

**Submission  
No 61**

## **NON-REGISTERED MOTORISED VEHICLES**

**Name:** Mr Richard Musgrove

**Date Received:** 1/05/2013

April 2013

To the Parliament Of New South Wales

Joint standing Committee on Road safety

Inquiry into Non-Registered Motorised vehicles

Dear Sir/Madam

My name is Richard Musgrove, I am an industrial designer and lecture at the University Of Technology Sydney.

In my submission, I will discuss the issue of motorised bicycles only, rather than the whole range of Non-Registered Motorised vehicles.

I have owned a normal pedal powered bicycle for more than 30 years, with out ever having an accident.

In 2005 I purchased a Sachs 30cc power assisted bicycle. This is not a high powered vehicle, as it only has a 30cc petrol motor, that is speed governed to produce an output from the rear wheel to the road of no more than 0.2kw, or 200 watts.

I purchased the Sachs bike to allow me to cycle in a little more comfort, to and from work and around where I live, in the inner Sydney suburb of St Peters. The motor is just powerful enough to help you pedal up a hill with out having to break out in a sweat. (see the image of the bike & motor at the end of this submission)

Before I purchased my bike from the bike shop [REDACTED] I checked with the bike shop owner to find out if the Sachs power assist motors were legal to use in NSW. He showed me a copy of a letter from the RTA of NSW dated 2005 that says, in short - that any bike that is pedal powered and has an auxiliary motor not exceeding 200watts, is legal. (please see the RTA letter at the end of this submission)

It was after I read this letter that I felt confident that the Sachs power assist bike motor was legal in NSW, I went ahead and purchased the bike.

The Sachs Company of Germany produces a wide range of power assisted (2stroke petrol) motors for bicycles. The company has been selling powered bike all over Europe for over 100 years, the company started back in 1886.

The motor unit consist of a small 30cc motor connected to the rear bike wheel through the hub of the wheel, the unit also has a drum brake. The wheel and motor are a unit that can be fitted to most 26 and 27 inch push bikes, once the original rear wheel of the bike has been removed. The fuel consumption is around 100km per litre of fuel.

I feel to outlaw all power assist bicycles, would not be a smart decision to make. I understand it is currently hard for police to know, which power assist bikes are legal and which are not.

Following is a series of possible solutions to the current situation.

- Manufactures specifications should be recorded by the government / RTA, so there is a clear list of power assist bike models, that comply with the current 200 watt power out put law, ( as per the current NSW registration exempt list under schedule 1 1998). Any model of bike not contained in the list, would not be legal for use on NSW roads.
- Police currently use a persons drivers licence number to check on their driving record, It would not take a lot of set up to be able to list on a persons digital licence whether the motorised bike they were riding was legal or not. I feel it is easy for anyone who knows anything about motorised bikes to easily decide by looking at one, whether it is a home made / a whipper snipper motor, attached to a bike, or a professionally and commercially available motorised bike.
- Like any vehicle that uses the road, there are rules that must be followed, if you do not then you incur a fine. I feel the government should produce a clear set of rules / regulations for each class of unregistered vehicle. For example

A set for power assisted bikes – (petrol and electric)

A set for mobility scooters

A set for quad bikes

The rules / regulations for each of the above groups would be significantly different.

For example quad bikes are used off road predominantly, and mobility scooters are used predominantly on the footpath, while power assisted bikes are used on the road.

- To require all power assist bikes with an out put of under 200watts to be registered, I feel is just adding another layer of government that would require a lot of government resources and government ongoing expenses.
- To require all peddle bikes to carry licence plates or a similar visual identification number, I feel is taking measures to the extreme. A bike is a lightweight form of transport that generally does not cause damage to other peoples property. (Unlike cars)
- If it is found –there is no need for bike registration , a requirement that owners of all types of bikes both pedal power and, power assisted bicycles, must hold some form of insurance, that costs \$ 100 to \$ 150 per year. If a rider was pulled over and no insurance cover was held then the bike rider could be fined.
- The issue of how to make bike riders comply with the road rules is not limited to power assisted bike riders, but all bike riders. (especially bike couriers that seem to swarm on mass around the city streets).

In summing up

I ask that power assist bicycles in general are not banned from NSW roads.

Any homemade power assist bikes, I feel should be made should be banned.

Some type of insurance policy should have to be purchased, something like CTP green slips for cars, possibly.

I would to be kept informed of any decisions that come about as a result of this committee.

Regards Richard Musgrove

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Dear [REDACTED]

I refer to your letter of 16 March 2005 seeking clarification as to the legal status of a range of electric bicycles that your company distributes. I apologise for the time it has taken in sending you this reply.

As you are aware, all motor vehicles for operation on New South Wales roads and road related areas must be registered and be fitted with a registration number plate unless exempted from registration under the Regulation. Schedule 1 of the Road Transport (Vehicle Registration) Regulation 1998 provides a list of vehicle categories that are exempted from the registration provisions of the Regulation. One nominated category is Pedal Cycles to which is attached one or more auxiliary propulsion motors (also referred to as Motorised Pedal Cycles), having a combined maximum power output not exceeding 200 watts.

A review of the vehicle category Motorised Pedal Cycles was undertaken in respect to the range of vehicles which your company distributes e.g. GiaCarlo electric bicycles which are fitted with pedals and 200 watt hub drive motor. Other similar type vehicles available in the market were also considered.

The review has concluded that a vehicle fitted with a propulsion motor auxiliary or otherwise, with maximum power output not exceeding 200 watts and fitted with working pedals that could propel the vehicle with the application of human power will now be accepted under the Motorised Pedal Cycle category. Any electric bicycle model that your company markets and distributes or any vehicle for that matter that meets these requirements may be operated on roads and road related areas without the need to be registered.

Please contact Jorge Montano, A/Senior Light Vehicle Standards Engineer on the above contact numbers if you have any further questions or would like to clarify anything regarding this matter.

Yours sincerely

[REDACTED]  
[REDACTED]  
Manager  
Light Vehicle Standards