

# CityCruisers

A new Green Urban  
Transport Option UK Cities



Tested and approved by VOSA  
Taxed by DVLA, Insured in UK

veloform

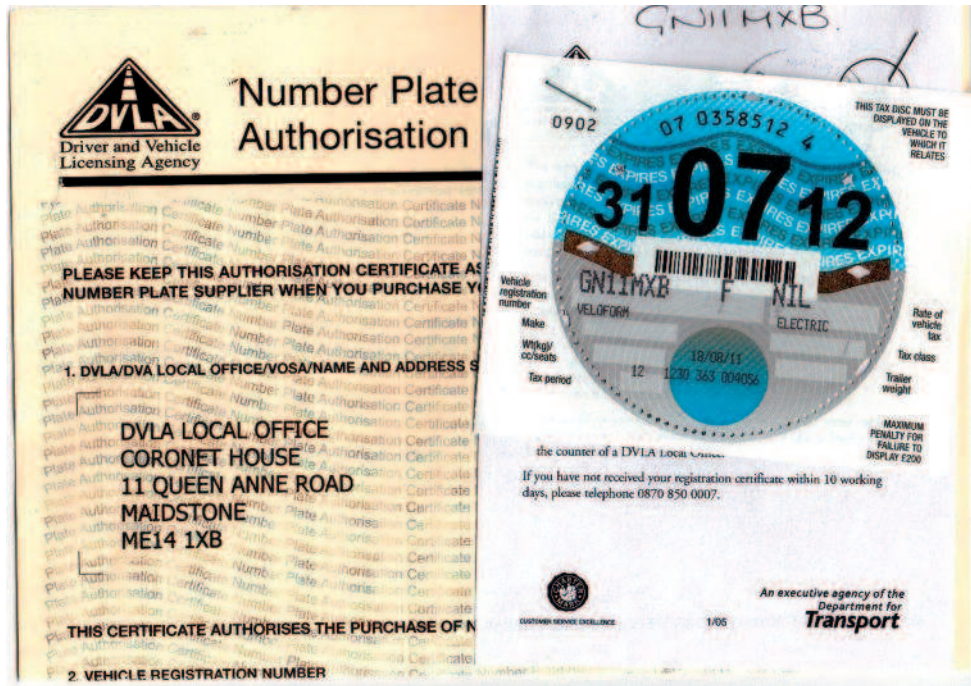
veloformuk

## Executive Summary

- VeloformUK wish to operate the CityCruiser electrically assisted passenger carrying pedicab on city streets
- These vehicles have been proven to be safe by being built to EU standards, tested in UK, and by virtue of their being operated without accident in many busy cities around the world
- The operation of CityCruisers as PHVs would control Drivers, Vehicles and Operators
- A small fleet of CityCruisers would provide a quality tourist opportunity and would offer seasoned visitors the comfort of a known reliable experience
- CityCruisers provide a Green Urban Transport option to complement existing services



The purpose of this document is to provide information on the CityCruiser, the manufacturer Veloform GmbH (Berlin) and the UK agent VeloformUK.



Tax disk showing Registration number GN11 MXB

CityCruiser (CC) v West End Pedicab (PC)

Tested and approved by VOSA, insured in UK and taxed by DVLA

For the sake of clarity it must be stressed that the CityCruiser should in no way be compared to the rickshaw type vehicles currently found in London’s West End. The differences are numerous with some of the most significant being:

- Licence** ~ CCs are all number plated, taxed & insured – PCs are not
- Driver**~ CCs drivers must be over 17 and hold a motorcycle or car licence
- Insurance**~ CCs must be insured as vehicles and for carriage of passengers



Your city deserves the latest, safest urban transport

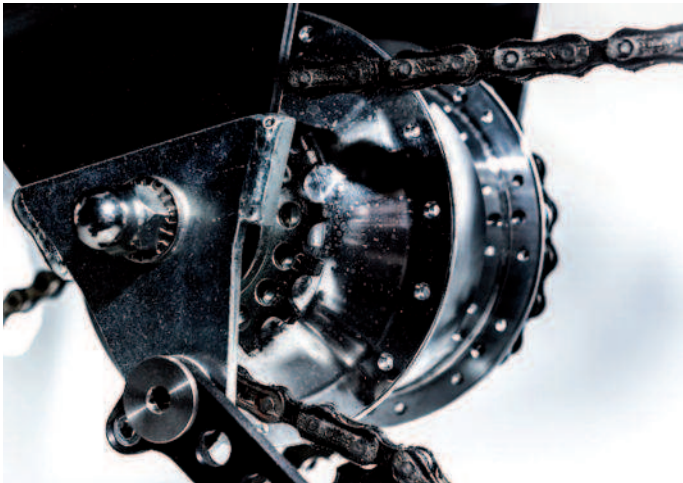
The CityCruiser

**Power**

Classified in the UK by VOSA & DVLA as a *low powered moped* the vehicle is a tricycle with a 36v 250w electric hub motor driving the front wheel. The total power is created by the electric motor pulling the front wheel and pedal power driving the rear wheels. This combination produces a vehicle with good acceleration ('0,3m / S2' ) to a comfortable cruising speed and a top speed of 25kph. This vehicle is non-polluting.



Powerful motor; twin hydraulic disk brakes



Rolhoff the finest hub gear available

**Safety**

Built in Germany from almost exclusively European components, the CityCruiser satisfies the exacting safety test standards of the German DEKRA vehicle testing organisation. The UK specification includes rear seatbelts, uprated motor and brake modifications. The vehicles, in addition to a qualified driver, will only be permitted to carry up to two adults, or one adult and a child taller than 1.25m.



The coveted Dekra Award was first granted in 2000 to the CityCruiser I, then again in 2006 for the CityCruiser II. In both cases the DEKRA/TUV certification recognised the compliance to testing criteria and regulations as specified in Directive 2002/24/EC in relation to type-approval of two & three-wheel motor vehicles. These certificates highlight the high standard to which both the vehicles have been designed and manufactured as they are internationally known and accepted.

The bodyshell is moulded from high grade polyethylene which is extremely strong. As with 95% of all other components of the vehicle this bodyshell is totally recyclable.



Impact resistant polyethelene bodyshell

The running and parking brakes are motorcycle components with large discs and hydraulically operated callipers.

**Comfort**

Access to the deep set rear seat is an easy step up through wide side openings with convenient hand holds. The coil spring rear suspension and large profile tyres give a gentle ride. The front windscreen protects the passengers and optional transparent side screens are available.

The directors of Veloform GmbH wish to confirm that in the fifteen years that the CityCruisers (models I & II ) have been in production a total of over 2,000 have been built. They currently operate in 51 countries on five continents and there has not been a single reported serious accident. Safety is at the heart of the design and forefront of the operation of the CityCruisers.

The experience of operating in the ‘traffic hostile’ cities of Tokyo, Paris, New York, Frankfurt & Beijing provides the background to safely handle these challenges



Exposed Chassis shows rear coil springs & battery store

**Veloform’s desired results from it’s application:**

- The Council accept that the CityCruiser can be used as a Private Hire Vehicle
- The Council agree to the operation of CityCruisers for pre-booked tourist trips within the area of their jurisdiction.
- The Council will give sympathetic consideration to the granting of permission for the vehicle to carry pre-approved signage relating to the operator.

**Safe Transport** – we understand that in order for the Council to approve the Veloform CityCruiser II being used as a Private Hire Vehicle it must first and foremost be satisfied that the vehicle is safe to legally carry passengers. Additionally the strategic responsibilities of the 2004 Traffic Management Act will need to be taken into account.

These we believe can be satisfied by:



*The GS symbol ensures that a product does not endanger the health and safety of the user under normal conditions of use or reasonably foreseeable misuse thereof. DEKRA offers the GS symbol for many electrical and mechanical commodities.*



*The Vehicle and Operator Services Agency (VOSA) provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles, ensuring the compliance of operators and drivers, and supporting the independent Traffic Commissioners.*



*For the past fifteen years Veloform CityCruisers have operated safely as ‘Velotaxis’ in 150 Cities throughout the world. To date in excess of 2000 vehicles have been built and no significant accidents have been reported to Veloform GmbH. The vehicles are currently operating in many cities with comparable traffic conditions to those of London.*

# CityCruisers

## Annexes



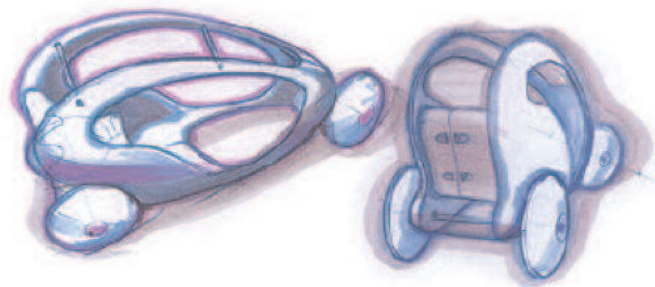
- i The design idea
- ii Veloform's UK recent History
  - ii / a Letter from Minister Penning to MP Fallon 2011
  - ii / b Letter from Minister Penning to VeloformUK via MP Fallon 2012
  - ii / c Letter from Michael Cramer MEP a Transport spokesman in EU Parliament 2004
- iii Worldwide "Velotaxi Cities" 153 locations, 51 Countries, 5 Continents
- iv CityCruiser – Technical specification
  - iv / a – c CityCruiser – Detailed images

## Annexe i The Design

1997 - The idea to develop a European version of the Asian rickshaw was born in Berlin, Germany and led to the foundation of Velotaxi GmbH.



Anselm Franz and Stefan Kruschel, managing directors of Veloform



Sketches during development

Because of congested urban areas, increasing pollution, and a growing awareness of the importance of sustainable development, Veloform's long term ambition is to provide the market with a zero emission vehicle that is fully adapted to current needs and the needs of a "green" future.

CityCruiser is a flexible and alternative means of transport. CityCruisers are ideal for short trips within a city (1-6 km), as a complement to any major city's transport services.

It is Veloform's intention to provide the pedicab market with a state-of-the-art vehicle, which would combine high-tech and design, offering the highest standards of safety and comfort.

Your tourism industry is important. The CityCruiser offers new opportunities to provide guided tours. Your city could enhance its image as a friendly, pleasant and "green" city. Additionally, word-of-mouth would contribute to additional marketing your city.

Veloform's development in international markets has been reinforced by technical certification and compliance of Veloform's products to legislation.



Annexe ii  
**UK / EU Legislation**

From the early days of Veloform’s export expansion the company has tried to introduce its innovative, green vehicles to UK. The fundamental barrier to entry of the worldwide standard CityCruiser lies in the 1988 Road Traffic Act. The vehicle was designed within the legislative framework of EU directives on EAPCs (Electric Assisted Pedal Cycles) - however, unique to UK, is an overall weight restriction of 60kgs. The CityCruiser II exceeds this by around 100kgs.

On several occasions Veloform has discussed with both the Department for Transport and the Minister for Transport the lack of synchronicity between UK & EU law in this area, the most recent contact being December 2011 (annexe ii/b). We understand a ministerial review is likely within the next two years - however it has been suggested by our MP that, were we to start legal action on this matter, changes could occur sooner. At present Veloform has no plans to initiate such action.

The current Veloform strategy has been to have the CityCruiser II classified and approved as a “vehicle” (exclusively in UK).



Annexe ii/a

**Letter to Fallon from Penning**



**From Mike Penning MP, Parliamentary  
Under Secretary of State**

Michael Fallon MP  
House of Commons  
London  
SW1A 0AA

*Department for*  
**Transport**

Great Minster House  
33 Horseferry Road  
London SW1P 4DR

Tel: 020 7944 3084  
Fax: 020 7944 4521  
E-Mail: [mike.penning@dft.gsi.gov.uk](mailto:mike.penning@dft.gsi.gov.uk)

Web site: [www.dft.gov.uk](http://www.dft.gov.uk)

Our Ref: MC/22992

- 1 DEC 2011

*Dear Michael*

Thank you for your letter of 17 October, regarding your constituent, Mr John Douglas of Veloformuk, Saxon Hill, Westerham, TN16 1AN, requesting an update concerning the weight limit of Electrically Assisted Pedal Cycles

The Department has considered the comments from both the public consultation held in 2010 and the comments received from the Red Tape Challenge.

The next steps will be agreed shortly and a statement will be published on the Department's website.

*Regards*  
*MP*

**MIKE PENNING**

Annexe ii/b  
Letter to MP Fallon from Penning



Department for  
**Transport**

From Mike Penning MP, Parliamentary  
Under Secretary of State

Great Minster House  
76 Marsham Street  
London SW1P 4DR

Tel: 020 7944 3084  
Fax: 020 7944 4521  
E-Mail: [mike.penning@dft.gsi.gov.uk](mailto:mike.penning@dft.gsi.gov.uk)

Web site: [www.dft.gov.uk](http://www.dft.gov.uk)

Our Ref: MP/003928/11

Michael Fallon MP  
House of Commons  
London  
SW1A 0AA

- 2 FEB 2011

Dear Michael

Thank you for your letter of 24 January to Norman Baker, on behalf of a constituent who would like to know what plans the Department of Transport has to increase the weight capacity of Electrically Assisted Pedal Cycles (EAPCs). I am replying as Minister responsible for road safety.

A public consultation on the construction standards of EAPCs (including weight limits) was published last year. We are analysing the responses and hope to publish the results and next steps in due course.

*With regards*  
*Mike*

**MIKE PENNING**

Annexe ii/c  
Announcement from Minister Penning

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**Statements**

### Electrically Assisted Pedal Cycles

Delivered by: [Mike Penning MP](#)  
 Publisher: [Department for Transport](#)  
 Delivered date: [12 January 2012](#)  
 Type: [Written statement](#)  
 Mode/topic: [Roads](#) , [Sustainable travel](#)



The Parliamentary Under Secretary of State for Transport (Mike Penning): I am today publishing the responses to a public consultation which sought views on proposals to provide closer alignment of GB regulations with European rules.

The consultation was launched on 5th January 2010 in conjunction with a related consultation on Electric Personal Vehicles (EPVs) and ran until 30 March 2010. The EAPC Regulations were also included within the 'Retail' and 'Road Transportation' themes of the 'Red Tape Challenge' which ran from April 7th to June 17th 2011.

The Department has considered the responses and supports recommendations to harmonise power limits (from 200 Watts to 250 Watts) with similar provisions in place across the EU – allowing consumers access to a wider range of electrically assisted cycles.

Regulatory proposals will be developed to update power limits and consider other amendments, for example on weight limits, once EU discussions on a much wider group of 2, 3 and light 4-wheeled vehicles conclude. The outcome of EU discussions could have implications for the regulation of EAPCs, and it would therefore be unhelpful to make amendments at this time which might need to be subsequently repealed.

Annexe ii/c

**Letter from Michael Cramer MEP a Transport spokesman in EU Parliament**

EUROPÄISCHES PARLAMENT



**Michael Cramer**  
MITGLIED DES EUROPÄISCHEN PARLAMENTS  
8 H 247; Rue Wiertz  
B-1047 Brüssel  
Tel.: 0032-2-284 5779 Fax: -9779

Brussels, 7th December 2004

Dear Sir or Madam,

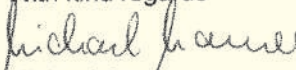
In 1997 the Velotaxi GmbH started to operate rickshaws in Berlin and by Co-operation Partners in many other European cities. Since then I have been following the development of this company with big interest. I am very happy about the considerable success, especially, because it's the European wide distribution of an environmentally friendly and innovative product from Berlin.

The modern vehicles (CityCruisers), which are developed by Velotaxi and produced and sold by Velotaxi's partner Veloform, have become an integral part of the cityscape in Berlin. The new traffic concept is established. It's popular with Berliners as well as with tourists. It closes a gap in the public transportation system.

In Germany the CityCruiser is legally considered a „cycle“. The auxiliary electronic motor does not affect this classification, because it only has a power of up to 0,25 kW. The European law supports the handling of the CityCruiser as a cycle. The directive 2002/24/EC allows the interpretation, that a cycle with an auxiliary electric motor having a maximum continuous rated power of 0,25 kW, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedalling, is not classified as a motorized vehicle.

I wish Velotaxi the best for its expansion in Europe and I hope, that many European cities get to know about the advantages of this environmentally friendly city transportation and support the creation of a local Velotaxi company.

With kind regards

  
Michael Cramer

Annexe iii  
**CityCruiser: an international presence**

Below is a table showing some of the countries and cities in which Veloform's vehicles have been sold. Veloform's pedicabs have also been used at a number of major events, listed below.

**Country – Europe (20+)**

- Austria
- Belgium
- Cyprus
- Czech Republic
- Denmark
- Estonia
- France
- Finland
- Germany
  
- Greece
- Holland
- Hungary
- Ireland
- Italy
- Lithuania
- Norway
- Romania
- Spain
- Sweden
- Switzerland
- Turkey
- United Kingdom

**City**

- Vienna
- Vienna, Linz, Innsbruck
- Valetta
- Prague
- Copenhagen
- Tallinn
- Bordeaux
- Helsinki
- 15 including Berlin, Augsburg, Bremen, Dresden, Dusseldorf, Erfurt, Frankfurt, Freiburg, Hamburg, Hannover, Leipzig, Potsdam
- Athens
- Amsterdam, Rotterdam, Den Haag, Delft
- Budapest
- Dublin
- Rome, Milan
- Vilnius
- Bergen, Stavanger
- Bucharest
- Barcelona, Madrid
- Stockholm, Malmo
- Basel, Geneva, Bern
- Istanbul
- London, Cardiff, Norwich

**Rest of the World (20+)**

- Argentina
- Australia
- Canada
- Chile
- China
- Columbia
- Dominican Republic
- Japan
  
- Korea
- Lebanon
- Mali
- Mexico
- Morocco
- New Zealand
- Russia
- Saudi Arabia
- South Africa
- United States
- Venezuela
- Quatar

**City**

- Buenos Aires
- Sydney, Melbourne
- Toronto, London, Windsor
- Santiago
- Beijing
  
- Tokyo, Osaka, Kobe, Nara, Nagasaki, Sendai, Okayama, Hiroshima, Kitakata, Fukoka, Kyoto
  
- Beirut
  
- Mexico City
- Tangier
- Auckland
- Moscow, St. Petersburg
- Riad
- Cape Town
- New York, Sacramento
- Caracas
- Doha

**Major Events including:**

- Peugeot Road Show 2011
- Hannover Fair
- Ecovelocity 2011
- Kartner Fair 2011
- IAFF World Championships 2009
- Allianz Swiss Tennis Open 2007 & 2008
- Film Festival 2008 Toronto
- US Tennis Open 2007
- Expo 2005 Aichi
- FIFA 2006
- Expo 2005

**Country (City)**

- Various
- Hannover
- London
- Austria
- Berlin
- Basel
- Canada
- NYC
- Japan
- Germany (Berlin)
- Japan (Nagoya)

Annexe iv  
**Technical Specifications**

**CityCruiser II®**

**Performance Features:**

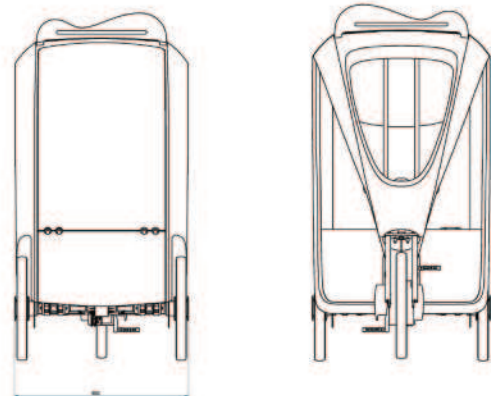
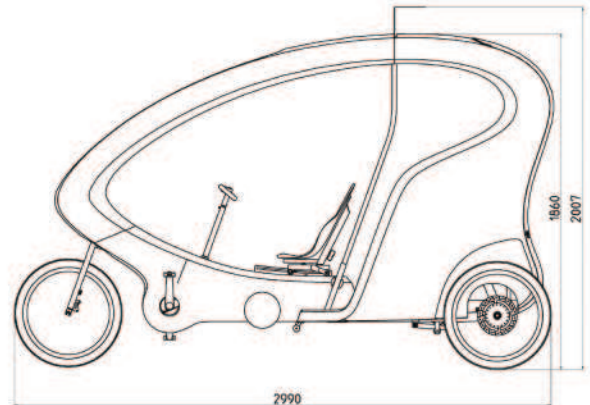
- Approval in the European Union as a bicycle
- Payload up to 300kg
- Capacity 3 Adults

**Standard Features:**

- Dimensions L x W x H 3m x 1m x 2m
- Weight 136 kg (standard-package includes motor and batteries)
- German made electric motor assist (36V, 22 Ah /790 Wh)
- Hella Lights and indicator system/brake lights
- Panasonic Lead-Gel-Batteries (3x12V/17Ah)
- Shimano 7-gear shift
- Magura parking brake (hydraulic front)
- Brembo disc brakes (hydraulic rear)
- Tecumseh differential
- Suspension
- Multifunctional props for passenger compartment (boarding aid, cable conduit, mounting point for iPad bracket)
- Adjustable driver's seat
- Adjustable rear-view mirrors
- Perspex back panel
- Removable rain shield
- Polyethylene cabin

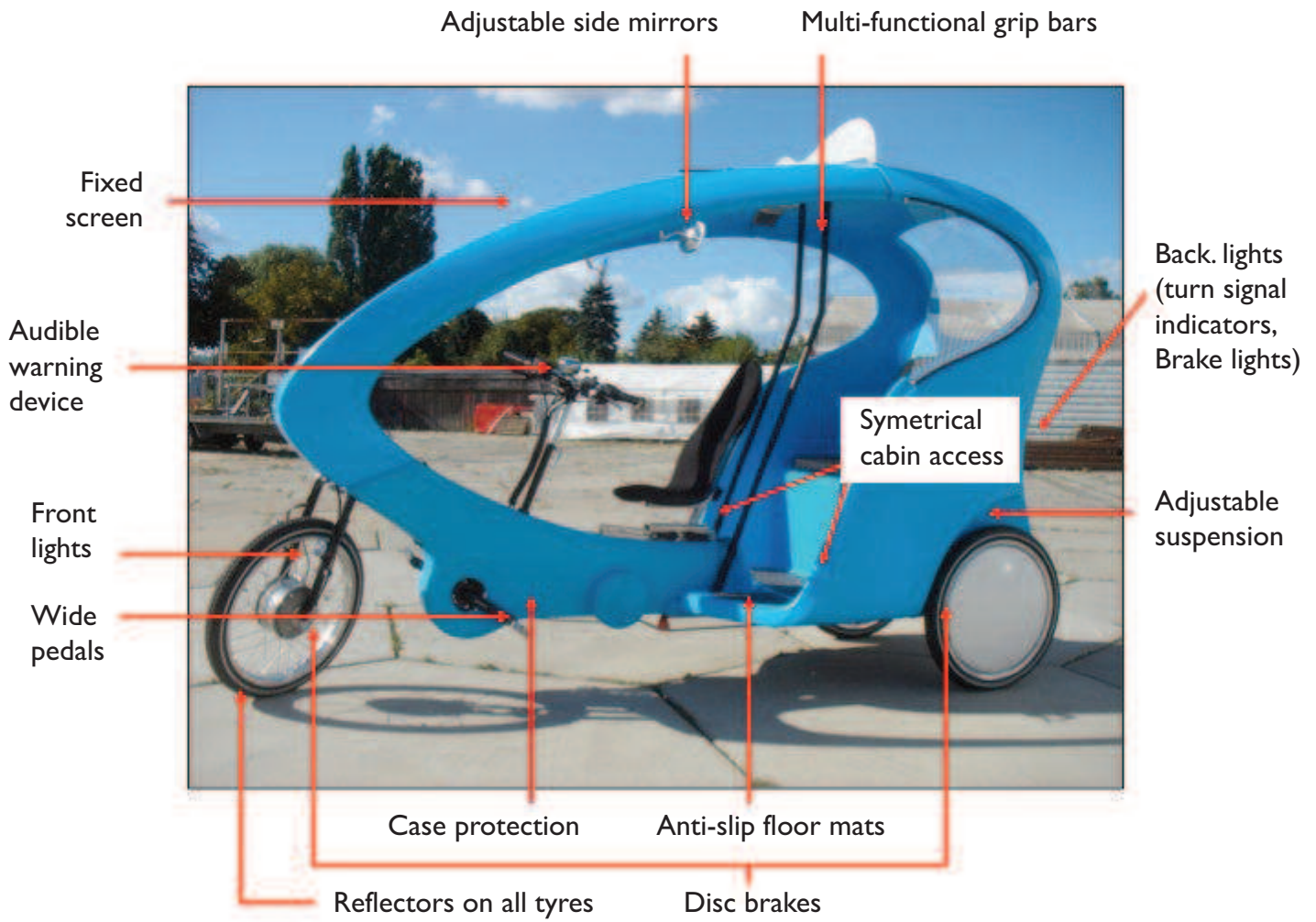
**Special Features:**

- Adjustment of the motor engine power according to licensing in each country
- Rohloff Speedhub Gear (14 gears)
- Lithium-Ion battery
- Additional battery capacity
- Fuel cell (65W, 1600 Wh/Day; 2,7A; 24V/36V)
- Solar panels (75W, 1700 Wh/Day; 2A, 24V/36V)
- Additional lighting (inside, outside)
- Sound system
- iPad-bracket in the passenger compartment
- Special paint chassis
- Special colouring for cabin
- Additional rain shield (rear)
- More extras on request



Annexe iv/a

# CityCruiserII





### Annexe iv/b

The CityCruiser does not require doors which makes alighting and exiting speedier and easier than in many other public vehicles. Safely tucked into the rear bench seat passengers can use seatbelts if they wish as they enjoy their ride. The compact design of the CCII (width:99cms) combined with a small turning circle enables this eco-friendly urban transport vehicle to move easily in congested locations.

Wheels cannot be reached by passengers when in motion



Forward facing driver seat, that can be moved forwards and backwards according to the requirements of the driver

Multi-functional grip bars (yellow markings can be added)

Forward facing passenger seating



Annexe iv/c



Anti-slip floor mats – easy to clean

Distance from ground is 33cm  
(yellow markings can be added to the floor of the point of entry into the pedicab)

Rear bench seat for two passengers  
(can be fitted accordingly with seatbelts bearing an EC mark)  
(fire resistant and water resistant on demand)



Two rear back lights, including turn signal indicators and brake-lights

Large rear screen