

# **REVIEW OF REGULATIONS FOR PERSONAL MOBILITY AIDS**

Recommendations by the Active Mobility Advisory Panel

Submitted to:

Acting Minister for Transport Mr Chee Hong Tat

On 14 December 2023

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# 1. Executive Summary

- 1.1. The Active Mobility Advisory Panel (AMAP) was set up in 2015 to guide the safe use of active mobility devices. These include bicycles, power-assisted bicycles (PABs), personal mobility devices (PMDs) and personal mobility aids (PMAs). Over the years, AMAP has recommended various rules and guidelines to support the safe and responsible use of active mobility devices. Together, they support our journey towards green commutes under the Singapore Green Plan 2030.
- 1.2. In 2018, AMAP reviewed the use of PMAs, which included motorised wheelchairs and mobility scooters, and recommended a light-touch approach on PMA regulations in consideration of the needs of persons with mobility challenges, as such devices are designed and intended to help persons with walking difficulties in their daily travel needs. AMAP recommended imposing a 10km/h speed limit on PMAs which is aligned with the speed limit on footpaths.
- 1.3. In recent years, there have been increasing concerns about the misuse of PMAs, particularly mobility scooters, by able-bodied persons, including the use of overly large PMAs and other unsafe riding behaviours, e.g. speeding. The increasing misuse of PMAs by able-bodied persons crowds out genuine users in the use of public transport and lifts, and places undue load on public infrastructure. Genuine PMA users shared that these issues have tarnished the reputation of PMA users. With this context, AMAP decided to review the use of PMAs, to ensure that we continue to facilitate the mobility of persons with walking difficulties, while keeping our paths safe for all users, including seniors and young children.
- 1.4. As part of its review, AMAP studied the practices of overseas jurisdictions and conducted a series of Focus Group Discussions (FGDs) with PMA users, caregivers, occupational therapists, seniors, and general path users. FGD participants raised similar concerns on the abuse of PMAs by able-bodied persons and highlighted the lack of awareness in differentiating motorised PMDs from mobility scooters. Participants also called for tighter regulations on the use of PMAs, for example, for users to be medically certified before they are allowed to use PMAs.
- 1.5. **In its review, AMAP was guided by the principle that PMAs should be used to support persons with walking difficulties as a replacement for walking; and not for able-bodied persons to use PMAs as an alternative mode of transport.** To enhance path safety and support active ageing, AMAP recommends the following:
  - a. **Continue with existing light-touch approach on manual and motorised wheelchairs, as there is less prevalence of able-bodied persons using these devices, but only allow users with certified walking difficulties to use mobility scooters.** To minimise impact on genuine users with walking difficulties, existing relevant certification or disability identification could be

recognised. Details of the types of certification or identification would be finalised after further discussion with the relevant Government agencies.

- b. **Reduce the device speed limit of all motorised PMAs (including motorised wheelchairs) from 10km/h to 6km/h, which is the typical speed of walking.** Given that PMAs are generally larger and heavier than other active mobility devices such as bicycles, travelling at 10 km/h may pose a danger to other path users as it is much faster than typical walking speed. Lowering the device speed to 6km/h better reflects the intended use of PMAs to replace walking for users with mobility challenges. Transitional measures should be in place to avoid burdening existing genuine users, such as allowing certified users to continue using their existing PMAs, but within the revised 6km/h speed limit. A PMA-like device capable of exceeding speed of 6 km/h would be considered a non-compliant PMA. It will not be allowed as a motorised PMA on our paths. However, it may qualify for use as a motorised PMD, provided it meets the specific criteria for motorised PMDs (e.g. maximum unladen weight of 20 kg, UL2272 certified), and more stringent motorised PMD regulatory framework, e.g. PMDs are not allowed on footpaths.
- c. **Harmonise PMA dimension restrictions for public paths and public transport,** based on the existing public transport restrictions (i.e., 70cm width, 120cm length, 150cm height, 300kg laden weight). This would allow PMA users to smoothly transit between public paths and public transport. Exceptions for PMA dimension restrictions for public paths can be granted for users who have a certification of medical need to use oversized PMAs on a case-by-case basis.

- 1.6. **AMAP also recommends that the Government steps up public education and outreach efforts to enhance awareness and clarity on the rules and code of conduct for PMAs.** These include sharing the difference between mobility scooters and motorised PMDs, guidelines on safe sharing of public paths, as well as fire safety tips and safe charging practices for PMAs. At the same time, upstream measures against online sales and advertisement of non-compliant PMAs (as well as other active mobility devices) should be adopted, along with increased enforcement.
- 1.7. AMAP also studied other suggestions, such as registration of PMAs and licensing of PMA users. On balance, AMAP recommends not to introduce registration or licensing of PMAs at this point.

## 2. Background

### A. Types of PMAs and Rules

- 2.1 PMAs, or personal mobility aids, refer to manual wheelchairs, motorised wheelchairs and mobility scooters. These devices are designed and intended to carry an individual who is unable to walk or has difficulty walking. Motorised PMAs are propelled by a motor that forms part of the device.



*Examples of manual wheelchair (left); motorised wheelchairs (middle and right)  
(Source: DNR Wheels)*



*Examples of mobility scooters (Source: Agis)*

- 2.2 A motorised wheelchair is a four to six-wheeled mobility device operated by a joystick that is attached to the device. They are typically designed to replace independent ambulation, and are often used by people with a higher level of disability and likely prescribed by a therapist<sup>1</sup>.
- 2.3 In contrast, a mobility scooter is a three or four-wheeled mobility device steered by a handlebar or delta tiller supported by a stem at the front of the device. They are typically used by people with declining physical capacity and persons with walking difficulties, as an aid for walking<sup>2</sup>.

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<sup>1</sup> Rural and Regional Affairs and Transport References Committee, Commonwealth of Australia, *Need for Regulation of Mobility Scooters, also known as Motorised Wheelchairs*, p. 6, 2018. [https://www.aph.gov.au/Parliamentary\\_Business/Committees/Senate/Rural\\_and\\_Regional\\_Affairs\\_and\\_Transport/MobilityScooters/~/\\_media/Committees/rrat\\_ctte/MobilityScooters/c01.pdf](https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/MobilityScooters/~/_media/Committees/rrat_ctte/MobilityScooters/c01.pdf)

<sup>2</sup> Ibid.

- 2.4 Like PMDs, mobility scooters are motorised, wheeled devices. However, under the Active Mobility Act, they are classified as a distinct device type having its own defining features and compliance criteria. Specifically, mobility scooters have 3 or more wheels, a footboard wide enough to safely seat those with walking difficulties, and a single seat. Compliant mobility scooters are designed for persons with walking difficulties and must have a speed limit of 10 km/h today.
- 2.5 Currently, PMAs are allowed on all public paths (i.e., footpaths, cycling paths, pedestrian-only paths) up to a maximum device speed of 10km/h. They are not allowed on roads. No registration is required for PMAs or its users. Users are not required to show proof of medical need prior to purchasing or using a PMA. Restrictions on device dimensions (i.e., width, length, height and weight) apply on public transport<sup>3</sup>, but there are no dimension restrictions on public paths. PMAs designed for the purpose of providing mobility to those with disabilities, medical conditions are considered medical devices, and manufacturers must comply with the duties and obligations under the Health Products (Medical Devices) Regulations. Manufacturers, importers and wholesalers must also have licences issued by the Health Sciences Authority in order to sell PMAs.

## **B. Current Landscape**

- 2.6 The Panel has noticed growing concerns regarding the misuse of mobility scooters by seemingly able-bodied persons. There are also concerns over mobility scooters riding in ways that compromise the safety of other path users, e.g., speeding, reckless riding, using overly large devices, or carrying multiple passengers. The proliferation of such misuse, especially amongst those without genuine need, places additional load on our public infrastructure and creates potential conflicts and safety issues between different path users, including seniors. Concerns on PMA fire safety have also been raised. Various suggestions have been made by members of the public, including PMA users, to ensure PMAs continue to be used safely and responsibly on public paths.
- 2.7 As our population ages, the number of PMA users is expected to grow. It is important to establish clear rules and regulations to ensure that PMAs are used by those who need them, and in a safe way that protects other path users.

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<sup>3</sup>On public transport, maximum PMA dimensions restrictions of 70cm width, 120cm length, 150cm height and 300kg laden weight apply.

### 3. Public Consultations and Overseas Jurisdiction Scan

#### A. Public Consultations

- 3.1 To better understand ground concerns, AMAP conducted a series of FGDs to gather stakeholder views and suggestions on the issues pertaining to PMA use.
- 3.2 Three FGDs were conducted in June and July 2023, which were open for public sign-ups. Each FGD consisted of participants including PMA users, caregivers, occupational therapists, pedestrians, and seniors. These included representatives from SPD Singapore (a disability-focused organisation), RSVP Singapore (an organization of Senior Volunteers), Singapore Association of Occupational Therapists (SAOT), and the National Delivery Champions Association (NDCA).



*Group photos of participants at the FGDs held on 23 June, 18 July and 25 July 2023.*



- 3.3 Participants were organised into small groups to exchange views and suggestions on the use of PMAs on public paths, existing rules involving PMAs, and to discuss ideas on how PMAs can be used more safely and responsibly.



*Participants in their small group discussions.*

- 3.4 A wide range of opinions and experiences were shared. There were common themes raised by participants, such as concerns about the misuse of PMAs by seemingly able-bodied persons, and the need for regulations and education.

- 3.5 The key concerns raised during the FGDs were:

**Key concern #1: Misuse of PMAs by seemingly able-bodied individuals, and usage behaviours that compromise the safety of other path users**

- 3.6 Many participants, including PMA users, raised concerns about seemingly able-bodied individuals using PMAs, particularly mobility scooters. They were also concerned about speeding and reckless riding, use of oversized devices (which obstructed public paths), and use of illegal devices carrying multiple users.
- 3.7 Others highlighted that some seemingly able-bodied individuals could have non-visible mobility challenges that prevented them from walking for long distances, thus requiring a PMA. Some felt that individual responsibility was more important than the type of user in ensuring safe PMA use.

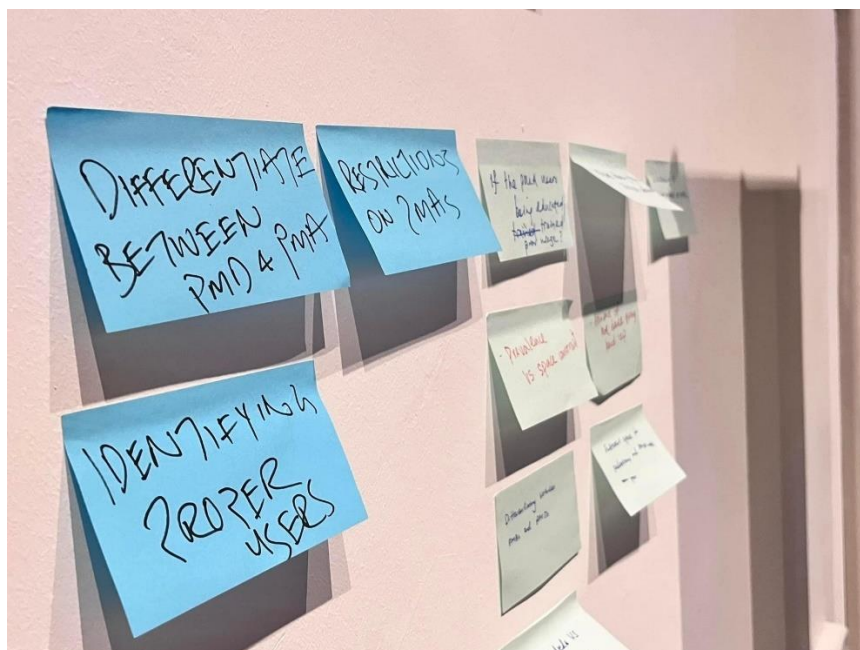
**Key concern #2: Lack of regulations on the purchase and safe use of PMAs**

- 3.8 Some participants highlighted that the lack of regulations on online sales of PMAs allowed users without walking difficulties to easily obtain such devices from online retailers and e-commerce platforms.
- 3.9 These concerns corresponded with suggestions on tighter regulations on the ownership and sale of PMAs (see paragraph 3.14 below).



### **Key concern #3: Lack of awareness on the differentiation between mobility scooters and motorised PMDs**

- 3.10 Across the FGDs, there was some confusion between mobility scooters and motorised PMDs, with some participants using the terms interchangeably. Some also highlighted that they were not aware of the device criteria for PMAs.
- 3.11 The lack of awareness of the difference between mobility scooters and motorised PMDs, could have resulted in confusion for users on the rules of their purchased device. For example, a user with genuine mobility needs could have unknowingly purchased a motorised PMD when they originally intended to purchase a mobility scooter, and would have to comply with a different set of rules, as for example, motorised PMDs are not allowed on footpaths.
- 3.12 These concerns corresponded with suggestions to raise public awareness and education on the difference between motorised PMDs and mobility scooters, including introducing clearer guidelines on their use.



*Key concerns and solutions raised by participants during the FGDs.*

- 3.13 Participants also discussed potential ideas to address the concerns:

#### **Suggestion #1: Tightening access to PMAs**

- 3.14 There was general agreement among participants, including existing PMA users, that there should be tighter regulations on PMA use, to address problems of misuse by able-bodied users and its related safety issues. For example, participants suggested that PMA users should be required to undergo assessment by a medical professional, such as a doctor or occupational

therapist, to obtain a certification prior to using a PMA. This would ensure that only genuine users had access to PMAs. Related suggestions that were raised include registration of PMA users and/or devices, and training PMA users how to use PMAs safely.

- 3.15 At the same time, some participants raised concerns that such measures could burden and be restrictive for genuine users, and delay their access to PMAs. Concerns were also shared regarding potential manpower constraints on the healthcare industry if certification of medical need was required. Participants highlighted that any new regulations should therefore be simple and streamlined, especially for those who had already undergone prior assessment with a medical professional. Some participants also suggested offering a blanket exemption for seniors above a certain age from having to undergo assessment and/or provide proof of need.
- 3.16 Along with regulating the use of PMAs, some participants also suggested regulating the sale of PMAs, to ensure that only safe and compliant devices were sold. For example, to authorise only certain retailers to be able to sell PMAs, which would ensure tighter control over the types of PMAs being sold. More stringent suggestions included controlling the import of PMAs, similar to the import control regime for motorised PMDs and PABs.

### **Suggestion #2: Lowering the maximum speed limit of PMAs**

- 3.17 Many participants who are genuine users of PMAs shared that the maximum speed of their existing devices was generally capped at about 6-7km/h, and that they had undergone training on how to use their devices safely, such as slowing down, navigating slopes, corners or at blind spots. Participants also observed that able-bodied users, who were using PMA for work purposes, had a tendency to ride faster compared to genuine users, who would generally be more cautious when using their devices.
- 3.18 Participants discussed if there was a need to lower the existing speed limit of PMAs, currently at 10km/h. Views were mixed: some saw benefits to the current speed limit; in particular, that this allowed some PMA users to move faster in cases of specific localised need. However, others perceived 10km/h to be too fast, especially in crowded areas, and suggested that lowering speed limits could enhance safety for other users. Users also highlighted concerns that lowered speeds might affect the device's ability to travel upslope.

### **Suggestion #3: Education and enforcement**

- 3.19 Many participants emphasised the need for education efforts, to be clear on the rules and guidelines surrounding the use of PMAs, such as who can use them, how to use them safely, the difference between PMAs and motorised PMDs, and

PMA device criteria. Apart from rules, participants highlighted the importance of increasing the understanding between PMA users and other path users on gracious sharing of paths and safe riding practices. Many also highlighted the need for stricter enforcement against reckless riding and misuse of PMAs.

## B. Scan of Overseas Jurisdictions

3.20 In many other jurisdictions, PMAs are similarly intended for persons with physical disabilities, but the level of restriction differs. Most jurisdictions do not require registration of PMAs, but may have certain rules on device criteria. The summary of findings is as follows:

<b>Jurisdiction</b>	<b>Practices</b>
<b>United Kingdom</b>	<ul style="list-style-type: none"><li>• PMAs that are used on paths (“Class 2”) are not required to be registered and have a 4 mph (6.4km/h) device speed limit.</li><li>• There is a maximum unladen weight limit of 248lb (~113kg).</li></ul>
<b>Benidorm, Spain</b>	<ul style="list-style-type: none"><li>• Users are required to show a disability badge or proof of walking difficulty, or be above 55 years old in order to use PMAs.</li><li>• There is a 4km/h speed limit for motorised PMAs used on sidewalks.</li></ul>
<b>Queensland, Australia</b>	<ul style="list-style-type: none"><li>• Registration for PMAs is required, and devices must have an electric motor, maximum device speed of 10 km/h and unladen weight of 150 kg or below.</li></ul>
<b>Australia (National Level)</b>	<ul style="list-style-type: none"><li>• Reviewed the need for a nationally consistent framework for PMAs in 2018-2020. Recommended not to introduce registration and licensing, due to significant burden on users, and not to mandate technical specifications for PMAs.</li></ul>

## 4. Panel's Recommendations

- 4.1 AMAP deliberated extensively on the findings of the public consultations and views from the communities represented by members, and studied the practices in overseas jurisdictions. A key principle guiding AMAP's review is that **PMAs, as a device, should be used to support persons with walking difficulties as a replacement for walking, and not for able-bodied persons to use as an alternative mode of transport.** AMAP stressed that persons with genuine walking difficulties should continue to have access to PMAs, and we should not make the process inconvenient for them. At the same time, AMAP is of the view that the use of PMAs should not proliferate among users without walking difficulties, as this will add to the load on public infrastructure and pose safety concerns to other path users. A balance has to be struck between inclusivity and path safety for all users, especially seniors and young children. With that in mind, AMAP makes the following recommendations to ensure the safe and responsible use of PMAs:

### **A. Introduce a Certification of Medical Need as a Requirement for the use of Mobility Scooters**

- 4.2 AMAP recommends to allow only users who are certified to have medical needs or walking difficulties to use mobility scooters. For example, this can be in the form of a memo from a registered medical professional certifying their need to use a mobility scooter due to certain medical conditions. This requirement is proposed to apply only for mobility scooters, and not manual and motorised wheelchairs in consideration that the prevalent feedback of abuse among able-bodied users are linked to mobility scooters. This is a targeted approach, to minimise impact on users with genuine needs who are using manual and motorised wheelchairs.
- 4.3 In consideration of the potential burden placed upon genuine users to obtain a certification of a medical need to use mobility scooters, sufficient time should be given to them before enforcement commences. AMAP recommends recognising existing relevant certification or disability identification so that genuine users do not need to go for additional assessment or to obtain a separate memo. The implementation details would be finalised after further discussions with the relevant agencies.
- 4.4 AMAP also reviewed the suggestion to apply a blanket exemption for seniors above a certain age from the certification requirement. As there are many seniors who are healthy and able to walk, they do not need to use PMAs. A blanket exemption may lead to a proliferation of PMA usage, given our ageing population. On balance, AMAP proposes not to have a blanket exemption above a certain age. This also aligns with the principle that PMAs are intended to support those

with walking difficulties, and not for able-bodied persons (regardless of age) to use as an alternative mode of transport.

## **B. Reduce Speed Limit of Motorised PMAs from 10km/h to 6km/h**

- 4.5 AMAP recommends to reduce the device speed limit of all motorised PMAs from 10km/h to 6km/h. Lowering the device speed to that of typical walking speeds (4-6 km/h) better reflects the intended use of PMAs, which is to replace walking for users with mobility challenges. The reduced speed limit should apply to all motorised PMAs, i.e., motorised wheelchairs and mobility scooters. The lowered speed limits will further improve safety on paths for all. Other overseas jurisdictions have imposed similar speed limits for PMAs on paths – the U.K. limits the maximum speed of PMAs used on paths at 4 miles per hour, or 6.4km/h, while Benidorm in Spain has a 4km/h speed limit for motorised PMAs used on sidewalks.
- 4.6 Given that lowering the maximum speed of PMAs will affect users of existing devices with speed limits up to 10km/h, AMAP recommends for the Government to put in place transitional measures, to allow genuine users to continue using their existing PMAs, but to travel within the lowered 6km/h speed limit. This can be gauged, in practice, by referencing the walking speed of other path users, which is around 4-6km/h. Regarding concerns about ability of devices to travel upslope, AMAP notes that a device's torque, rather than speed, affects its ability to climb slopes. Users could check with their retailers to ensure that they purchase a device that meets their needs.
- 4.7 Retailers should similarly be required to sell PMAs with a maximum device speed of no more than 6km/h. Reasonable transition time could be catered for retailers to make the necessary adjustments, including to clear their existing stock, and obtain or import devices that adhere to the 6km/h device speed limit.
- 4.8 AMAP recommends to use the 6km/h device speed limit as an additional criterion to differentiate PMAs and motorised PMDs. Specifically, devices that can travel faster than 6km/h, even if they have the visual characteristics of PMAs, would not be allowed as motorised PMAs on our paths. They may be considered as motorised PMDs, but would then be subject to the relevant motorised PMD regulatory framework.

## **C. Harmonise PMA Dimension Restrictions for Public Paths and Public Transport**

- 4.9 Currently, LTA imposes PMA dimension restrictions (i.e., 70cm width, 120cm length, 150cm height, 300kg laden weight) for the use of PMAs on public transport, given space considerations. AMAP recommends applying the dimension restrictions for PMAs used on public transport, to their use on public

paths. Applying a consistent set of criteria also allows PMA users to transit between public paths and public transport more smoothly.

- 4.10 AMAP notes that there is a small proportion of users who may need to use PMAs that exceed the allowable dimensions for medical reasons. AMAP therefore recommends for the Government to put in place measures to ensure such genuine users still have access to PMAs, such as exempting them from the requirement if they have certification of a medical need to use an oversized device. AMAP also notes that while these users would be exempted from the allowable dimensions on public paths, these devices would still not be allowed on public transport, due to technical constraints.

#### **D. Step up Education and Enforcement Efforts**

- 4.11 AMAP recommends that the Government steps up public education efforts related to PMA use in the following areas:
- Rules and requirements for PMAs and its users;
  - Who can use PMAs;
  - How to use PMAs safely;
  - Code of Conduct for PMA and other path users;
  - Device criteria for PMAs, and difference between PMAs and motorised PMDs; and
  - Fire safety tips and safe charging practices.
- 4.12 Enforcement should also be stepped up, with appropriate penalties, including tightening upstream measures to deter physical and online sales of non-compliant devices.

#### **E. No Requirement for Registration or Licensing of PMAs**

- 4.13 AMAP recommends not to introduce licensing of PMA users, registration of PMAs or mandatory training at this juncture. While some have called for registration and licensing to increase accountability and enforcement against errant PMA users, its effectiveness must be carefully weighed, including the impact on genuine users. AMAP notes that Australia's national review on the need for registration and licensing conducted in 2018-2020 acknowledged the significant burden on users, which led to their recommendation not to introduce such regulatory regimes. AMAP believes that the set of recommendations in this Report will achieve the intended balance between inclusivity and ensuring path safety for all, in our current context.



## 5. Conclusion



- 5.1 AMAP recommendations in this report are focused on ensuring the safe and responsible use of PMAs. They aim to address the misuse of PMAs by able-bodied users, enhance the safe use of PMAs, while ensuring that PMAs continue to be accessible to those who genuinely require them to support their mobility needs.
- 5.2 The recommendations, if accepted by the Government, should be carefully communicated and supported by public education and outreach efforts, with sufficient transition period for users and retailers to adhere to the new requirements.
- 5.3 AMAP urges all path users to continue to look out for one another, adhere to rules and guidelines, and share our public spaces graciously and safely.



## 6. Acknowledgments



- 6.1 AMAP would like to thank all the organisations, retailers and individuals who contributed to the public consultations and the review. Their efforts have greatly assisted the Panel in its deliberations.

## 7. Appendix



### Composition of Term 4 of the Active Mobility Advisory Panel

S/N	Photo	Profile
1.		<p><b>Mr Baey Yam Keng</b>  <b>Senior Parliamentary Secretary, Ministry of Transport &amp; Ministry of Sustainability and the Environment</b></p> <p>Appointed in January 2022, Mr Baey is the Chairman of the Active Mobility Advisory Panel (AMAP). Prior to that, he was the Deputy Chairman of AMAP, since October 2020.</p> <p>He entered the Singapore Parliament in 2006 and was appointed as Parliamentary Secretary for Ministry of Culture, Community and Youth in October 2015. Mr Baey was appointed as Senior Parliamentary Secretary for the Ministry of Transport in May 2018, holding a concurrent role in Ministry of Culture, Community and Youth till July 2020. On 13 June 2022, Mr Baey was appointed Senior Parliamentary Secretary for the Ministry of Sustainability and the Environment.</p> <p>He is also the elected Member of Parliament for Tampines GRC, and a Director of Chinese Development Assistance Council.</p>
2.		<p><b>Ms Florence Cheong</b>  <b>World Federation of Occupational Therapists Delegate, Singapore Association of Occupational Therapists</b></p> <p>Ms Florence Cheong is the Delegate to the World Federation of Occupational Therapists, representing the Singapore Association of Occupational Therapists. Occupational therapists assist seniors and persons with disabilities to perform day-to-day tasks and roles essential to productive living. She is also Head of the Occupational Therapy Department at Tan Tock Seng Hospital. She has been a member of the Active Mobility Advisory Panel since July 2015.</p>



S/N	Photo	Profile
3.		<p><b>Mr Justin Foo, BBM</b>  <b>Member, Clementi Citizens' Consultative Committee</b></p> <p>Mr Justin Foo has served as a Grassroots Leader in Clementi Citizens' Consultative Committee for 24 years. He has been actively championing for better pedestrian facilities and initiatives, such as improving the conditions of footpaths, and the installation of Green Man+ traffic signals. He is also a Councillor in the Jurong-Clementi Town Council. He has been a member of the Active Mobility Advisory Panel since July 2015.</p>
4.		<p><b>Dr James Goh Jia Hao, PBM</b>  <b>Immediate Past Chairperson, People's Association Youth Movement Central Youth Council</b></p> <p>Dr James Goh Jia Hao is the immediate past Chairperson of the People's Association Youth Movement Central Youth Council, serving as its Chairperson since 2015. An active member in the youth scene in Singapore, he serves as Organisation Development Lead in youth development charity Halogen Foundation Singapore. Concurrently, he serves as a grassroots leader in multiple committees within People's Association, and is a council member with the National Youth Council, helping engage and empower youth groups across Singapore. He has been a member of the Active Mobility Advisory Panel since December 2016.</p>



S/N	Photo	Profile
5.		<p><b>Mr Han Jok Kwang</b> <b>Friends of Park Connector Network</b></p> <p>Mr Han Jok Kwang works for Schneider Electric in capacity as Business Development Advisor. Prior to this appointment, he was the Chief Information Officer for Venture Corporation from January 2006 to early 2019.</p> <p>Mr Han is a member of the National Cycling Plan Steering Committee. For his valuable feedback on improving safety in the Park Connector Network, Mr Han was awarded the Star Customer Award by the National Parks Board. He has been a member of the Active Mobility Advisory Panel since July 2015.</p>
6.		<p><b>Dr Hing Siong Chen</b> <b>President, Singapore Cycling Federation</b></p> <p>Dr Hing Siong Chen is the President of the Singapore Cycling Federation (SCF) since 2017. Prior to that, he served as the Honorary Secretary for SCF since 2015. As a National Sports Association (NSA), SCF is the national governing body that encourages, promotes, organises and develops cycling in Singapore.</p> <p>Dr Hing is also a general practitioner at Healthway Medical Group. He is also the first Singaporean to be elected to the management committee of the Asian Cycling Confederation (ACC) in March 2021 and thereafter elected as Treasurer of ACC in April 2021. The ACC is the sport's governing body in Asia and is a member of the global body, International Cycling Union. Dr Hing was also elected in September 2021 as one of the three NSA representatives of the Singapore National Olympic Council (SNOC).</p>



S/N	Photo	Profile
7.		<p><b>Mr Koh Juay Meng, PBM</b>  <b>Chairman, RSVP Singapore The Organisation of Senior Volunteers</b></p> <p>As Chairman of RSVP Singapore, Mr Koh Juay Meng advocates senior volunteerism and harnessing the full potential of seniors. An entrepreneur with over 30 years' experience in IT and supply chain logistics, he is actively involved in the community, serving on various committees, such as the Active Mobility Advisory Panel, Merdeka Generation Communications and Engagement Taskforce, SG Cares Steering Committee and Singapore Business Federation Sub-Committee on Aged Workforce. He was also formerly on MOH's Eldershield/Careshield Review Committee and the NCSS Volunteer Resource Committee.</p> <p>Mr Koh is also adviser to the Sengkang Central grassroots organisations (GROs) and Treasurer of Thye Hua Kwan Moral Charities. He has been a member of the Active Mobility Advisory Panel since December 2016.</p>

S/N	Photo	Profile
8.		<p><b>Mr Ganesan s/o Kulandai, PBM</b>  <b>Team Leader, Tanjong Pagar-Tiong Bahru</b>  <b>Active Mobility Community Ambassadors</b></p> <p>Mr Ganesan is a dedicated grassroots leader in the Tanjong Pagar-Tiong Bahru (TPTB) Constituency. He is actively involved in many grassroots committees, including the Citizen's Consultative Committee, Active Ageing Committee, Indian Activity Executive Committee (IAEC), Inter-Racial and Religious Confidence Circle (IRCC) and the Tanjong Pagar Everton Park Residents' Committee. He is also an Integration and Naturalisation Champion (INC), a Citizens on Patrol volunteer, and regularly organizes recycling activities with the NEA to promote sustainable practices to residents in the area.</p> <p>Mr Ganesan joined the TPTB Active Mobility Community Ambassadors (AMCA) in June 2017. He regularly engages residents near shopping centres and marketplaces to share good safety practices in using active mobility devices as well as the rules and regulations.</p>
9.		<p><b>Mr Steven Lim</b>  <b>President, Safe Cycling Task Force</b></p> <p>Mr Steven Lim is the President of the Safe Cycling Task Force (SCTF). SCTF works with authorities and the community to promote safe cycling through education, infrastructure and legislation changes. They also conduct school talks regularly and train cycling safety marshals to support community events. He also has been volunteering as a Road Safety Champion with the Traffic Police since 2010.</p> <p>Mr Lim is currently also the Vice President (Safety/Education) of the Singapore Cycling Federation, a National Sports Association. He is also the Chairman of Friends of PCN, a group of volunteers who promote stewardship and responsible use of parks and the Park Connector Network (PCN). He has been a member of the Active Mobility Advisory Panel since July 2015.</p>



S/N	Photo	Profile
10.		<p><b>Mr Ng Lang</b>  <b>Chief Executive, Land Transport Authority</b></p> <p>Mr Ng Lang is the Chief Executive of the Land Transport Authority (LTA) since September 2020 and joined the Active Mobility Advisory Panel when he assumed this position.</p> <p>Mr Ng was the Chief Executive of JTC from Sep 2017 to August 2020, CEO of the Urban Redevelopment Board from 2010 to 2017, and CEO of the National Parks Board from 2006 to 2010. Mr Ng has also served in various capacities in the Singapore Public Service, including the Singapore Foreign Service and the public healthcare sector.</p>
11.		<p><b>Ms Kartini Omar-Hor</b>  <b>Group Director, Parks Development and Jurong Lake Gardens, NParks</b></p> <p>Ms Kartini is Group Director of Park Development and Jurong Lake Gardens at the National Parks Board. Her work includes the development and redevelopment of new and existing parks. These include the park connector network and island-wide recreational routes such as the Round Island Route and Coast-to-Coast trails to provide Singaporeans with more opportunities for nature-based recreation that would bring them closer to greenery to experience its benefits on health and well-being.</p> <p>Prior to her present role, Ms Kartini was involved in the management and operations of parks and park connectors. As part of her work to manage and develop park connectors and recreational routes, she has been actively involved in discussions on the national cycling plan as well as active and urban mobility with agencies and stakeholders.</p>

S/N	Photo	Profile
12.		<p><b>Ms Jean See</b>  <b>Director, Freelancers and Self-Employed Unit, National Trades Union Congress (NTUC)</b></p> <p>Ms Jean See is Director of the NTUC Freelancers and Self-Employed Unit (NTUC U FSE). NTUC U FSE is the Labour Movement's initiative to represent the growing pool of freelancers and self-employed persons in Singapore in strengthening income security, skills mastery and collective interests.</p> <p>She is the Executive Secretary for the National Instructors and Coaches Association, the Visual, Audio and Creative Content Professionals Association (Singapore), and the National Delivery Champions Association (NDCA) that champions for freelance delivery personnel. In July 2023, Ms See was appointed as a Nominated Member of Parliament.</p>
13.		<p><b>Senior Assistant Commissioner Daniel Tan</b>  <b>Commander, Traffic Police</b></p> <p>Senior Assistant Commissioner (SAC) Daniel Tan has served with the Singapore Police Force (SPF) since 1997.</p> <p>He has served 26 years with the SPF and has held several key appointments including Deputy Commissioner of Prisons (Policy and Transformation) - on secondment, Director (Planning and Organisation) of the SPF, Deputy Director (Operations Department) of the SPF, Commander of Central Police Division, Deputy Commander of Security Command and Deputy Director (Risk &amp; Technology) of the Monetary Authority of Singapore - on secondment.</p> <p>He joined the Active Mobility Advisory Panel in May 2023 when he assumed command of Traffic Police.</p>

S/N	Photo	Profile
14.		<p><b>Mr Bernard Tay, JP, BBM(L), BBM, PBM</b>  <b>Chairman, Singapore Road Safety Council;</b>  <b>President, Automobile Association of Singapore</b></p> <p>Mr Bernard Tay is the Founder and Chairman of the Singapore Road Safety Council and President of the Automobile Association of Singapore. He also serves as the Vice-President of Region II (Asia Pacific) of the Federation Internationale De l'Automobile (FIA) and a member of the World Council for Automobile Mobility &amp; Tourism, concurrently also as a member of the FIA Audit Committee. He is also a Trustee/Director of FIA Foundation.</p> <p>He is the Chairman of RHT Capital Pte Ltd and Crowe Horwath First Trust LLP, which is a Singapore Public Accountants/ Chartered Accountants firm. He is also a Director of ONERHT Foundation Ltd and a Council Member of RHT GRACE Institute. Mr Tay has been a member of the Active Mobility Advisory Panel since July 2015.</p>
15.		<p><b>Ms Joyce Wong</b>  <b>Director, Resource &amp; Impact, SPD</b></p> <p>Ms Joyce Wong is the Director for Resource and Impact at SPD, a non-profit organisation that has served people with disabilities since 1964. SPD provides services to people with disabilities, promotes inclusion and uses technology to help them improve their quality of life and reach their potential.</p>

S/N	Photo	Profile
16.		<p><b>Associate Professor Yap Fook Fah</b>  <b>Associate Professor, Nanyang Technological University</b></p> <p>Dr Yap Fook Fah is an Associate Professor at the School of Mechanical and Aerospace Engineering in Nanyang Technological University (NTU), Singapore. He is also the Co-Director of the Transport Research Centre at NTU. He teaches courses in dynamics, vibration, and noise control and his research interests include safety of personal mobility devices, dynamics and vibration control of vehicles, railways, and trains. Dr Yap's views on the safety performance of transport vehicles have often been sought after by the industry, the press, and the legal profession.</p>