

Dear business operator/person-in-charge,

1. This circular provides an update to the previous industry circular that was sent on 17 October 2020.
2. The class licensing regime will commence on **1 May 2021** instead of 1 April 2021 to allow more time for businesses to make adjustments.
3. From **1 June 2021**, it would be an offence under Section 8 of the Shared Mobility Enterprises (Control & Licensing) Act for businesses that rent out docked¹ motorised PMDs and PABs in public places to continue offering such services without notifying LTA. Affected businesses will include:

(a)	Brick-and-mortar shops and businesses providing motorised PMD and/or PAB rental services, including businesses which offer rental of such devices even if the rental business is unrelated to their primary business, e.g. hotels who rent PMDs to their guests.
(b)	Employers that provide motorised PMDs and/or PABs for use by employees as a benefit of employment or for the purpose of employment duties.

4. Businesses described in the above paragraph must notify LTA between **1 to 31 May 2021** of the following information if it intends to continue providing such services:
 - a) The type of devices that they intend to offer for hire or for use;
 - b) The number of devices to be made available for hire or for use;
 - c) The registered business name;
 - d) The UEN; and
 - e) Contact details (i.e. address, phone number and e-mail address of registered business and representative(s) nominated to liaise with LTA).
5. LTA will provide the weblink to the online notification form for a class licence, as well as specific instructions by **late April 2021**. In the meantime, you may wish to prepare the information as highlighted in Paragraph 4.
6. Based on feedback obtained from industry consultations conducted between mid-October and mid-November 2020, we have updated the requirements that class licensees will have to comply with. The updated requirements are as follows (and will supercede that provided in the previous circular):
 - a) Verification of theory test credentials
 - All users of e-scooters and PABs will be required to pass a theory test before they can ride on cycling paths (e-scooters and PABs) and on roads (PABs only). This is to ensure that users are familiar with the Active Mobility (AM) regulations, code of conduct and safe riding practices before they ride.

The test handbook will be released in **April** and testing will begin in **mid-2021**.

- **When testing commences**, LTA will update licensees through email on the verification process to ensure that users of their devices have the proper test certification before allowing them to ride on public paths (e-scooters and PABs) or roads (PABs only). Sufficient time will be given to licensees to implement the verification process.
- Additional information on the theory test requirements for both users and licensees will be announced at a later date.

b) Third Party Liability Insurance

- **Upon notifying LTA for a class licence**, licensees will be required under the Active Mobility Act to ensure that users are adequately covered with third-party liability insurance for bodily injury or death.
- Businesses who currently employ or contract riders who ride AM devices (i.e. bicycle/PMD/PAB/PMA) on public paths for work are already required to ensure the above from **1 December 2020**.
- For details on insurance requirements, please refer to the [LTA website](#).

c) Ensuring users are able to track device speed

- **Upon notifying LTA for a class licence**, licensees will have to ensure that users are able to track their speed in a safe manner when using the device.
- This can be achieved by installing a speedometer on your device or verifying that the user is able to track device speed in a hands-free manner such as through a speed tracking mobile application (e.g. on a mounted phone) or other wearable devices.

d) Refuse hire to users who had committed certain offences under the Active Mobility Act (AMA) and Road Traffic Act (RTA)

- **Upon notifying LTA for a class licence**, licensees will be directed by LTA to refuse hire to individuals found guilty of speeding or riding an AM device recklessly on public paths (offences under the AMA) or riding a PMD or PMA on roads (offence under the RTA).
- We will provide more information on the verification process in due course. Sufficient time will be given to licensees to implement the process.

7. The above is for your information. Should you have further enquiries on this circular or the class licensing regime, you may contact us at: DSO_Class_Licence@lta.gov.sg.

¹ Under the Shared Mobility Enterprises (Control & Licensing) Act, a device is treated as docked if it is parked or permitted to remain at rest without a rider at (a) a place that is indoors, or (b) a vehicle docking station or installation that is attached permanently to the ground for the exclusive use of a business'

customers. Docked device sharing services include brick and mortar shops and businesses providing devices for hire, and entities providing devices for hire on fixed premises e.g. hotels.