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ACTIVE MOBILITY ACT 2017

**ACTIVE MOBILITY
(LOOP SPOKE & HUB PTE. LTD. —
EXEMPTION FOR ANG MO KIO AVENUE 1)
ORDER 2026**

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In exercise of the powers conferred by section 66 of the Active Mobility Act 2017, the Minister for Transport makes the following Order:

Citation and period in force

1.—(1) This Order is the Active Mobility (Loop Spoke & Hub Pte. Ltd. — Exemption for Ang Mo Kio Avenue 1) Order 2026.

(2) This Order is in force for the period between 3 August 2026 and 30 November 2027 (both dates inclusive).

Definitions

2. In this Order —

“Loop” means the company known as Loop Spoke & Hub Pte. Ltd. (UEN 201405082D);

“specified public path” means any footpath within the area bounded by the black-coloured line in the map set out in the Schedule;

“specified vehicle” means an autonomous motor vehicle that is known as the QuikCat delivery robot.

Exemption for individual who initiates operation and movement of specified vehicle

3. Section 16(1)(b) of the Act does not apply to an individual who initiates the operation and movement of a specified vehicle on a specified public path, under all of the following conditions:

- (a) the individual is authorised by Loop 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 2.5 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) of the Act does not apply to an individual (*X*) who takes manual control of a specified vehicle that is moving on a specified public path, under all of the following conditions:

- (a) *X* is authorised by Loop to take manual control of the vehicle on the instruction of another individual (*Y*) who is in turn authorised by Loop to —

- (i) monitor the vehicle's movements and its surroundings from a remote location while the vehicle is moving on the specified public 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(1)(b) of the Act does not apply to an individual who takes manual control of a specified vehicle that is moving on a specified public path, under all of the following conditions:

- (a) the individual is authorised by Loop to —
 - (i) monitor the vehicle's movements and its surroundings from a remote location while the vehicle is moving on the specified public path; 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.

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

6. Section 16(1)(b) of the Act does not apply to an individual who takes manual control of a specified vehicle that is moving on a specified public path, under all of the following conditions:

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- (a) the individual is authorised by Loop to follow the vehicle while it is moving on the specified public 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.

Common conditions

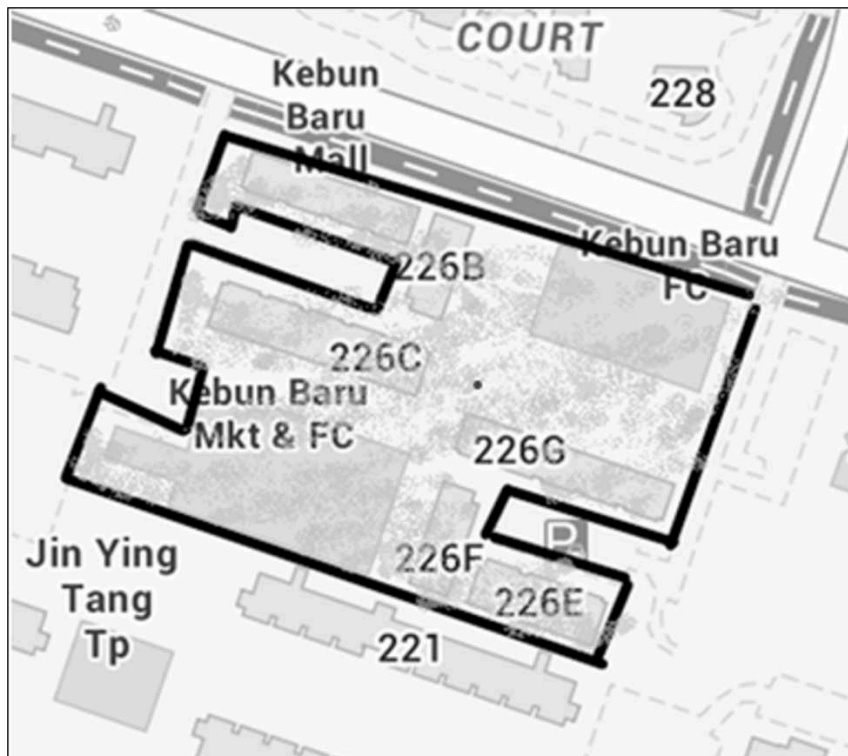
7. The common conditions are —

- (a) the specified vehicle is only operated for the purpose of delivery services on a specified public path;
- (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 any 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.

THE SCHEDULE

Paragraph 2

SPECIFIED PUBLIC PATHS



Made on 29 July 2026.

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

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AG/LEGIS/SL/2C/2025/1]