

**No. S 572****ACTIVE MOBILITY ACT 2017****ACTIVE MOBILITY  
(CHYE THIAM MAINTENANCE PTE LTD —  
EXEMPTION FOR BISHAN-ANG MO KIO PARK 1  
AND SENGKANG RIVERSIDE PARK)  
ORDER 2025****ARRANGEMENT OF PARAGRAPHS****Paragraph**

1. Citation and period in force
  2. Definitions
  3. Exemption for individual who initiates operation and movement of specified vehicle
  4. Exemption for individual who takes manual control of specified vehicle on instruction of another individual
  5. Exemption for individual who remotely monitors and takes manual control of specified vehicle
  6. Exemption for individual who follows and takes manual control of specified vehicle
  7. Common conditions
- The Schedule
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In exercise of the powers conferred by section 66 of the Active Mobility Act 2017, the Acting Minister for Transport makes the following Order:

**Citation and period in force**

1.—(1) This Order is the Active Mobility (Chye Thiam Maintenance Pte Ltd — Exemption for Bishan-Ang Mo Kio Park 1 and Sengkang Riverside Park) Order 2025.

(2) This Order is in force for the period between 1 September 2025 and 31 August 2026 (both dates inclusive).

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## Definitions

### 2. In this Order —

“autonomous system” means a system that enables the operation of a specified vehicle without the active physical control of, or monitoring by, a human operator;

“Chye Thiam” means the company known as Chye Thiam Maintenance Pte Ltd (UEN 198801700E);

“specified area” means any area bounded by the black-coloured lines in a map set out in the Schedule;

“specified vehicle” means an autonomous motor vehicle that —

- (a) is known as the S1 Robosweeper; and
- (b) has complied with the requirements of the assessment known as the Supervised Trial Readiness Assessment for Autonomous Vehicles on Public Paths that is jointly administered by the Centre of Excellence for Testing & Research of Autonomous Vehicles — NTU (CETRAN) and the Authority.

### Exemption for individual who initiates operation and movement of specified vehicle

3. Section 16(1)(b) or 17(1) of the Act does not apply to an individual who initiates the operation and movement, under all of the following conditions, of a specified vehicle on a footpath or shared path (as the case may be) within a specified area:

- (a) the individual is authorised by Chye Thiam to initiate the operation and movement of the vehicle;
- (b) before initiating the operation and movement of the vehicle, the individual has ensured that —
  - (i) the vehicle is programmed to move at a speed not exceeding 6 km/h; and
  - (ii) the vehicle’s front and rear lights are programmed to be continuously lit whenever the vehicle is in motion;

- (c) the common conditions in paragraph 7 are satisfied.

**Exemption for individual who takes manual control of specified vehicle on instruction of another individual**

4. Section 16(1)(b) or 17(1) of the Act does not apply to an individual (*X*) who takes manual control, under all of the following conditions, of a specified vehicle that is moving on a footpath or shared path (as the case may be) within a specified area:

- (a) *X* is authorised by Chye Thiam to take manual control of the vehicle on the instruction of another individual (*Y*) who is in turn authorised by Chye Thiam to —
- (i) monitor the vehicle’s movements and its surroundings from a remote location while the vehicle is moving on the footpath or shared path; and
  - (ii) instruct *X*, from a remote location, to take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;
- (b) the taking of manual control of the vehicle is carried out on the instruction of *Y* or is otherwise necessitated by such failure or emergency;
- (c) the common conditions in paragraph 7 are satisfied.

**Exemption for individual who remotely monitors and takes manual control of specified vehicle**

5. Section 16(b) or 17(1) of the Act does not apply to an individual who takes manual control, under all of the following conditions, of a specified vehicle that is moving on a footpath or shared path (as the case may be) within a specified area:

- (a) the individual is authorised by Chye Thiam to —
- (i) monitor the vehicle’s movements and its surroundings from a remote location while the vehicle is moving on the footpath or shared path; and

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- (ii) take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;
  - (b) the taking of manual control of the vehicle is necessitated by such failure or emergency;
  - (c) the common conditions in paragraph 7 are satisfied.

**Exemption for individual who follows and takes manual control of specified vehicle**

6.—(1) Section 16(1)(b) or 17(1) of the Act does not apply to an individual who takes manual control, under all of the following conditions, of a specified vehicle that has not complied with the specified assessments and is moving on a footpath or shared path (as the case may be) within a specified area:

- (a) the individual is authorised by Chye Thiam to follow the vehicle while it is moving on the specified path, in order to —
    - (i) monitor the vehicle’s movements and its surroundings; and
    - (ii) take manual control of the vehicle when there is a failure of its autonomous system or any other emergency that requires immediate action;
  - (b) the taking of manual control of the vehicle is necessitated by such failure or emergency;
  - (c) the common conditions in paragraph 7 are satisfied.
- (2) The specified assessments mentioned in sub-paragraph (1) are —
- (a) the assessment known as the Deployment Readiness Assessment; and

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- (b) any other assessment required by the Authority and made known to Chye Thiam,

under the revised Autonomous Vehicles on Public Paths assessment framework that is jointly administered by the Centre of Excellence for Testing & Research of Autonomous Vehicles — NTU (CETRAN) and the Authority.

### **Common conditions**

7. The common conditions are —

- (a) the specified vehicle is only operated for the purpose of sweeping a footpath or shared path within a specified area;
- (b) there is in force, at any time the specified vehicle is used in connection with the purpose mentioned in sub-paragraph (a), a policy of insurance in relation to the specified vehicle insuring against any liability in respect of —
- (i) the death of or bodily injury sustained by any person (whether or not including an individual exempt under paragraph 3, 4, 5 or 6); and
- (ii) any property damage suffered by any person (whether or not including an individual exempt under paragraph 3, 4, 5 or 6),
- caused by or arising out of the use of the specified vehicle; and
- (c) the risk under the policy of insurance mentioned in sub-paragraph (b) is assumed by an insurer who, at the time the policy is issued, is lawfully carrying on an insurance business in Singapore.

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THE SCHEDULE

Paragraph 2

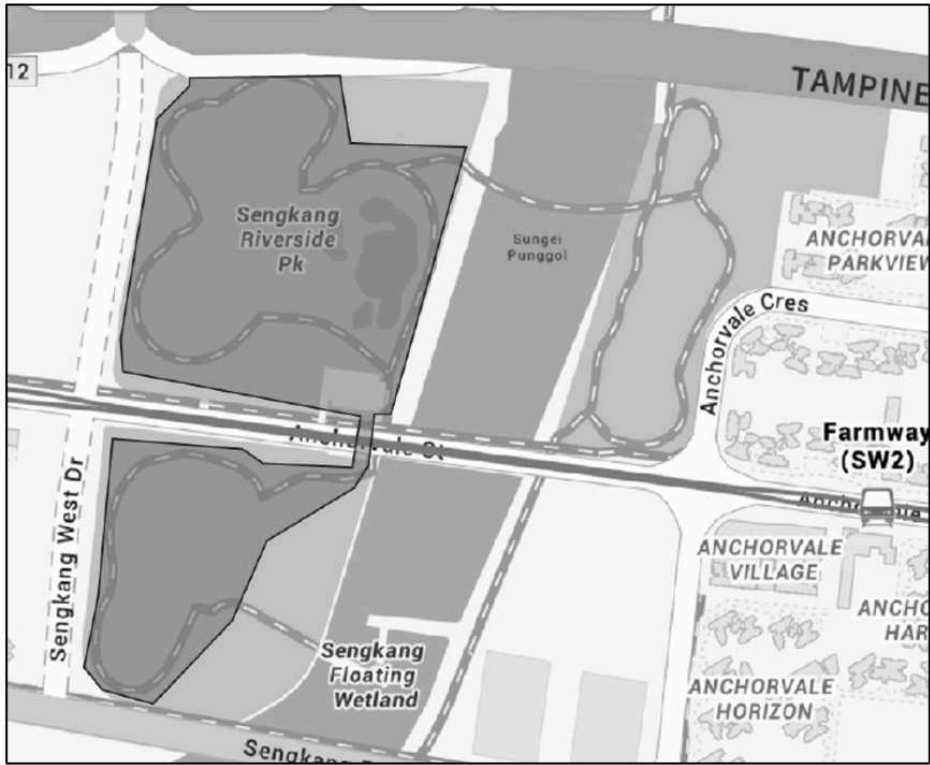
SPECIFIED AREAS

MAP 1: BISHAN-ANG MO KIO PARK 1



THE SCHEDULE — *continued*

## MAP 2: SENGKANG RIVERSIDE PARK



Made on 25 August 2025.

LAU PEET MENG  
*Permanent Secretary,  
Ministry of Transport,  
Singapore.*

[LTA/L18.056.003/LZ/ALY/EO.CTMEP.25.01;  
AG/LEGIS/SL/2C/2025/1]