

## **NON-REGISTERED MOTORISED VEHICLES**

**Organisation:** ZBox Australia  
**Name:** Mr Stephen Baillie  
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Dear Sir,

As Australia's leading seller of petrol and electric bicycle motors, our business is failing due to continuous changes in legislation and unjustified police action. From a strong enterprise some years ago, we have reduced staff to minimal hours and the Australian engineering company we use to modify motors to ensure compliance is also failing due to reduced sales.

200Watt power restriction on pushbikes cannot be easily ascertained and there is an assumption that all powered pushbikes are not compliant with current power limits. There is presently a nationwide police campaign to charge all powered pushbike users and have them prove their innocence. As court proceedings are costly, most of our customers are accepting the unjust fine and revert to using their cars once more.

It is clear that police require a method to be able to determine what is an unacceptable power. The easiest, and more accurate, method of determining potential danger is the speed of the vehicle.

Presently, pushbikes are limited to 45KPH. As pushbikes are not perceived to be dangerous, groups of sports pushbikes exceed this speed in large numbers without any recourse.

There is, however, a false perception (fuelled by media) that powered bicycles are somehow a hazard to road users. I have seen incidents where non powered bicycle riders have been hit by cars, trams and buses where the media has taken no interest. Alternatively, any incident involving a motorised bicycle draws instantly media attention and an assumption that the motor caused the incident. Media attention, together with younger riders who often ride on pavements and neglect road rules (on both motorised and un-motorised bicycles) exaggerate the negative side of pushbikes. Most of our customers are mature or elderly and powered pushbikes are safe and provide an essential service. Government wishes to help small business and take major steps to reduce carbon emission. (Cars are the biggest single contributor to carbon emission). It follows that legislation should encourage the use of motorised pushbikes.

Local authorities and large organisations such as Australia Post and courier companies are spending millions of dollars introducing powered bicycles in city centres with limited effect. Useful motorised pushbike transport can be encouraged simply by allowing a useable, safe, speed on roads.

We try to provide Australia with an option to reduce greenhouse emission's by providing a useful alternative to cars. As a powered pushbike user for many years, I know that the current 200W limit for pushbikes provides very little assistance to the rider and, contrary to perception, is slow to be dangerous and unable to keep pace with city traffic.

I would suggest that limiting speed to 35KPH to 45KPH is a useful speed to provide easy, accurate policing, encourage pushbike usage and limit hazards.