



---

**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Trends and Economics****Group of Experts on cycling infrastructure module****Fifth session**

Geneva, 30 and 31 January 2023

Item 3 of the provisional agenda

**Cycling infrastructure definitions and standards****Proposals concerning cycle definition****Note by the European Cyclists' Federation, World Bicycle Industry Association and the secretariat****I. Introduction**

1. The Group of Experts on cycling infrastructure module (GE.5) discussed at its fourth session the cycle definitions developed by the secretariat in collaboration with the European Cyclists' Federation and the World Bicycle Industry Association. They were elaborated based on the existing cycle definition in the Conventions on Road Traffic and Road Signs and Signals and taking into consideration two factors agreed at the previous meeting, namely: (a) design/electric assistance cut-off speed and (b) width of the cycle. GE.5 raised a number of important comments on the proposed definitions concerning weight aspect, changes to maximum speeds and a few other changes and requested that these are incorporated in the definitions for further considerations.

2. This document contains a proposal for the cycle definition which incorporate the comments raised by GE.5. The additions concerning weight are added as *[italics]*. GE.5 is invited to consider these definitions and, if possible, conclude its work in this regard.

**II. Cycle definition**

3. The following cycle definitions are proposed:

- Cycle: means any vehicle which has at least two wheels and is propelled by the muscular energy of the persons on that vehicle, in particular by means of pedals or hand-crank, with a width not exceeding 1m and *[a laden weight not exceeding 300 kg and]* which may be equipped with an auxiliary electric motor of Type 1. This vehicle may be designed to carry passengers and/or goods in addition to the persons in control of it.
- Speed cycle: means a cycle equipped with an auxiliary electric motor of Type 2 *[and a laden weight not exceeding 200 kg]*.



- Wide carrier cycle: means a vehicle which has at least two wheels and is propelled by the muscular energy of one or more persons on that vehicle, in particular by means of pedals or hand-crank, with a width exceeding 1m. This vehicle is specifically designed for transporting goods and/or passengers in addition to the persons in control of it and may be equipped with an auxiliary electric motor of Type 1 or Type 2. *[Its laden weight must not exceed 450 kg if equipped with Type 1 auxiliary electric motor and 250 kg if equipped with Type 2 auxiliary electric motor.]*
  - Auxiliary electric motor: means an electric motor fitted onto vehicles equipped with pedals or hand-crank to provide propulsion assistance while pedalling. This motor cannot self-propel the vehicle except in the start-up assistance mode. Two types of this motor are distinguished:
    - Type 1 of this motor has a maximum cut-off speed at 25 km/h. Countries may use a different maximum cut-off speed threshold in line with their domestic legislation but not higher than 32 km/h.
    - Type 2 has a maximum cut-off speed at 45 km/h.
  - Start-up assistance mode: means a function by which the user can activate the auxiliary electric motor to propel the vehicle up to a maximum speed of 6 km/h without pedalling.
-