

# **PUBLIC TRANSPORT COUNCIL**

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## *News Release*

### **1.0% FARE ADJUSTMENT FOR 2011 WITH FULL-DAY CONCESSION, LOWER FARES ON NEL/CCL FOR SENIOR CITIZENS AND NO INCREASE IN ALL CHILD/STUDENT FARES**

#### **Overview**

1 The Public Transport Council (PTC) has decided to grant an overall net fare adjustment of 1.0%, an amount significantly less than the 2.8% cap allowed under the fare formula for 2011.

2 With effect from 8 October 2011, adult card fares for buses and trains will increase by 2 cents per journey. Senior citizen concessionary card fares will increase by 1 cent per journey. There will be no change to child/student concessionary card fares.

3 Cash fares for adult bus and train rides will increase by 10 cents per trip across-the-board. However, there will be no change to senior citizen and child/student cash fares. Commuters are encouraged to use contactless smartcards, instead of paying cash fares, to enjoy lower fares for travel on public transport.

4 In addition, the PTC welcomes the operators' decision to extend senior citizen concession hours to full-day throughout the week. The fares for senior citizens on North-East Line (NEL) and Circle Line (CCL) will also be

adjusted downwards so that their differentiated fares are 4 cents more than those on North-South and East-West Lines over equivalent distances, instead of the existing fare difference ranging from 4 to 19 cents. An estimated 4 in 10 senior citizens will see fare savings due to the above changes. There are no changes to the prices of all student/NSF monthly concession passes.

5 Overall, the average fare increase translates to about \$0.15 a week (or about \$8 a year) for the 85% of the commuters<sup>1</sup> who would see a fare increase. As commuters typically make different types of journeys throughout the week, the impact to an individual commuter from the fare adjustment will vary according to his or her specific travel pattern and preferences.

6 In its deliberations, the PTC took guidance from the fare review mechanism adopted since 2005, taking into consideration Singapore's economic outlook and the affordability of public transport. The economic outlook remains positive with the latest forecast for GDP to grow by 5 to 7% in 2011, and the latest unemployment rate as at June 2011 remains low at 2.1%. The public transport affordability indicator has also been on a down-trend for the past seven years, falling from 5.3% in 2003 to 3.7% in 2010<sup>2</sup>. This indicates that bus and train fares have remained affordable for the majority of commuters.

7 To further ensure that commuters' interests are safeguarded, the PTC also made a reality check on the operators' ROTA (Return on Total Assets) against companies with similar industry structures and risk profiles. Taking into account these considerations and its mandate to balance the interests of commuters as well as the long-term viability of the operators, the PTC has decided to grant an overall net fare adjustment of 1.0% only.

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<sup>1</sup> This analysis is based on the weekly travel patterns of all contactless smart cards.

<sup>2</sup> The Public Transport Affordability Indicator for the past eight years: 5.3% (2003), 5.1% (2004), 5.0% (2005), 4.9% (2006), 4.7% (2007), 4.0% (2008), 3.9% (2009) and 3.7% (2010).

8 Further details of the PTC's considerations are contained in the **Fact Sheet** attached.

### **Opening of Circle Line Stages 4 and 5 (CCL 4 & 5)**

9 When CCL 4 & 5 (from Marymount to HarbourFront stations) open on 8 October 2011, train commuters will see fare and time savings for various origin and destination stations. This is because the CCL is an orbital line that allows commuters to cut short journey distances and reduce travel times. Travel time for commuters will also be shortened by up to 30 minutes, depending on their origin and destination stations.

### **Travel Demand Management Schemes**

10 To achieve a better distribution of the morning peak loading on its trains, SMRT has decided to enhance its current discount scheme<sup>3</sup> for morning travel on SMRT trains. From 8 October 2011, the current 10-cent discount will be tripled to 30 cents<sup>4</sup> for commuters who exit from designated stations within the city area. The eligible timing for this discount will also be extended from before 7.30am by another 15 minutes to 7.45 am.

11 In addition, SMRT has committed to conduct joint trials with the LTA on demand management measures to incentivise commuters to shift their travel times away from the peak periods. More details on this initiative would

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<sup>3</sup> Currently, SMRT offers a 10-cent discount to adults and senior citizens entering from stations outside the city area (including North-South and East-West Lines, and Bukit Panjang LRT) and exiting at nine selected stations within the city area before 7:30am from Monday to Saturday, excluding public holidays.

<sup>4</sup> Commuters can get discount up to 30 cents, depending on the portion of journey distance travelled on the North-South and East-West Lines. The fare discount enjoyed by the commuter is capped by the fare paid for the rail leg of his journey, or 30 cents, whichever is lower.

be announced when ready. Together, these two demand management schemes will cost SMRT an estimated \$5 million.

### **Help for Low-income Families**

12 While public transport fares will remain affordable for most commuters after this year's small fare adjustment, low-income families may still need more help. The approach for helping such families has been to provide targeted help via community-led initiatives and work support schemes under MCYS/Community Development Councils. The PTC notes that the Government will utilise its Public Transport Fund to provide additional help to lower-income households. Including the contributions from the public transport operators, a total of \$4 million will be set aside to fund 200,000 public transport vouchers of \$20 each.

13 Mr Gerard Ee, Chairman of the PTC said,

*“The Council is mindful of the cost-of-living issues that our commuters face. Broader issues such as high energy costs affect not only commuters but the public transport operators as well.*

*The approved fare adjustment of 1.0% is significantly less than the quantum of adjustment that the operators have applied for. This decision comes after careful deliberation, bearing in mind the Council's mandate to keep fares affordable for commuters while ensuring the long-term viability of the public transport operators, so that they can continue to make capital investments and provide the quality of service expected.*

*We have tried to keep the fare adjustment small for commuters but we know that any fare adjustment, no matter how small, would still be felt by commuters, especially those from needy families. Those who need additional assistance will receive help from the Government's Public Transport Fund.*

*I am also heartened to hear that the public transport operators will again be contributing to the transport vouchers this year to help needy families.”*

### **Approved fare adjustment tables**

14 The approved bus and train fares, which will take effect from 8 October 2011, are as set out in **Annex A**.

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**APPROVED BUS FARES (w.e.f. 8 October 2011)**

## a) Adult Fare Structure (Aircon Trunk Services\*)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	71	<b>73</b>		100	<b>110</b>	
3.3 km – 4.2 km	81	<b>83</b>		120	<b>130</b>	
4.3 km – 5.2 km	91	<b>93</b>		120	<b>130</b>	
5.3 km – 6.2 km	101	<b>103</b>		120	<b>130</b>	
6.3 km – 7.2 km	109	<b>111</b>		140	<b>150</b>	
7.3 km – 8.2 km	115	<b>117</b>		140	<b>150</b>	
8.3 km – 9.2 km	121	<b>123</b>		160	<b>170</b>	
9.3 km – 10.2 km	125	<b>127</b>		160	<b>170</b>	
10.3 km – 11.2 km	129	<b>131</b>		160	<b>170</b>	
11.3 km – 12.2 km	133	<b>135</b>		180	<b>190</b>	
12.3 km – 13.2 km	137	<b>139</b>		180	<b>190</b>	
13.3 km – 14.2 km	141	<b>143</b>		180	<b>190</b>	
14.3 km – 15.2 km	145	<b>147</b>		180	<b>190</b>	
15.3 km – 16.2 km	149	<b>151</b>		190	<b>200</b>	
16.3 km – 17.2 km	153	<b>155</b>		190	<b>200</b>	
17.3 km – 18.2 km	157	<b>159</b>		190	<b>200</b>	
18.3 km – 19.2 km	161	<b>163</b>		190	<b>200</b>	
19.3 km – 20.2 km	164	<b>166</b>		200	<b>210</b>	
20.3 km – 21.2 km	167	<b>169</b>		200	<b>210</b>	
21.3 km – 22.2 km	170	<b>172</b>	2	200	<b>210</b>	10
22.3 km – 23.2 km	173	<b>175</b>		200	<b>210</b>	
23.3 km – 24.2 km	175	<b>177</b>		210	<b>220</b>	
24.3 km – 25.2 km	177	<b>179</b>		210	<b>220</b>	
25.3 km – 26.2 km	179	<b>181</b>		210	<b>220</b>	
26.3 km – 27.2 km	180	<b>182</b>		210	<b>220</b>	
27.3 km – 28.2 km	181	<b>183</b>		210	<b>220</b>	
28.3 km – 29.2 km	182	<b>184</b>		210	<b>220</b>	
29.3 km – 30.2 km	183	<b>185</b>		210	<b>220</b>	
30.3 km – 31.2 km	184	<b>186</b>		210	<b>220</b>	
31.3 km – 32.2 km	185	<b>187</b>		210	<b>220</b>	
32.3 km – 33.2 km	186	<b>188</b>		210	<b>220</b>	
33.3 km – 34.2 km	187	<b>189</b>		210	<b>220</b>	
34.3 km – 35.2 km	188	<b>190</b>		210	<b>220</b>	
35.3 km – 36.2 km	189	<b>191</b>		210	<b>220</b>	
36.3 km – 37.2 km	190	<b>192</b>		210	<b>220</b>	
37.3 km – 38.2 km	191	<b>193</b>		210	<b>220</b>	
38.3 km – 39.2 km	192	<b>194</b>		210	<b>220</b>	
39.3 km – 40.2 km	193	<b>195</b>		210	<b>220</b>	
Over 40.2 km	194	<b>196</b>		210	<b>220</b>	

\* Include Industrial Estate Services.

b) Adult Fare Structure (Non-Aircon Trunk Services\*)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	66	<b>68</b>	2	90	<b>100</b>	10
3.3 km – 4.2 km	71	<b>73</b>		100	<b>110</b>	
4.3 km – 5.2 km	76	<b>78</b>		100	<b>110</b>	
5.3 km – 6.2 km	81	<b>83</b>		100	<b>110</b>	
6.3 km – 7.2 km	84	<b>86</b>		110	<b>120</b>	
7.3 km – 8.2 km	90	<b>92</b>		110	<b>120</b>	
8.3 km – 9.2 km	96	<b>98</b>		130	<b>140</b>	
9.3 km – 10.2 km	100	<b>102</b>		130	<b>140</b>	
10.3 km – 11.2 km	104	<b>106</b>		130	<b>140</b>	
11.3 km – 12.2 km	108	<b>110</b>		150	<b>160</b>	
12.3 km – 13.2 km	112	<b>114</b>		150	<b>160</b>	
13.3 km – 14.2 km	116	<b>118</b>		150	<b>160</b>	
14.3 km – 15.2 km	120	<b>122</b>		150	<b>160</b>	
15.3 km – 16.2 km	124	<b>126</b>		160	<b>170</b>	
16.3 km – 17.2 km	128	<b>130</b>		160	<b>170</b>	
17.3 km – 18.2 km	132	<b>134</b>		160	<b>170</b>	
18.3 km – 19.2 km	136	<b>138</b>		160	<b>170</b>	
19.3 km – 20.2 km	139	<b>141</b>		170	<b>180</b>	
20.3 km – 21.2 km	142	<b>144</b>		170	<b>180</b>	
21.3 km – 22.2 km	145	<b>147</b>		170	<b>180</b>	
22.3 km – 23.2 km	148	<b>150</b>		170	<b>180</b>	
23.3 km – 24.2 km	150	<b>152</b>		180	<b>190</b>	
24.3 km – 25.2 km	152	<b>154</b>		180	<b>190</b>	
25.3 km – 26.2 km	154	<b>156</b>		180	<b>190</b>	
26.3 km – 27.2 km	155	<b>157</b>		180	<b>190</b>	
27.3 km – 28.2 km	156	<b>158</b>		180	<b>190</b>	
28.3 km – 29.2 km	157	<b>159</b>		180	<b>190</b>	
29.3 km – 30.2 km	158	<b>160</b>		180	<b>190</b>	
30.3 km – 31.2 km	159	<b>161</b>		180	<b>190</b>	
31.3 km – 32.2 km	160	<b>162</b>		180	<b>190</b>	
32.3 km – 33.2 km	161	<b>163</b>		180	<b>190</b>	
33.3 km – 34.2 km	162	<b>164</b>		180	<b>190</b>	
34.3 km – 35.2 km	163	<b>165</b>	180	<b>190</b>		
35.3 km – 36.2 km	164	<b>166</b>	180	<b>190</b>		
36.3 km – 37.2 km	165	<b>167</b>	180	<b>190</b>		
37.3 km – 38.2 km	166	<b>168</b>	180	<b>190</b>		
38.3 km – 39.2 km	167	<b>169</b>	180	<b>190</b>		
39.3 km – 40.2 km	168	<b>170</b>	180	<b>190</b>		
Over 40.2 km	169	<b>171</b>	180	<b>190</b>		

\* Include Industrial Estate Services.

c) Adult Fare Structure (Residential Feeder Services)

Type of Bus	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Non-Aircon	66	<b>68</b>	2	90	<b>100</b>	10
Aircon	71	<b>73</b>		100	<b>110</b>	

d) Senior Citizen Fare Structure (Aircon Trunk Services)

Distance	Fare Per Ride (cent)				
	Card			Cash	
	Current	New	Change		
Up to 3.2 km	53	<b>54</b>	1	90	No change
3.3 km – 4.2 km	61	<b>62</b>		90	
4.3 km – 5.2 km	68	<b>69</b>		90	
5.3 km – 6.2 km	76	<b>77</b>		90	
6.3 km – 7.2 km	81	<b>82</b>		120	
Over 7.2 km	86	<b>87</b>		120	

e) Senior Citizen Fare Structure (Non-Aircon Trunk Services)

Distance	Fare Per Ride (cent)				
	Card			Cash	
	Current	New	Change		
Up to 3.2 km	50	<b>51</b>	1	80	No change
3.3 km – 4.2 km	53	<b>54</b>		80	
4.3 km – 5.2 km	57	<b>58</b>		80	
5.3 km – 6.2 km	61	<b>62</b>		80	
6.3 km – 7.2 km	63	<b>64</b>		110	
Over 7.2 km	68	<b>69</b>		110	

f) Senior Citizen Fare Structure (Residential Feeder Services)

Type of Bus	Fare Per Ride (cent)				
	Card			Cash	
	Current	New	Change		
Non-Aircon	50	<b>51</b>	1	80	No change
Aircon	53	<b>54</b>		90	

g) Child/Student Fare Structure (Aircon Trunk Services)

Distance	Fare Per Ride (cent)			
	Card		Cash	
Up to 3.2 km	36	No change	55	No change
3.3 km – 4.2 km	41		55	
4.3 km – 5.2 km	46		55	
5.3 km – 6.2 km	51		55	
6.3 km – 7.2 km	55		75	
Over 7.2 km	58		75	

h) Child/Student Fare Structure (Non-Aircon Trunk Services)

Distance	Fare Per Ride (cent)			
	Card		Cash	
Up to 3.2 km	33	No change	45	No change
3.3 km – 4.2 km	36		45	
4.3 km – 5.2 km	38		45	
5.3 km – 6.2 km	41		45	
6.3 km – 7.2 km	42		65	
Over 7.2 km	45		65	

i) Child/Student Fare Structure (Residential Feeder Services)

Type of Bus	Fare Per Ride (cent)			
	Card		Cash	
Non-Aircon	33	No change	45	No change
Aircon	36		55	

j) Adult Fare Structure (Express Services)

Distance	Fare Per Ride (cent)					
	Card			Cash		
	Current	Approved	Change	Current	Approved	Change
Up to 3.2 km	131	<b>133</b>	2	180	<b>190</b>	10
3.3 km – 4.2 km	141	<b>143</b>		180	<b>190</b>	
4.3 km – 5.2 km	151	<b>153</b>		180	<b>190</b>	
5.3 km – 6.2 km	161	<b>163</b>		180	<b>190</b>	
6.3 km – 7.2 km	169	<b>171</b>		180	<b>190</b>	
7.3 km – 8.2 km	175	<b>177</b>		180	<b>190</b>	
8.3 km – 9.2 km	181	<b>183</b>		195	<b>205</b>	
9.3 km – 10.2 km	185	<b>187</b>		195	<b>205</b>	
10.3 km – 11.2 km	189	<b>191</b>		195	<b>205</b>	
11.3 km – 12.2 km	193	<b>195</b>		210	<b>220</b>	
12.3 km – 13.2 km	197	<b>199</b>		210	<b>220</b>	
13.3 km – 14.2 km	201	<b>203</b>		210	<b>220</b>	
14.3 km – 15.2 km	205	<b>207</b>		210	<b>220</b>	
15.3 km – 16.2 km	209	<b>211</b>		225	<b>235</b>	
16.3 km – 17.2 km	213	<b>215</b>		225	<b>235</b>	
17.3 km – 18.2 km	217	<b>219</b>		225	<b>235</b>	
18.3 km – 19.2 km	221	<b>223</b>		225	<b>235</b>	
19.3 km – 20.2 km	224	<b>226</b>		240	<b>250</b>	
20.3 km – 21.2 km	227	<b>229</b>		240	<b>250</b>	
21.3 km – 22.2 km	230	<b>232</b>		240	<b>250</b>	
22.3 km – 23.2 km	233	<b>235</b>		240	<b>250</b>	
23.3 km – 24.2 km	235	<b>237</b>		260	<b>270</b>	
24.3 km – 25.2 km	237	<b>239</b>		260	<b>270</b>	
25.3 km – 26.2 km	239	<b>241</b>		260	<b>270</b>	
26.3 km – 27.2 km	240	<b>242</b>		260	<b>270</b>	
27.3 km – 28.2 km	241	<b>243</b>		260	<b>270</b>	
28.3 km – 29.2 km	242	<b>244</b>		260	<b>270</b>	
29.3 km – 30.2 km	243	<b>245</b>		260	<b>270</b>	
30.3 km – 31.2 km	244	<b>246</b>		260	<b>270</b>	
31.3 km – 32.2 km	245	<b>247</b>		260	<b>270</b>	
32.3 km – 33.2 km	246	<b>248</b>		260	<b>270</b>	
33.3 km – 34.2 km	247	<b>249</b>		260	<b>270</b>	
34.3 km – 35.2 km	248	<b>250</b>		260	<b>270</b>	
35.3 km – 36.2 km	249	<b>251</b>		260	<b>270</b>	
36.3 km – 37.2 km	250	<b>252</b>	260	<b>270</b>		
37.3 km – 38.2 km	251	<b>253</b>	260	<b>270</b>		
38.3 km – 39.2 km	252	<b>254</b>	260	<b>270</b>		
39.3 km – 40.2 km	253	<b>255</b>	260	<b>270</b>		
Over 40.2 km	254	<b>256</b>	260	<b>270</b>		

k) Senior Citizen Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	98	<b>99</b>	1
3.3 km – 4.2 km	106	<b>107</b>	
4.3 km – 5.2 km	113	<b>114</b>	
5.3 km – 6.2 km	121	<b>122</b>	
6.3 km – 7.2 km	126	<b>127</b>	
Over 7.2 km	131	<b>132</b>	

l) Child/Student Fare Structure (Express Services)

Distance	Card Fare Per Ride (cent)	
Up to 3.2 km	66	No change
3.3 km – 4.2 km	71	
4.3 km – 5.2 km	76	
5.3 km – 6.2 km	81	
6.3 km – 7.2 km	85	
Over 7.2 km	88	

**APPROVED TRAIN FARES (w.e.f. 8 October 2011)**

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

Distance	Fare Per Ride (cent)					
	Card			Single Trip Ticket		
	Current	Approved	Change	Current	Approved	Change
Up to 1.0 km	76	<b>78</b>	2	110	<b>120</b>	10
1.1 – 2.0 km	81	<b>83</b>		110	<b>120</b>	
2.1 – 3.2 km	86	<b>88</b>		110	<b>120</b>	
3.3 km – 4.2 km	96	<b>98</b>		140	<b>150</b>	
4.3 km – 5.2 km	106	<b>108</b>		140	<b>150</b>	
5.3 km – 6.2 km	116	<b>118</b>		140	<b>150</b>	
6.3 km – 7.2 km	124	<b>126</b>		160	<b>170</b>	
7.3 km – 8.2 km	140	<b>142</b>		160	<b>170</b>	
8.3 km – 9.2 km	146	<b>148</b>		180	<b>190</b>	
9.3 km – 10.2 km	150	<b>152</b>		180	<b>190</b>	
10.3 km – 11.2 km	154	<b>156</b>		180	<b>190</b>	
11.3 km – 12.2 km	158	<b>160</b>		200	<b>210</b>	
12.3 km – 13.2 km	162	<b>164</b>		200	<b>210</b>	
13.3 km – 14.2 km	166	<b>168</b>		200	<b>210</b>	
14.3 km – 15.2 km	170	<b>172</b>		200	<b>210</b>	
15.3 km – 16.2 km	174	<b>176</b>		210	<b>220</b>	
16.3 km – 17.2 km	178	<b>180</b>		210	<b>220</b>	
17.3 km – 18.2 km	182	<b>184</b>		210	<b>220</b>	
18.3 km – 19.2 km	186	<b>188</b>		210	<b>220</b>	
19.3 km – 20.2 km	189	<b>191</b>		220	<b>230</b>	
20.3 km – 21.2 km	192	<b>194</b>		220	<b>230</b>	
21.3 km – 22.2 km	195	<b>197</b>		220	<b>230</b>	
22.3 km – 23.2 km	198	<b>200</b>		220	<b>230</b>	
23.3 km – 24.2 km	200	<b>202</b>		230	<b>240</b>	
24.3 km – 25.2 km	202	<b>204</b>		230	<b>240</b>	
25.3 km – 26.2 km	204	<b>206</b>		230	<b>240</b>	
26.3 km – 27.2 km	205	<b>207</b>		230	<b>240</b>	
27.3 km – 28.2 km	206	<b>208</b>		230	<b>240</b>	
28.3 km – 29.2 km	207	<b>209</b>		230	<b>240</b>	
29.3 km – 30.2 km	208	<b>210</b>		230	<b>240</b>	
30.3 km – 31.2 km	209	<b>211</b>		230	<b>240</b>	
31.3 km – 32.2 km	210	<b>212</b>	230	<b>240</b>		
32.3 km – 33.2 km	211	<b>213</b>	230	<b>240</b>		
33.3 km – 34.2 km	212	<b>214</b>	230	<b>240</b>		
34.3 km – 35.2 km	213	<b>215</b>	230	<b>240</b>		
35.3 km – 36.2 km	214	<b>216</b>	230	<b>240</b>		
36.3 km – 37.2 km	215	<b>217</b>	230	<b>240</b>		
37.3 km – 38.2 km	216	<b>218</b>	230	<b>240</b>		
38.3 km – 39.2 km	217	<b>219</b>	230	<b>240</b>		
39.3 km – 40.2 km	218	<b>220</b>	230	<b>240</b>		
Over 40.2 km	219	<b>221</b>	230	<b>240</b>		

b) Adult Fare Structure (North-South and East-West Lines, and LRT)

Distance	Fare Per Ride (cent)					
	Card		Change	Cash		
	Current	Approved		Current	Approved	Change
Up to 3.2 km	71	<b>73</b>	2	100	<b>110</b>	10
3.3 km – 4.2 km	81	<b>83</b>		120	<b>130</b>	
4.3 km – 5.2 km	91	<b>93</b>		120	<b>130</b>	
5.3 km – 6.2 km	101	<b>103</b>		120	<b>130</b>	
6.3 km – 7.2 km	109	<b>111</b>		140	<b>150</b>	
7.3 km – 8.2 km	115	<b>117</b>		140	<b>150</b>	
8.3 km – 9.2 km	121	<b>123</b>		160	<b>170</b>	
9.3 km – 10.2 km	125	<b>127</b>		160	<b>170</b>	
10.3 km – 11.2 km	129	<b>131</b>		160	<b>170</b>	
11.3 km – 12.2 km	133	<b>135</b>		180	<b>190</b>	
12.3 km – 13.2 km	137	<b>139</b>		180	<b>190</b>	
13.3 km – 14.2 km	141	<b>143</b>		180	<b>190</b>	
14.3 km – 15.2 km	145	<b>147</b>		180	<b>190</b>	
15.3 km – 16.2 km	149	<b>151</b>		190	<b>200</b>	
16.3 km – 17.2 km	153	<b>155</b>		190	<b>200</b>	
17.3 km – 18.2 km	157	<b>159</b>		190	<b>200</b>	
18.3 km – 19.2 km	161	<b>163</b>		190	<b>200</b>	
19.3 km – 20.2 km	164	<b>166</b>		200	<b>210</b>	
20.3 km – 21.2 km	167	<b>169</b>		200	<b>210</b>	
21.3 km – 22.2 km	170	<b>172</b>		200	<b>210</b>	
22.3 km – 23.2 km	173	<b>175</b>		200	<b>210</b>	
23.3 km – 24.2 km	175	<b>177</b>		210	<b>220</b>	
24.3 km – 25.2 km	177	<b>179</b>		210	<b>220</b>	
25.3 km – 26.2 km	179	<b>181</b>		210	<b>220</b>	
26.3 km – 27.2 km	180	<b>182</b>		210	<b>220</b>	
27.3 km – 28.2 km	181	<b>183</b>		210	<b>220</b>	
28.3 km – 29.2 km	182	<b>184</b>		210	<b>220</b>	
29.3 km – 30.2 km	183	<b>185</b>		210	<b>220</b>	
30.3 km – 31.2 km	184	<b>186</b>		210	<b>220</b>	
31.3 km – 32.2 km	185	<b>187</b>		210	<b>220</b>	
32.3 km – 33.2 km	186	<b>188</b>		210	<b>220</b>	
33.3 km – 34.2 km	187	<b>189</b>		210	<b>220</b>	
34.3 km – 35.2 km	188	<b>190</b>		210	<b>220</b>	
35.3 km – 36.2 km	189	<b>191</b>		210	<b>220</b>	
36.3 km – 37.2 km	190	<b>192</b>		210	<b>220</b>	
37.3 km – 38.2 km	191	<b>193</b>		210	<b>220</b>	
38.3 km – 39.2 km	192	<b>194</b>		210	<b>220</b>	
39.3 km – 40.2 km	193	<b>195</b>		210	<b>220</b>	
Over 40.2 km	194	<b>196</b>		210	<b>220</b>	

c) Senior Citizen Fare Structure (North-East Line and Circle Line)<sup>+</sup>

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 1.0 km	57	<b>58</b>	1
1.1 km – 2.0 km	60	<b>58</b>	-2
2.1 km – 3.2 km	64	<b>58</b>	-6
3.3 km – 4.2 km	72	<b>66</b>	-6
4.3 km – 5.2 km	79	<b>73</b>	-6
5.3 km – 6.2 km	87	<b>81</b>	-6
6.3 km – 7.2 km	93	<b>86</b>	-7
Over 7.2 km	105	<b>91</b>	-14

<sup>+</sup> Uniform 4-cents more than basic rail fare structure

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

Distance	Card Fare Per Ride (cent)		
	Current	Approved	Change
Up to 3.2 km	53	<b>54</b>	1
3.3 km – 4.2 km	61	<b>62</b>	
4.3 km – 5.2 km	68	<b>69</b>	
5.3 km – 6.2 km	76	<b>77</b>	
6.3 km – 7.2 km	81	<b>82</b>	
Over 7.2 km	86	<b>87</b>	

e) Child/Student Fare Structure (MRT and LRT)

Distance	Card Fare Per Ride (cent)	
Up to 3.2 km	36	No change
3.3 km – 4.2 km	41	
4.3 km – 5.2 km	46	
5.3 km – 6.2 km	51	
6.3 km – 7.2 km	55	
Over 7.2 km	58	

**MONTHLY CONCESSION PASSES (w.e.f. 8 October 2011)**

a) Monthly Bus Concession Passes

Cardholders	Price	
Primary Student	\$22.50	No change
Secondary Student	\$27.50	
Tertiary Student	\$52.00	
Full-time National Serviceman	\$61.00	

b) Monthly Train Concession Passes

Cardholders	Price	
Primary Student	\$20	No change
Secondary Student	\$25	
Tertiary Student	\$45	
Full-time National Serviceman	\$50	

c) Monthly Hybrid Concession Passes (for bus and train combined)

Cardholders	Price	
Primary Student	\$42.50	No change
Secondary Student	\$52.50	
Tertiary Student	\$97.00	
Full-time National Serviceman	\$111.00	

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## FACT SHEET

### Public transport fares to be increased by 1.0%

#### **Maximum fare adjustment = Price Index – 1.5%**

**Price Index** = 0.5CPI + 0.5WI;

**1.5%:** productivity extraction set for 2008 to 2012.

**CPI:** the change in Consumer Price Index over preceding year: 2.8% in 2010.

**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; 5.8% in 2010.

1. The Public Transport Council (PTC), in deciding whether to grant a fare increase this year, has looked at the fare adjustment formula (Price Index – 1.5 %) which gives a fare cap of 2.8% for 2011.

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 (1.5%), through which the operators share their productivity gains with commuters.

### PTC checks on overall economic outlook, affordability and operators' profitability

#### **The PTC considers:**

#### **GDP growth forecast for 2011: 5.0 – 7.0%**

- continues to show economic growth despite Q2 revised downwards to 0.5% from 9.3% in Q1

**Unemployment rate: 2.1%** in 2Q2011 (2003: 4.0%; 2004: 3.4%; 2005: 3.1% and 2006: 2.7%, 2007: 2.1%, 2008: 2.2%, 2009: 3.0%, 2010: 2.2% )

**ROTAs of operators:**  
7.8% (SBST) and 11.2% (SMRT) for 2011

3. The PTC has taken into account overall economic conditions, the affordability of public transport fares and the operators' profitability when deciding whether or not to allow fare increases.

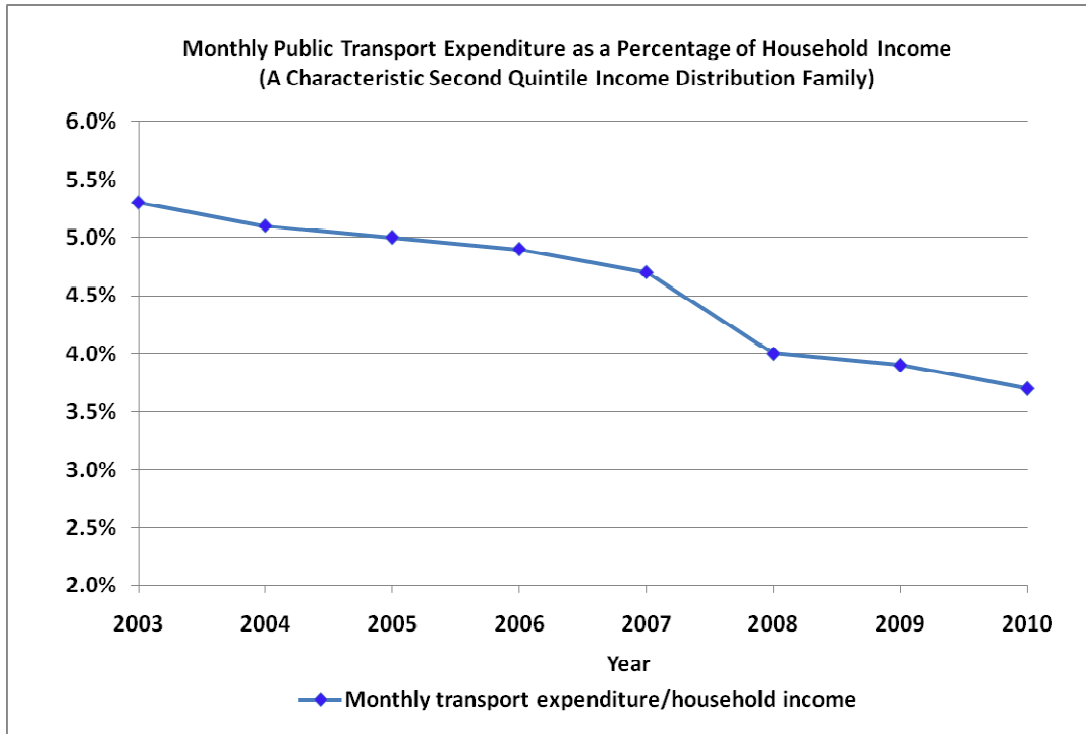
4. On the whole, the current economic conditions remain favourable, with GDP growth for 2011 expected at 5%-7% and unemployment rate as at June 2011 remains low at 2.1%<sup>5</sup>.

#### **Public Transport Affordability Index = Monthly Expenditure on Public Transport Monthly Household Income**

**Affordability Indicator: 3.7% in 2010** - a downtrend from 5.3% (2003), 5.1% (2004), 5.0% (2005), 4.9% (2006), 4.7% (2007), 4.0% in 2008, 3.9% (2009)

5. PTC tracks the annual change in the percentage of household income spent on public transport by a characteristic family which is representative of the main group of public transport users. Public transport fares continue to remain affordable.

<sup>5</sup> The unemployment rate from 2006 to 2010 is: 2.7%, 2.1%, 2.2%, 3.0% and 2.2%.



*\*The affordability indicator has been re-based using updated 2008 travel profiles and 2003 and 2008 income data from Department of Statistic's Household Expenditure Survey 2007/08.*

6. To further ensure that commuters' interests are protected, the PTC carries out a "reality check" on the operators' Return on Total Assets (ROTA), an indicator of profitability. The PTOs' ROTAs were not considered excessively high by the PTC when compared against companies with similar industry structures and risk profiles.

7. The table below summarises the ROTA of the PTOs (based on their proforma submission to PTC) over the last 4 years:

<b>ROTA</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>SBST (Bus &amp; Rail)</b>	8.6%	7.8%	9.3%	7.8%
<b>SMRT (Bus &amp; Rail)</b>	11.1%	12.9%	12.0%	11.2%

Notes:

- ROTA = Net Profit after tax/Total Assets
- These are based on proforma statements which are submitted to the PTC. They may be different from the ROTA values derived using published accounts of the holding company.

8. Comparison is made with the ROTA of companies such as Hong Kong's Transport International Holdings (KMB) and MTR, London's Stagecoach Group, Singapore's SembCorp Industries and Singapore Post. The ROTA of these companies ranged from 3% to 14.9%.

9. While there are no extenuating circumstances due to economic conditions, nor a deterioration of affordability of fares to reject a full fare increase, the PTC has moderated the fare increase this year in view of the continual rising cost-of-living environment faced by the commuters.

10. Even with the small fare adjustment granted this year, public transport fares are likely to stay affordable with a likely increase in general wage levels. The average wage growth year on year was 8.5% for the 1st quarter of 2011. Affordability, especially for child/student commuters who are generally dependents, is also maintained with their concessionary fares and prices of monthly concession passes remaining unchanged.

11. Adult commuters are encouraged to switch from cash fares to CSC fares to better enjoy the benefits of journey-based charging under Distance Fares.

### **Impact on Commuters Paying CSC Fares**

12. About 15% of commuters will not see a fare increase. These include child/students who see no fare increase this year, and some senior citizens who will benefit from the extension of concession hours to full day on weekdays and the reduction of senior citizens' differentiated fare structure on NEL/CCL to a uniform 4 cents more than their basic rail fares.

13. All adults using CSC will see a fare increase of 2 cents per journey.

14. 4 in 10 senior citizens will experience average weekly fare savings of 93 cents or \$48.40 yearly. Of the 58% of senior citizens who see a 1 cent increase in their CSC fares, the increase in average weekly expenditure is 5 cents or \$2.60 yearly. The remaining small percentage (less than 1%) of senior citizens will see no change in their average weekly expenditure on fares.

15. Example of fare saving: A senior citizen who travels along the North East Line from Sengkang station to Dhoby Ghaut station and pays \$1.05 today will save 14 cents as the new fare is \$0.91 per trip.

### **Impact on Commuters Paying Cash and Single Trip Ticket Fares**

16. Overall, 2% of total daily trips (or about 107,000) are made by adults using cash payment on buses. On trains, 1% of total daily trips (or about 45,000) are made using single trip tickets. Only these adult trips will see fare increases as follow:

a. All bus trips (about 107,000 daily) made by adults using cash will see a fare increase of 10 cents per trip; and

b. All rail trips (about 45,000 daily) made by adults using single trip tickets will see a fare increase of 10 cents per trip.

17. There will be no fare increase for senior citizens and child/students paying cash on bus trips. However, they are encouraged to switch to the use of CSC to enjoy the full benefits of Distance Fares.