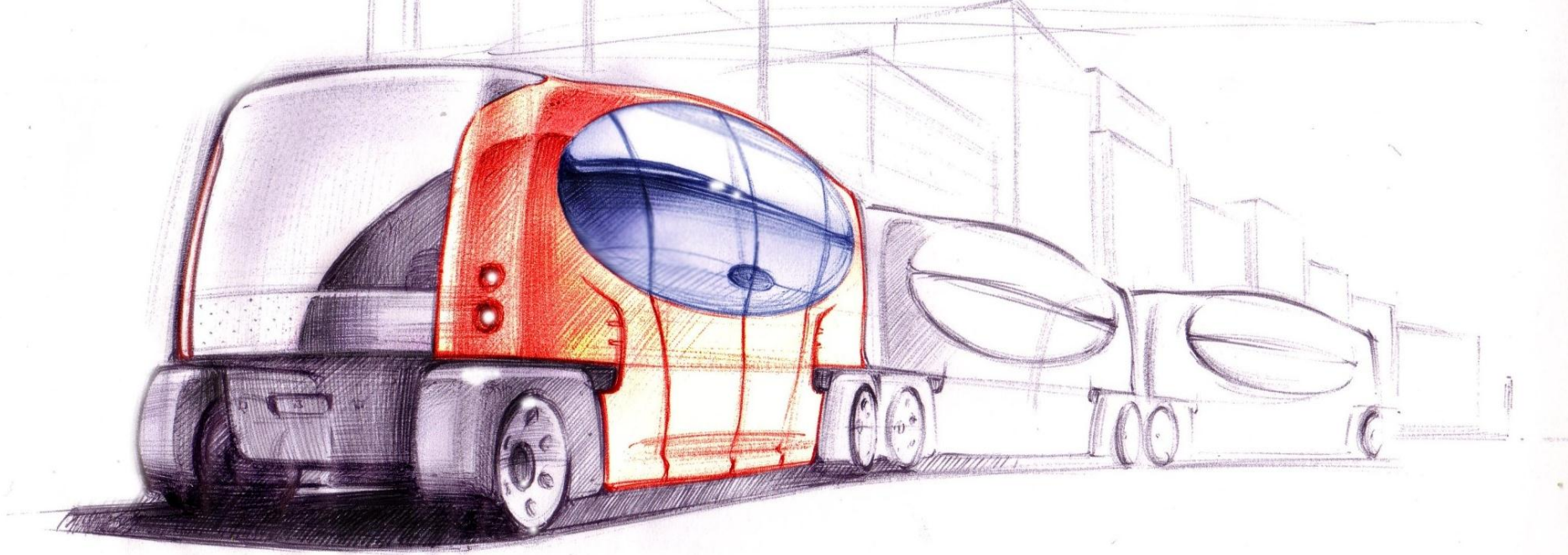


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what it is and how it works





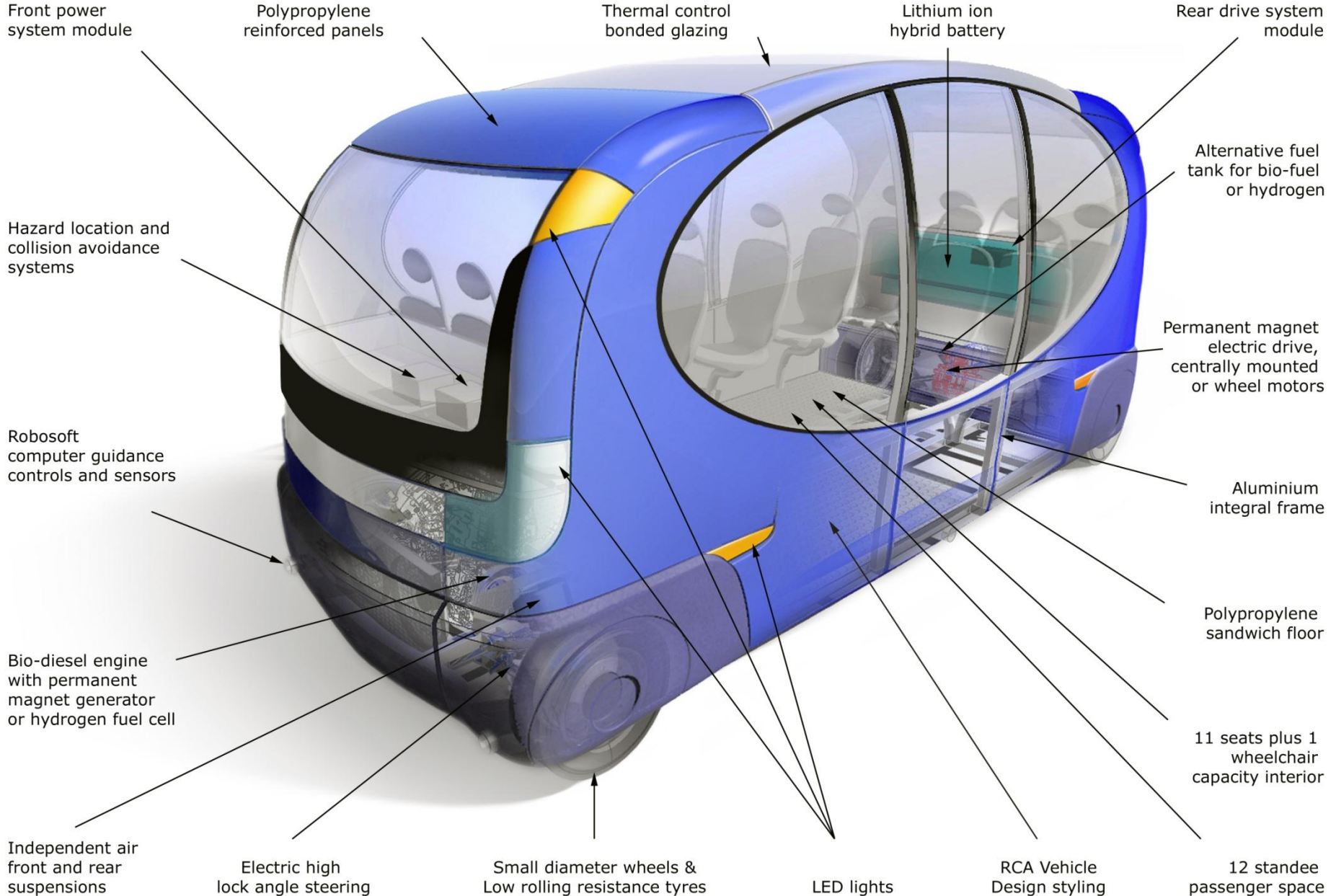
Mobilicity is an automated, driverless system.

It can function as a small bus or advanced taxi.

Electrically powered, it has zero local emissions

It uses just 1kw of motive power per passenger

the works





It has seating for up to 12, plus standing for a further 12

It has full standing headroom and a flexible internal layout

It has flush kerbside access for wheelchairs & luggage

The aluminium pod is only 5.0m long and 2.1m wide



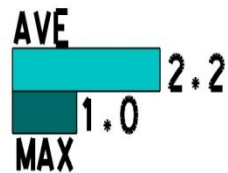
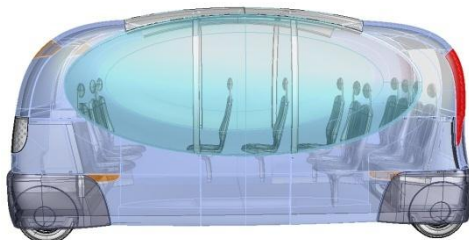
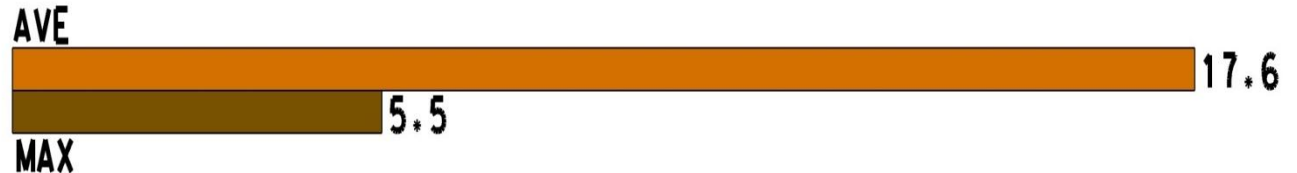
The vehicle can operate on any hard surface requiring very little infrastructure. Flush access is via standard kerbs.

It has multiple guidance systems (inertial, magnetic, GPS and laser), allowing full flexible operation, inside or out.

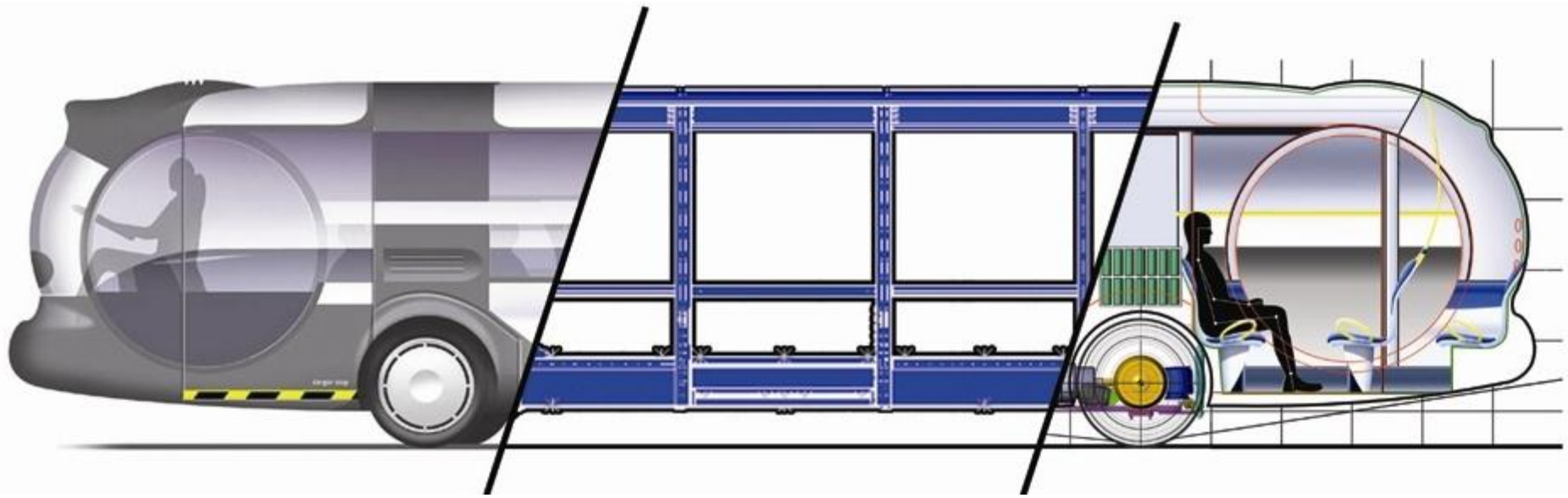
The guidance system allows for group 'platoon' running with up to 6 units so with a total 144 person capacity.

congestion

How many km's of road do you need to move 1,000 people at 20mph?



2 second headway @ 9m/s
Car ave occupancy: 1.25
Mobi ave occupancy: 10.5
City car: 2.5m, 2 cap
Supermini, 4.0m, 4 cap
Luxobarge: 5.0m, 5 cap
Mobility: 5.0m, 24 cap



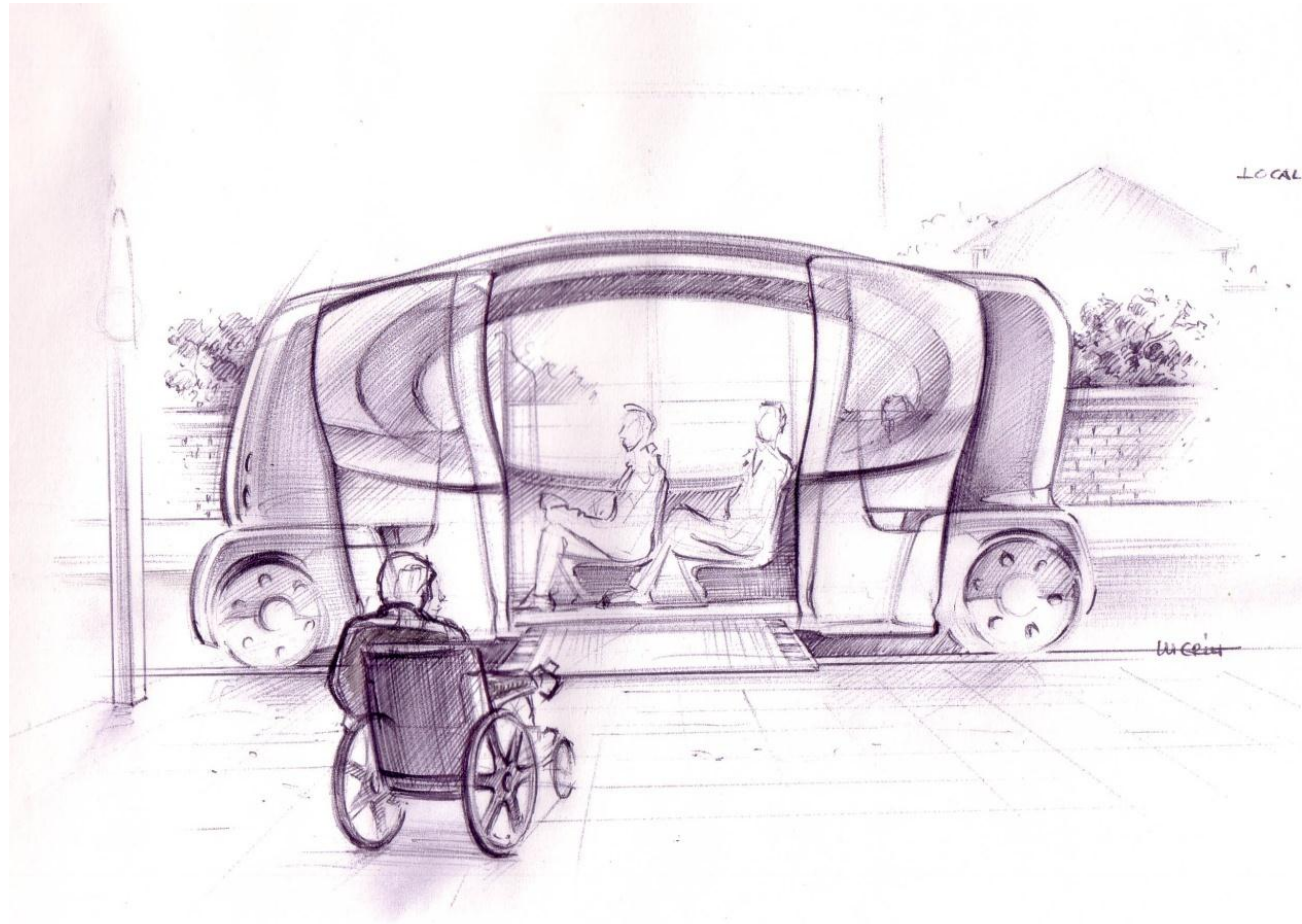
Where does it comes from?



Capoco Design is a bus design consultancy with a global scope,
Covering all aspects of design, packaging, structure & specification.
Projects have taken 60% of the UK market for the past 15 years.
Mobilicity has been developed from '02 to '12.

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how it can be used



Mobilicity offers its users:

Replacement of existing conventional bus fleets

Mobilicity can function as an 'on-demand' taxi

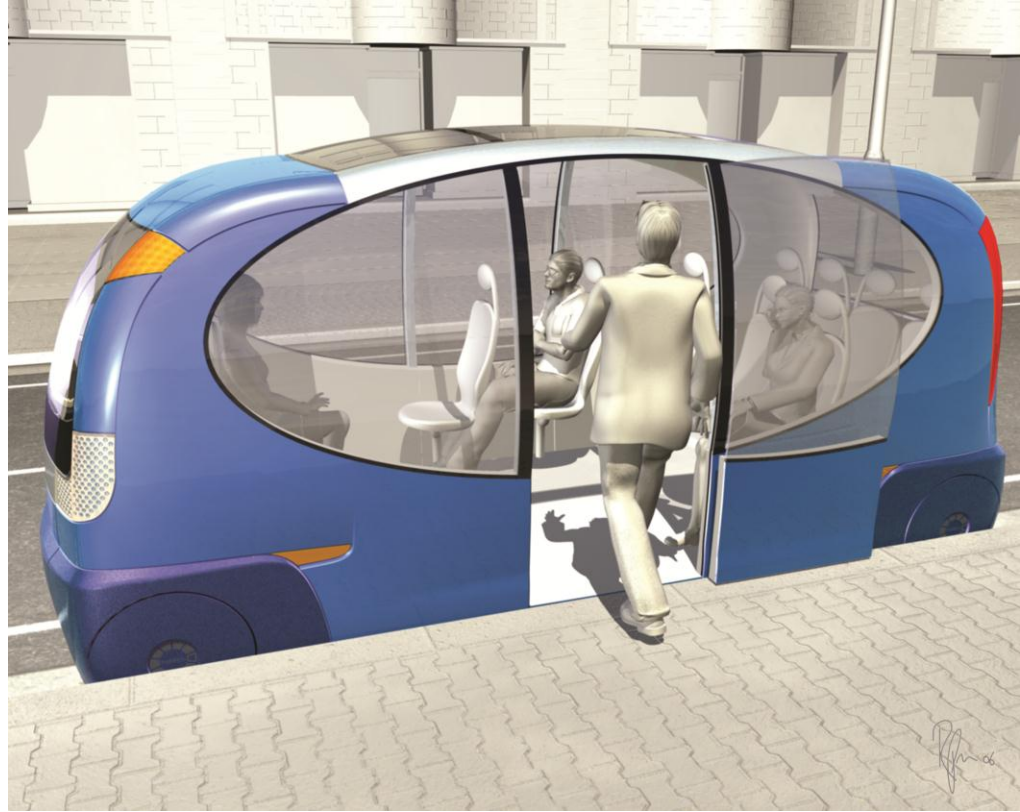
Supplementing existing fixed rail or tram networks

Wholly new ways of moving people in 'neutral' networks

The EV units may be summoned via web or phone

Highly flexible and cost-efficient, particularly off-peak

in use: closed sites



Residential areas, academic sites, industrial sites, military bases, business parks, some sporting venues.

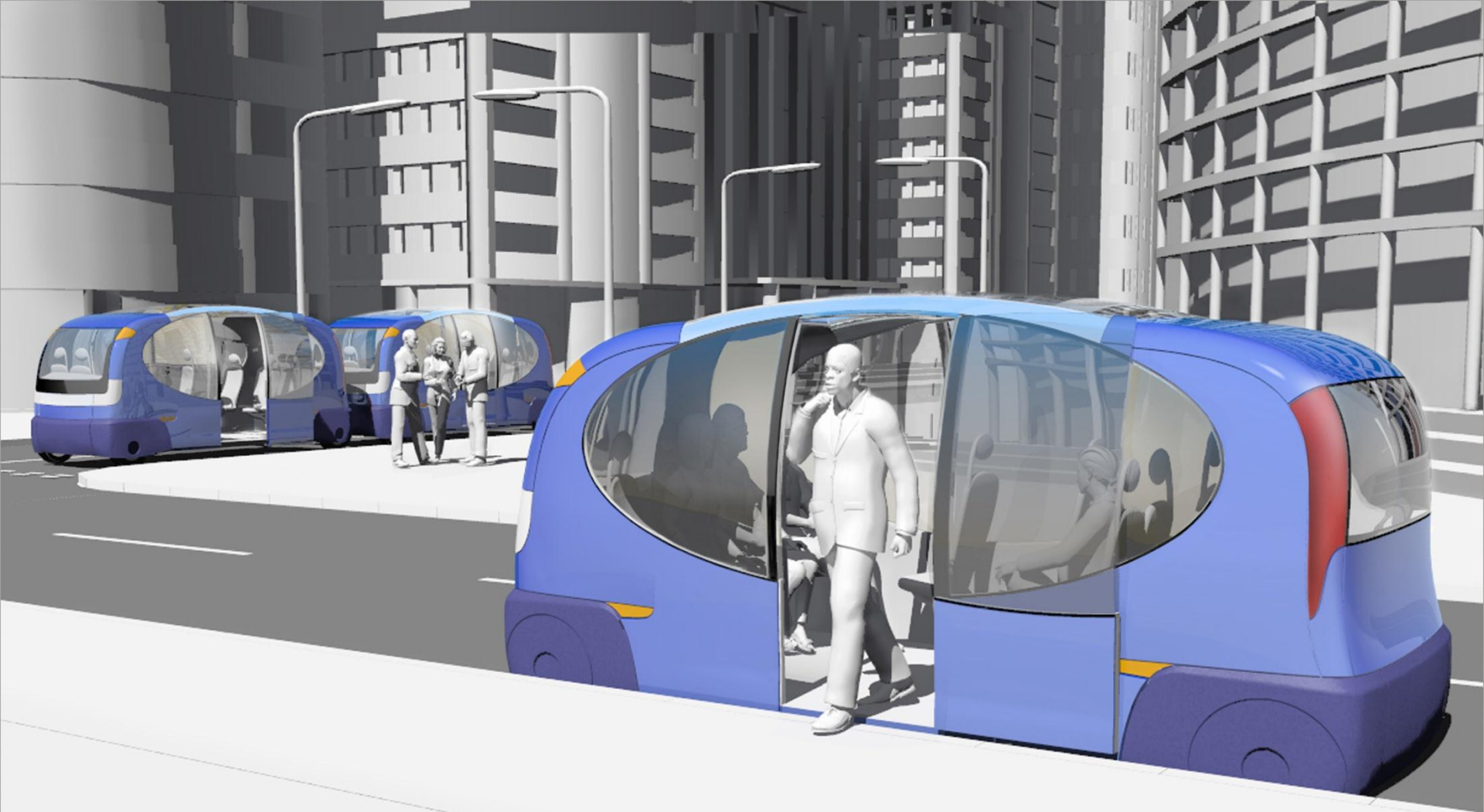
Theme parks and other leisure facilities, historic sites, shopping centres, airports

in use: open public spaces

Mobilicity can replace wheeled traffic in many city streets & districts; enhancing and protecting the environment.

Planned from the outset, Mobilicity can improve land use in new developments v the private car by a factor of 4.

A Mobilicity system will operate at 50% of the cost and 50% of the energy of a conventional bus fleet.



status

sales

A system has been developed for Dubai Exhibition Centre, plus 12 surrounding hotels plus extension to Burj Khalifa



The DICEC project offers a 3 to 4 year payback, an IRR of 30%, with an annual operating profit of USD10.4m on the total project capital cost of USD26.8m



competition



There are a number of proposed PRT & GRT concepts in a similar space, notably the ATS ULTra system.

Ultra is a PRT system, using a 4 seat car-sized unit and requires significant infrastructure with limited flexibility

In total cost terms, the Mobilicity unit cost is only 65% that of ULTra with 6 times the system passenger capacity.

business model

Mobilicity will function in a way analogous to an architect, receiving fees for designing, scoping and specifying systems for the end user

It will help to select and contract vehicle and infrastructure builders in elements of project implementation, again in return for fees.

It will receive a usage licence payments from end-users. It will not run systems itself but will maintain and update the vehicle guidance units on contract to the user.

next steps

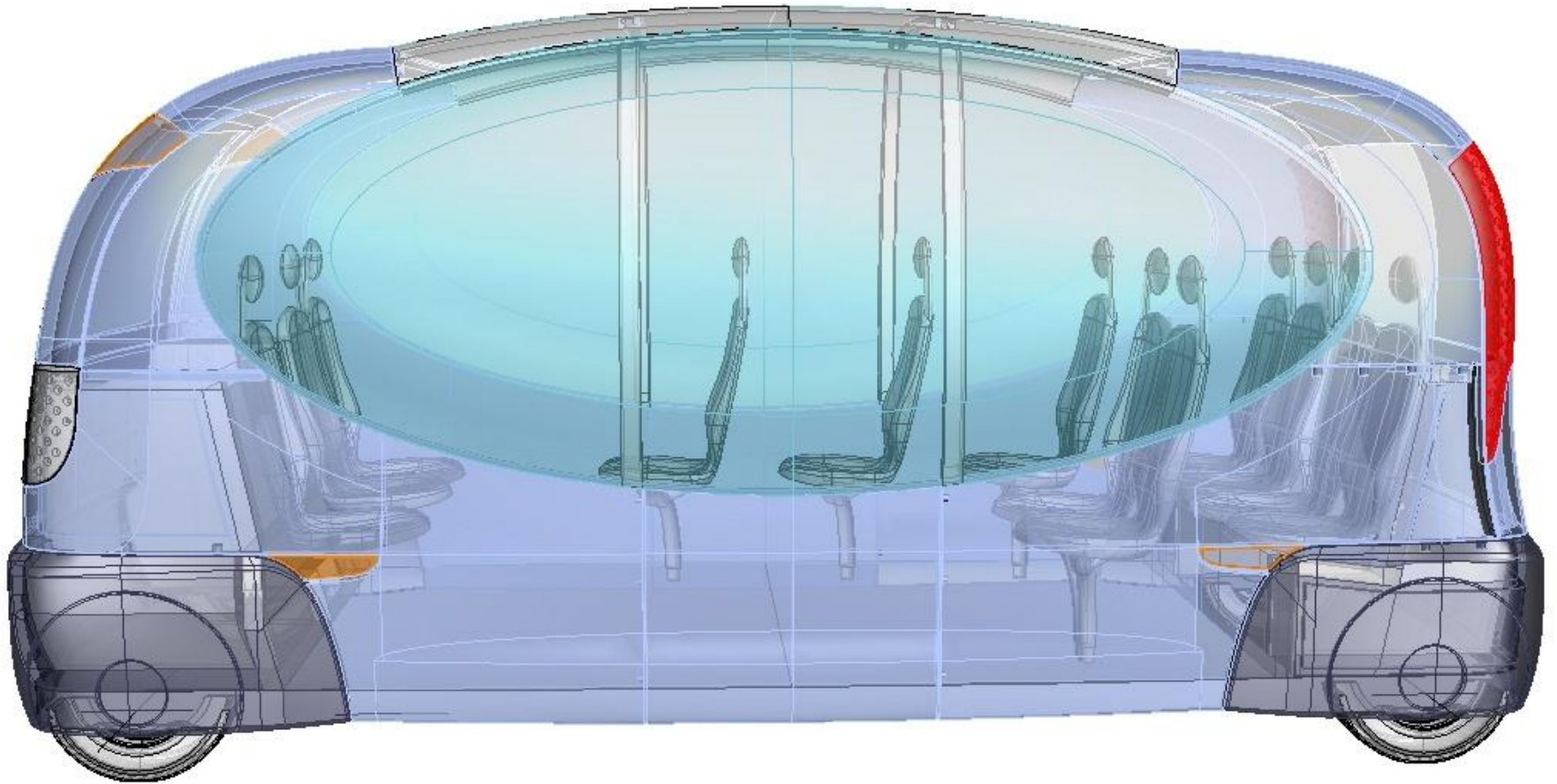
The company has a 2-3 year lead and unique global IP.

The Business Plan shows strong financial returns following the current 'consulting and licensing' model

The business becomes profitable from year 3 and shows an operating margin of 44%.

The company is seeking a total of £2.5m to £3.5m in agreed stages in return for a significant equity share.

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future urban transport