

## Inquiry into e-mobility safety and use in Queensland

**Submission No:** 673  
**Submitted by:** [REDACTED]  
**Publication:** Making the submission public but withholding your name  
**Attachments:** No attachment

### Submitter Comments:

I am writing to urge the Committee to ensure that any new or revised legislation regarding e-mobility devices in Queensland explicitly allows for the use of recumbent electric trikes (e-trikes). I have always loved cycling, especially touring, but I had to give it up for three years when I developed two frozen shoulders in a row - not uncommon in women of my age. I also have metalwork in my neck and do not want to cause further damage requiring more surgery by riding in a position where I have to tilt my head back to see ahead. The purchase of a recumbent e-trike last year solved my issues and allowed me to join my family and friends again in an activity I love, significantly improving my mental health. I am not strong enough to make it up many of the steep hills around my home on the north side of Brisbane without the e-assist, you can't apply the same power on a recumbent.

In addition, my husband and I love cycle touring, which we do on a tandem with a recumbent front seat, I can't keep up with him if we ride separate bikes. As we are aging, and to enable us to travel further especially where there are hills, we are purchasing a new one with e-assist. Bringing in laws that make this variety of bikes illegal, simply because you don't realise the variety that is out there, would be a mistake. The most effective engineering design standards, eg toilets, child car seats, focus on the functional aspects that must be met, not the specific design features, in order to avoid stifling innovation and the solving of problems that may not have been imagined at the time of writing. This is how regulations should be framed also. I have previously worked in the field of design for disabilities. In addition: Introducing Key Points:

- **Accessibility and Mobility:** Recumbent e-trikes provide essential transport for people with mobility challenges, including those with chronic illnesses, disabilities, or age-related conditions. In my late husband's case, he had COPD and could not walk far, but with e-assist, he was able to travel considerable distances, improving both his physical and mental health by staying active and connected to nature.
- **Mental Health and Independence:** E-trikes offer psychological benefits, reducing isolation and depression by enabling independent movement and social participation.
- **Throttle Use for Safety:** The inclusion of a throttle on e-trikes is critical for riders with disabilities. It allows them to get home safely if they reach their physical limits, without being stranded due to exhaustion.
- **Risk of Restrictive Standards:** Recent changes in NSW have made it illegal to buy or use recumbent e-trikes by requiring specific standards (EN/AS 15194) that narrowly define eligible devices as two-wheeled, upright bicycles. If Queensland adopts similar rules, it would exclude recumbent e-trikes from legal road use, despite their clear benefits for vulnerable groups.
- **Current QLD Legislation:** Queensland's current rules (based on the National Vehicle Standard) sensibly focus on power, speed, and safety, rather than rigid design standards. This approach allows for innovation and inclusion.
- **Call to Action:** I urge the Committee to ensure that any new legislation does not exclude recumbent e-trikes or require standards that are incompatible with their design. The needs of people with mobility issues must be considered, and the bicycle industry alone should not dictate policy.

**Conclusion:** Please ensure that any new e-mobility regulations in Queensland do not inadvertently exclude recumbent e-trikes, and that the voices of users—especially those with mobility challenges—are heard in this process.