligible to apply for the Senior Citizen Concession Card.

How to Apply

Eligible senior citizens will be able to apply for their concession cards two weeks prior to their birthdays.

Application for the Senior Citizen Concession Card can be done online via: http://www.transitlink.com.sg/eservice/econcession/app_form1.php?app_type=1

Alternatively, eligible senior citizens can also apply for the concession card by completing and mailing an application form to the TransitLink Head Office located at:

9 Maxwell Road, Annexe A MND Complex, #03-02, Singapore 069112.

A photocopy of their NRIC (both the front and reverse sides) and a coloured passport sized photograph that was taken within the last 3 months must be attached to the completed application form.

The application form can be obtained from [any TransitLink Ticket Office](#), or downloaded from

<http://www.transitlink.com.sg/imgs/file/Senior%20Citizen%20Application%20Form.pdf>

Once ready, the concession card will be mailed to the applicant with further instructions for use.

How to Buy Senior Citizen Monthly Concession Passes

The Senior Citizen Monthly Concession Pass can be purchased at any TransitLink Ticket Office, TransitLink AVM+, General Ticketing Machines and Passenger Services Centre with effect from 6 April 2014. The concession pass can be encoded to start from any specified date up to 7 days in advance.

Individuals holding a valid Senior Citizen Concession Card can continue to use the card. They do not need to apply for a new card.

For Enquiries

For any enquiries, please call the TransitLink hotline at 1800-2255 663 or refer to the TransitLink website (www.transitlink.com.sg) for more information.

(E) Monthly Concession Passes

With effect from 6 April 2014, the 4-train trip limit will be removed from all Train Concession Passes and Hybrid Concession Passes. All Hybrid Concession Pass prices will be reduced..

How to Apply for a Concession Card

Individuals holding a valid concession card can continue to use the card. They do not need to apply for a new card.

How to Buy Monthly Concession Passes

Monthly Concession Passes can be purchased at any TransitLink Ticket Office, TransitLink AVM+, General Ticketing Machines and Passenger Services Centres. The concession passes can be encoded to start from any specified date up to 7 days in advance.

Monthly Concession Passes bought before 6 April 2014 will not be refunded. Therefore, concession card holders may wish to time when they buy their concession passes, taking into consideration the reduction of prices which will take effect from 6 April 2014.

For Enquiries

For any enquiries, please call the TransitLink hotline at 1800-2255 663 or refer to the TransitLink website (www.transitlink.com.sg) for more information.

Concessionary Fare Structures for LWWs and PWDs***Bus Fares (w.e.f. 6 July 2014)***

a) Lower-wage Worker (LWWs) Fare Structure (Trunk Services*)

Distance	Fares Per Ride (cent)	
	Card (New)	Cash (New)
Up to 3.2 km	65	130
3.3 km – 4.2 km	74	150
4.3 km – 5.2 km	83	150
5.3 km – 6.2 km	92	150
6.3 km – 7.2 km	99	170
7.3 km – 8.2 km	105	170
8.3 km – 9.2 km	110	190
9.3 km – 10.2 km	113	190
10.3 km – 11.2 km	116	190
11.3 km – 12.2 km	120	210
12.3 km – 13.2 km	123	210
13.3 km – 14.2 km	127	210
14.3 km – 15.2 km	130	210
15.3 km – 16.2 km	133	220
16.3 km – 17.2 km	137	220
17.3 km – 18.2 km	140	220
18.3 km – 19.2 km	144	220
19.3 km – 20.2 km	146	230
20.3 km – 21.2 km	149	230
21.3 km – 22.2 km	151	230
22.3 km – 23.2 km	154	230
23.3 km – 24.2 km	156	240
24.3 km – 25.2 km	157	240
25.3 km – 26.2 km	159	240
26.3 km – 27.2 km	160	240
27.3 km – 28.2 km	161	240
28.3 km – 29.2 km	162	240
29.3 km – 30.2 km	162	240
30.3 km – 31.2 km	163	240
31.3 km – 32.2 km	164	240
32.3 km – 33.2 km	165	240
33.3 km – 34.2 km	166	240
34.3 km – 35.2 km	167	240
35.3 km – 36.2 km	167	240
36.3 km – 37.2 km	168	240
37.3 km – 38.2 km	169	240
38.3 km – 39.2 km	170	240
39.3 km – 40.2 km	171	240
Over 40.2 km	172	240

* Include Industrial Estate Services.

b) Lower-wage Workers (LWWs) Fare Structure (Feeder Services)

Type of Bus	Fares Per Ride (cent)	
	Card (New)	Cash (New)
Aircon	65	130

c) Persons with Disability (PWDs) Fare Structure (Trunk Services)

Distance	Fares Per Ride (cent)	
	Card (New)	Cash (New)
Up to 3.2 km	56	100
3.3 km – 4.2 km	64	100
4.3 km – 5.2 km	71	100
5.3 km – 6.2 km	79	100
6.3 km – 7.2 km	84	130
Over 7.2 km	90	130

d) Persons with Disability (PWDs) Fare Structure (Feeder Services)

Type of Bus	Fares Per Ride (cent)	
	Card (New)	Cash (New)
Aircon	56	100

e) Lower-wage Workers (LWWs) (Express Services)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 3.2 km	115
3.3 km – 4.2 km	124
4.3 km – 5.2 km	133
5.3 km – 6.2 km	142
6.3 km – 7.2 km	149
7.3 km – 8.2 km	155
8.3 km – 9.2 km	160
9.3 km – 10.2 km	163
10.3 km – 11.2 km	166
11.3 km – 12.2 km	170
12.3 km – 13.2 km	173
13.3 km – 14.2 km	177
14.3 km – 15.2 km	180
15.3 km – 16.2 km	183
16.3 km – 17.2 km	187
17.3 km – 18.2 km	190
18.3 km – 19.2 km	194
19.3 km – 20.2 km	196
20.3 km – 21.2 km	199
21.3 km – 22.2 km	201
22.3 km – 23.2 km	204
23.3 km – 24.2 km	206
24.3 km – 25.2 km	207
25.3 km – 26.2 km	209
26.3 km – 27.2 km	210
27.3 km – 28.2 km	211
28.3 km – 29.2 km	212
29.3 km – 30.2 km	212
30.3 km – 31.2 km	213
31.3 km – 32.2 km	214
32.3 km – 33.2 km	215
33.3 km – 34.2 km	216
34.3 km – 35.2 km	217
35.3 km – 36.2 km	217
36.3 km – 37.2 km	218
37.3 km – 38.2 km	219

Distance	Fares Per Ride (cent)
	Card (New)
38.3 km – 39.2 km	220
39.3 km – 40.2 km	221
Over 40.2 km	222

f) Persons with Disability (PWDs) Fare Structure (Express Services)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 3.2 km	101
3.3 km – 4.2 km	109
4.3 km – 5.2 km	116
5.3 km – 6.2 km	124
6.3 km – 7.2 km	129
Over 7.2 km	135

Train Fares (w.e.f. 6 July 2014)

a) Lower-wage Workers (LWWs) Fare Structure (North-East Line, Circle Line and Downtown Line)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 1.0 km	69
1.1km – 2.0 km	74
2.1km – 3.2 km	78
3.3 km – 4.2 km	87
4.3 km – 5.2 km	96
5.3 km – 6.2 km	105
6.3 km – 7.2 km	112
7.3 km – 8.2 km	126
8.3 km – 9.2 km	131
9.3 km – 10.2 km	134
10.3 km – 11.2 km	137
11.3 km – 12.2 km	141
12.3 km – 13.2 km	144
13.3 km – 14.2 km	148
14.3 km – 15.2 km	151
15.3 km – 16.2 km	154
16.3 km – 17.2 km	158
17.3 km – 18.2 km	161
18.3 km – 19.2 km	165
19.3 km – 20.2 km	167
20.3 km – 21.2 km	170
21.3 km – 22.2 km	172
22.3 km – 23.2 km	175
23.3 km – 24.2 km	177
24.3 km – 25.2 km	178
25.3 km – 26.2 km	180
26.3 km – 27.2 km	181
27.3 km – 28.2 km	182
28.3 km – 29.2 km	183
29.3 km – 30.2 km	183
30.3 km – 31.2 km	184
31.3 km – 32.2 km	185
32.3 km – 33.2 km	186

Distance	Fares Per Ride (cent)
	Card (New)
33.3 km – 34.2 km	187
34.3 km – 35.2 km	188
35.3 km – 36.2 km	188
36.3 km – 37.2 km	189
37.3 km – 38.2 km	190
38.3 km – 39.2 km	191
39.3 km – 40.2 km	192
Over 40.2 km	193

- b) Lower-wage Workers (LWWs) Fare Structure (North-South and East-West Lines, Bukit Panjang LRT, Sengkang LRT and Punggol LRT)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 3.2 km	65
3.3 km – 4.2 km	74
4.3 km – 5.2 km	83
5.3 km – 6.2 km	92
6.3 km – 7.2 km	99
7.3 km – 8.2 km	105
8.3 km – 9.2 km	110
9.3 km – 10.2 km	113
10.3 km – 11.2 km	116
11.3 km – 12.2 km	120
12.3 km – 13.2 km	123
13.3 km – 14.2 km	127
14.3 km – 15.2 km	130
15.3 km – 16.2 km	133
16.3 km – 17.2 km	137
17.3 km – 18.2 km	140
18.3 km – 19.2 km	144
19.3 km – 20.2 km	146
20.3 km – 21.2 km	149
21.3 km – 22.2 km	151
22.3 km – 23.2 km	154
23.3 km – 24.2 km	156
24.3 km – 25.2 km	157
25.3 km – 26.2 km	159
26.3 km – 27.2 km	160
27.3 km – 28.2 km	161
28.3 km – 29.2 km	162
29.3 km – 30.2 km	162
30.3 km – 31.2 km	163
31.3 km – 32.2 km	164
32.3 km – 33.2 km	165
33.3 km – 34.2 km	166
34.3 km – 35.2 km	167
35.3 km – 36.2 km	167
36.3 km – 37.2 km	168
37.3 km – 38.2 km	169
38.3 km – 39.2 km	170
39.3 km – 40.2 km	171
Over 40.2 km	172

- c) Persons with Disability (PWDs) Fare Structure (North-East Line, Circle Line and Downtown Line)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 1.0 km	60
1.1 km – 2.0 km	60
2.1 km – 3.2 km	60
3.3 km – 4.2 km	68
4.3 km – 5.2 km	75
5.3 km – 6.2 km	83
6.3 km – 7.2 km	88
Over 7.2 km	94

- d) Persons with Disability (PWDs) Fare Structure (North-South and East-West Lines, Bukit Panjang LRT, Sengkang LRT and Punggol LRT)

Distance	Fares Per Ride (cent)
	Card (New)
Up to 3.2 km	56
3.3 km – 4.2 km	64
4.3 km – 5.2 km	71
5.3 km – 6.2 km	79
6.3 km – 7.2 km	84
Over 7.2 km	90

#####

FACT SHEET

Public Transport Fares to Increase by 3.2% w.e.f. 6 April 2014

Fare Formula (2012)

$$= \text{Price Index} - 1.5\% = \mathbf{4.5\%}$$

Price Index = $0.5\text{CPI} + 0.5\text{WI}$;

1.5%: productivity extraction set for 2008 to 2012.

CPI: the change in Consumer Price Index over preceding year; 5.2% in 2011.

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; 6.8% in 2011.

Fare Formula (2013)

$$= \text{Price Index} - 0.5\% = \mathbf{2.1\%}$$

Price Index = $0.4\text{cCPI} + 0.4\text{WI} + 0.2\text{EI}$;

0.5%: productivity extraction set for 2013 to 2017.

cCPI: the change in core Consumer Price Index over preceding year; 2.5% in 2012.

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 2012.

Energy Index (EI): the change in Energy Index which is a composite of cost changes in electricity and diesel; 2.6% in 2012.

1. The Public Transport Council (PTC), in deciding the fare adjustment this year, has looked at the fare adjustment formulae for 2012 and 2013 that give a combined fare cap of 6.6%.

2. The fare adjustment formula protects the interests of commuters by capping the increase, rather than leaving it to the operators to decide what the market can bear. Commuters also benefit via a productivity extraction factor, through which the operators share their productivity gains with commuters.

3. The approved fare increase of 3.2% is less than the national mean wage increase in 2013. In accordance with the new fare review mechanism, the remaining 3.4% (i.e. 6.6% - 3.2%) will be rolled over to the 2014 fare review exercise and added to the 2014 fare adjustment quantum which would be finalised around April 2014.

Estimated Impact on Commuters Paying Card Fares

4. For adult commuters, their fares will increase by 4 – 6 cents per journey depending on the travel distance. This translates to an average increase in fare expenditure of \$21 a year⁶. Concessionary fares for senior citizens will increase by 2 – 3 cents per journey. On average, senior citizens will pay \$10 more a year with the fare increase. Student concessionary fares will increase by 2 cents across-the-board. For this group, their annual fare expenditure will increase by \$7 on average.

5. Adults, senior citizens and students who are frequent travellers, may consider switching to monthly passes. Besides offering unlimited bus and train rides, these passes will help commuters to limit their monthly fare expenditures.

Estimated Impact on Commuters Paying Cash and Single Trip Ticket Fares

6. Adult cash-paying passengers will see an increase of 20 cents per trip, whereas the concessionary cash fares for senior citizens and students will increase by 10 cents per bus trip. Today, less than 3% of total daily trips are made using cash or single trip tickets on our buses and trains.

⁶ This is based on analysis of all adult contactless (anonymous) cards being used, and would include those cards which are not regularly used, as well as the possibility that a commuter may use more than one card. Hence the average fare expenditure across the entire base may be lower than what a regular commuter will experience.

7. Cash-paying commuters may switch to contactless smartcards, instead of paying cash fares, to enjoy greater convenience and lower fares for public transport.

Enhancements to Existing Concessions

8. As part of the fare review exercise, the enhancements to existing concession schemes proposed by the Fare Review Mechanism Committee (FRMC) will be implemented with effect from 6 April 2014. In total, about half a million commuters are expected to benefit from these enhancements, as summarised below.

S/n	Concession Enhancements	Estimated number of beneficiaries
1	Free travel for all children below 7 years old, before they enter primary school	120K-150K
2	Poly students (lowering of all monthly pass prices to same rates as Sec/JC students, i.e. 44%-47% price reduction)	80k
3	All other students (lowering of hybrid monthly pass prices, unlimited train rides on train/hybrid passes and extending eligibility to Singaporeans studying full-time in private institutions)	150K
4	NSFs (lowering of all monthly pass price by 10%-23%)	10K
5	Adult monthly travel pass at \$120	40K to 60K
6	Senior citizen monthly concession pass at \$60	30K to 40K
	Total	430K to 490K

Two new Government-Funded Schemes for Lower-wage Workers and Persons with Disabilities

9. In line with the FRMC’s recommendations, the Government will fund two new concession schemes for Lower-wage Workers (LWWs) and Persons with Disabilities (PWDs) to help ensure that fares remain affordable for disadvantaged groups that are most impacted by any fare increase. The new concession schemes, which will start from 6 July 2014, is expected to benefit 400,000 LWWs and 50,000 PWDs. (For more details, please refer to media release and factsheet issued by the Ministry of Transport.)

Checks on Public Transport Fare Affordability

Fare Affordability Indicator =

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

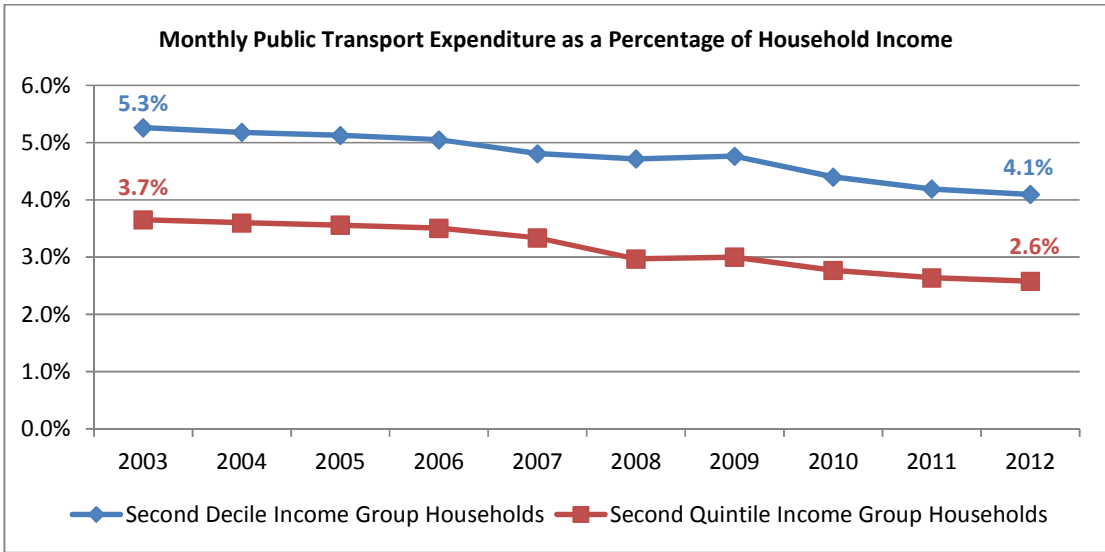
Indicator for second quintile household: 2.6% in 2012 - a downtrend from 3.7% (2003), 3.6% (2004), 3.6% (2005), 3.5% (2006), 3.3% (2007), 3.0% (2008), 3.0% (2009), 2.8% (2010), 2.6% (2011), 2.6% (2012)

Indicator for second decile household: 4.1% in 2012 - a downtrend from 5.3% (2003), 5.2% (2004), 5.1% (2005), 5.1% (2006), 4.8% (2007), 4.7% (2008), 4.8% (2009), 4.4% (2010), 4.2% (2011), 4.1% (2012)

10. To ensure that fares remain affordable, the Fare Review Mechanism Committee (FRMC) recommended that the affordability of public transport fares should be tracked by the PTC in deciding fare adjustment. Fare affordability will be tracked for the second quintile income group households representing the average public transport user, as well as the lower income second decile income group households.

11. With the fare adjustment granted for this exercise, public transport fares continue to stay affordable on the back of general

increase in wage levels. The indicators for the second quintile households and second decile households show the same downtrend trend from 2003 to 2012, that is, these households have been spending proportionately less of their monthly income on public transport fares in recent years, and hence, public transport fares have become more affordable for these groups.



Contributions to the Public Transport Fund

12. To ensure more resources are set aside to help those affected by fare increases, the FRMC had recommended mandatory contributions by the public transport operators (PTOs) to the Public Transport Fund as a form of sharing their gains with commuters. The amount of contribution, ranging from 20% to 50% of the fare adjustment granted, could vary depending on the PTOs’ profitability.

13. In view of the PTOs’ declining financials and the granted fare adjustment being less than the fare cap, the PTC decided that the contributions by the PTOs should be closer to the lower end of the range recommended by the FRMC. SBS Transit and SMRT will therefore set aside 20% (or \$7.2 million) and 25% (or \$4.3 million) of the additional fare revenue due to the fare increase, respectively.

Estimated Impact on Public Transport Operators

14. The overall 3.2% fare increase translates to a fare revenue increase of about \$53.5 million a year for both public transport operators. The increase in revenue for SBS Transit and SMRT are \$36.0 million and \$17.5 million respectively. The gain in revenue does not include money to be set aside by the operators for the Public Transport Fund as mentioned above (SBS Transit: \$7.2 million; SMRT: \$4.3 million).

Highlights of Public Transport Operators' applications

15. SBS Transit had applied for a fare adjustment of 6.6%, i.e. the combined fare quantum for 2012 and 2013. The operator cited rising costs having a significant impact on bus and rail operations, resulting in their bus business going into the red in 2011 and continuing to be loss-making in 2012 and 2013. Likewise, the financial performance for their rail business has also been declining and it went into the red for the first nine months of 2013 due to rising costs for the North-East Line and start-up costs for the new Downtown Line.

16. SMRT had likewise applied for a 6.6% fare adjustment. Between FY2010 and FY2012, SMRT had informed the PTC that it had incurred a 29% increase in operating costs particularly in the areas of manpower, energy, and repairs and maintenance. The bus business has been loss-making for the past few years and losses may continue with more buses due for overhaul and replacement. The profit level of the train business has also been weighed down by rising costs, maintaining an ageing MRT network, and expenditure for mid-life refurbishment.