

Name: _____ () Class: _____ Date: _____

Raffles Institution

Year 3 Social Studies

Source-Based Case Study Practice 1

1 Government and Governance

Study the Background Information and the sources carefully, and then answer **all** questions.

You may use any of the sources to help you answer the questions, in addition to those sources which you are instructed to use. In answering the questions, you should use your knowledge of the issue to help you interpret and evaluate the sources.

(a) Study Source A.

Why did the Ministry of Transport publish this? Explain your answer. [6]

(b) Study Sources B and C.

How similar are the sources? Explain your answer. [7]

(c) Study Sources D, E and F.

How far can you believe what Source D says about the PMD footpath ban? Explain your answer. [7]

What are the impacts of the PMD footpath ban?

BACKGROUND INFORMATION

When Personal Mobility Devices (PMDs) such as e-scooters, hoverboards and electric unicycles started growing in popularity in the early 2010s, the Singapore Government initially embraced the role they played in complementing our then-strained public transport infrastructure. Based on recommendations from the Active Mobility Panel set up in 2015, rules and a code of conduct for PMDs were rolled out in 2016, with more stringent regulations in the Active Mobility Act coming into force in May 2018.

Despite these restrictions, however, the proliferation of PMDs over the years led to increased conflict between PMD users and pedestrians on footpaths, with accidents and fires caused by PMD batteries making headlines in the news and sparking debate over the value of PMDs in Singapore. Things came to a boil on 25 September 2019, when the death of a 65-year-old cyclist led to widespread outrage and a surge in petitions calling for a ban on PMDs.

On 4 Nov 2019, in response to queries by several lawmakers in Parliament about what the Government would do to address concerns about PMD use, the Ministry of Transport announced that it would ban PMDs from footpaths from 5 November. Facing complaints from food delivery PMD riders about the ban, the Government also announced on 8 November that it would help them switch to other forms of transport with an e-scooter trade-in grant co-funded by the three major food delivery companies.

Study the following sources to assess the impacts of the PMD footpath ban.

Source A: A poster published on the Ministry of Transport's Facebook page on 10 November 2019.

TRANSITION ASSISTANCE PACKAGE for **Food Delivery Rider using PMD**

The Government has worked with NTUC and the major food delivery companies to roll out a comprehensive assistance package

1 \$7m E-Scooter Trade-in Grant (ETG)

Up to \$1,000
When you trade-in your e-scooter and purchase a **Power-Assisted Bike (PAB)** or **Personal Mobility Aid (PMA)**

Up to \$600
When you trade-in your e-scooter and purchase a **Bicycle**

TRADE-IN

2 Job Assistance & Career Coaching

NTUC's Employment and Employability Institute (e2i) and MOM's Workforce Singapore (WSG) will provide

Job Assistance Services

Career Coaching

at the premises of the food delivery companies

3 Temporary Financial Assistance

If you require financial assistance, please approach the nearest Social Service Office, CC or your local Grassroots Advisers for assistance.

Source B: Comments by Minister of State for Transport Dr Lam Pin Min to the media, made on 12 November 2019 after a dialogue session with delivery riders.

Even with the announcement of the assistance package, not everyone will be happy. But they have to understand that what we're trying to do is to allow them to return to the trade that they want to continue doing. The authorities will continue to look at the cases of food-delivery riders who are affected by the ban individually, to help them address their problems.

We have always believed in using active mobility for the first and last mile... but unfortunately, over the past year, the situation doesn't seem to have improved. We've seen quite a significant number of injuries from accidents involving PMDs and pedestrians, and we have also seen several fatalities. After looking at the situation, we know that we have to do something to bring safety back to the footpaths. And therefore, we have this very difficult decision to prohibit the use of PMDs on footpaths.

Source C: From a statement on the Singapore Democratic Party website, published on 8 November 2019.

The ban on PMDs has caused much unhappiness among its users, especially those who depend on such devices for a living. This is a difficult situation because accidents caused by PMD riders on footpaths in the past have resulted in injuries and even death. The dangers of PMD use on footpaths must not be taken lightly.

But while recognising that the safety of pedestrians is of topmost consideration and the need to curb irresponsible PMD users, it is also problematic to issue a blanket ban on the use of such vehicles on footpaths as this affects the livelihood of many who are responsible users. There are alternative ways to deal with the problem. Banning PMD use outright is the easy and lazy way out. It breaks the rice-bowls of many of our fellow citizens who depend on PMDs for their livelihood but who are responsible users.

Source D: A comment by Denis Koh, chairman of e-scooter enthusiast group Big Wheel Scooters Singapore, published in The New Paper on 5 November 2019.

The ban came as a big disappointment for the e-scooter community. The ban does not eliminate the problem of errant riding. We should focus on the problem of errant riding as the main culprit, not the device. Even with just bicycles, those who choose to display errant behaviour will continue to do so.

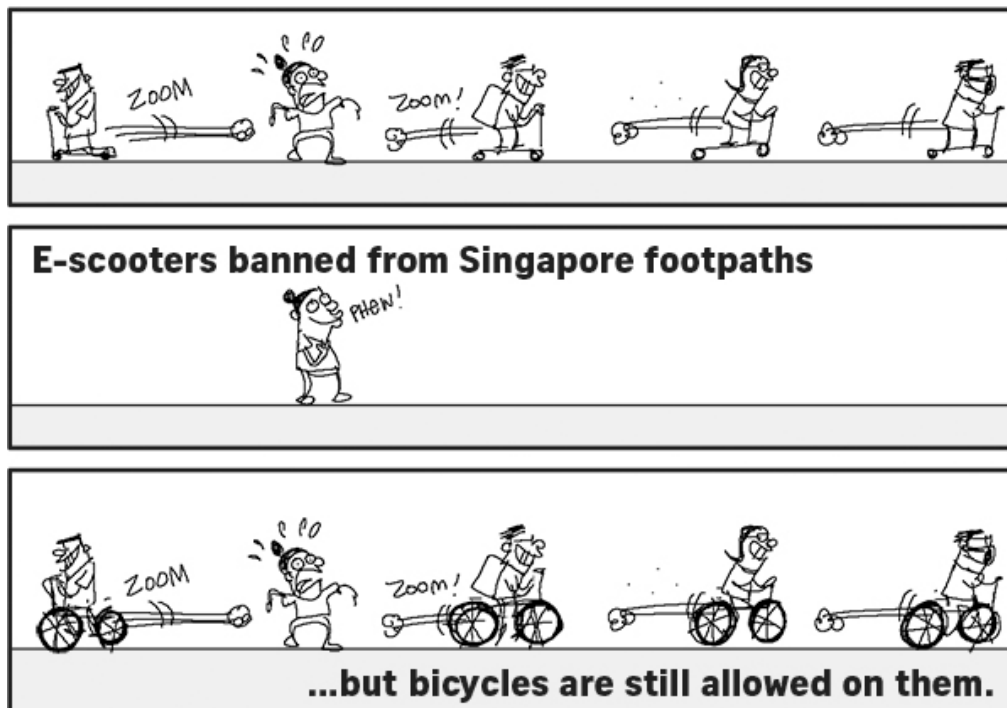
Many had adopted e-scooters as modes of transport and more importantly, many have built their livelihoods with it. To lose all that due to a handful of black sheep is a pity and a big blow to active mobility.

Source E: From a TODAY news report, published on 30 November 2019.

Punggol resident Ng Cheow Yong, 76, said e-scooters in his estate typically move at frightening speeds. As he walks while running errands, he worries that given his advanced age, he will be unable to react when an e-scooter approaches from behind.

Mr Ng said that he is less stressed now that there are fewer e-scooters. He sees about one or two on his walks, unlike before when about five or six riders would speed past him. When asked if he thought food delivery riders were having it tough, Mr Ng disagreed. "It's fair that these food delivery riders have to find alternative arrangements, as long as the pedestrians are kept safe. If they were to continue riding, then where should we walk?"

Source F: A cartoon by local artist Lee Chee Chew, published on his personal blog in November 2019.



Copyright Acknowledgements:

- Source A: <https://www.facebook.com/motsg/posts/2835885416422749>
 Source B: <https://www.todayonline.com/singapore/largest-turnout-e-scooter-riders-lam-pin-mins-meet-people-session-footpath-ban-here-stay>
 Source C: <https://yoursdp.org/news/sdp:-find-alternative-way-rather-than-outright-ban-on-pmd-use:-don't-penalise-responsible-users>
 Source D: <https://www.tnp.sg/news/singapore/errant-e-scooter-riders-blame-ban-footpaths-experts>
 Source E: <https://www.todayonline.com/big-read/big-read-after-sound-and-fury-dust-settles-e-scooter-footpath-ban>
 Source F: <http://chewonitcomics.blogspot.com/2019/11/its-really-screwed-e-scooter-users.html>