

**Submission
No 113**

**INQUIRY INTO USE OF E-SCOOTERS, E-BIKES AND
RELATED MOBILITY OPTIONS**

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Date Received: 10 August 2024

I believe that there are two types of electric light vehicles that require legislative reform:

- the first being small relatively fast electric cars and trikes; and
- the second being self-propelled e-bicycles.

Overseas the market for these small e-cars is growing and economically makes sense for short distance movements. In a way it is a return to the post-war Europe of micro-mini cars but with improvements in speed and relatively lower cost of manufacture. Currently these e-vehicles are not generally registrable for use on public roads in Australia.

Unlike the micro e-vehicles, the self-propelled e-bicycle is undergoing a boom in sales, and their usage on public footpaths. There seem to be two very different types of e-bicycles users.

1. The "pedelics" which required pedaling like a regularly bicycles but also have an electric motor and battery to assist with the power required to move the bicycle.
2. The throttle controlled e-bicycle where pedalling is only used to assist the electric motor to move the bicycle at speed.

It is the second type of e-bicycle, I believe, that is now out of control in both its design restrictions and use. The pedelic users tend to ride like no-assisted bicycle riders. However, the throttle-controlled e-bicycle, is introducing an electric motor cycle or electric moped in the guise of a bicycle and so by-passing any existing road rules for both standards and use.

Depending on the model, these throttle-controlled e-bikes are capable of more than 45kmph and having more than four times the maximum legal power limit of pedelics (assisted pedal bike). Often the brakes supplied on these fast, powerful and relatively cheap bikes under-perform, because they are often designed for regularly bicycles. The lighting is likewise compromised in the name of cheapness and improved battery range. Many of these bicycles (and the coming pedelics) are capable of being easily modified post-purchase so that power and speeds are increased.

If I were a teenager, I would want one of these throttle controlled e-bicycles because it dramatically improves unsupervised mobility. This lack of supervision combined with a lack of maturity and experience leads many a user to be irresponsible in their control and use of these vehicles on public roads and paths.

I believe that the throttle-controlled e-bike is a growing issue and as a class should be treated as a moped. But of course the current regulations and restrictions on moped construction and age of users should be changed.