



Media release

For immediate release

Don't ban high speed e-bikes; license them - AEVA

Electromobility advocacy group, the Australian Electric Vehicle Association (AEVA) says the solution to non-compliant, high speed e-bikes and electric motorcycles is to simply get them licensed. The AEVA lodged its submission with the Western Australian parliamentary inquiry into e-rideables this week, which is investigating the positive and negative impacts of electric bikes, scooters and skateboards.

Two recent high-profile fatalities have prompted calls for bans on the importation of non-compliant e-rideables, but the AEVA insists a regulatory approach would be far more productive. President of the AEVA and Perth resident, Dr Chris Jones, says the boom in electric personal mobility is transformative and should be supported. The regulators just need to catch up.

"These are some of the most accessible and affordable electric vehicles in the world, and they take up a fraction of the space of a car – we should be encouraging their uptake with sensible regulation" says Jones, who rides both an electric motorcycle and an e-bike.

Participants at the inquiry spoke of high powered e-bikes capable of travelling over 70 km/h, most with no lights or turn signals, and often being ridden on shared paths.

"If the non-compliant devices in question are fast enough to be considered a motorcycle, then we should just get them licensed as mopeds or motorcycles" says Jones. "They're not welcome on shared paths because of the speed differential, but would be quite at home on our roads, provided they are fitted with the right equipment."

The AEVA argues that while little can be done to prevent delinquency, a license plate and compulsory third party insurance would provide a level of accountability and responsibility. Importers would be required to add the bikes to the Commonwealth Registry of Approved Vehicles, while the state government already has a process for certifying modified and individually constructed vehicles.

Any electric device can be imported or built for use on private land, but the Road Traffic Code dictates what can and can't be ridden on shared paths or public roads. The AEVA firmly believes the benefits of e-rideables far outweigh the downsides.

"Every electric scooter ride is one less car trip. We should embrace that" says Dr Jones.

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About AEVA

The Australian Electric Vehicle Association (AEVA) LTD is a volunteer-run, not-for-profit organisation dedicated to the cause of switching Australia's transport networks to electric drive as quickly as possible. Formed after the oil price shocks of 1973, the AEVA is the longest continuously-running EV society in the world. We represent all EV users and enthusiasts, current and prospective.

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