

Inquiry into e-mobility safety and use in Queensland

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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) and quads (e-quads). 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 our family we have a relative that has Cystic Fibrosis and when NDIS gave her a recumbent pedal assist e-trike it was the first time in her life that she was able to benefit from the exercise it gives her and allows her to join us on our outings and do her favorite hobby of photography. A friend's late husband 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, they help users to get out and about and to join in activities with family and friends rather than being left at home. Trips to the shops independently give a person that bit of pride as well, not having to rely on others for any little chore.
- **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.