

## Purpose of the Bill

To address the safety issues related to **non-compliance** of e-bikes imported into Australia and ensure e-bikes sold are **fit-for-purpose** and **safe** in terms of accepted **international safety standards, anti-tampering provisions** and **speed capability**.

## Why This Bill Matters

Australia is experiencing a rapid surge in e-bike use, with imports rising from **9,000** in 2017 to over **261,000** in 2023–24<sup>1</sup>. E-bikes offer a **cleaner transport alternative** and **health benefits**, but the regulatory framework has not kept pace with their growth leading to **safety concerns**—particularly the **proliferation of high-powered, non-compliant models**.

Retailers, especially outside the traditional bicycle industry, are selling powerful e-bikes that **exceed the speed and power limits** set by State and Territory Governments. These vehicles are often capable of **speeds up to 60 km/h** and are being used on shared paths and roads without adequate oversight.

## What the Bill Does

### Key provisions include:

- Bringing electrically power-assisted cycles (EPACs) under the Road Vehicle Standards Act 2018 and **defining them as road vehicles**.
- Requiring the Minister to **adopt a national road vehicle standard** for EPACs.
  - The standard must address design features such as operational pedal cranks, height-adjustable seats, and anti-tampering protections, along with other matters dealt with under European Standard EN15194, which specifies safety requirements for the design, assembly, and testing of EPACs.
- **Creating a new vehicle class** – powerful e-bikes – and defining them as road vehicles.
- Requiring the Minister to create a **national road vehicle standard** for powerful e-bikes.
- Exempting vehicles from the regulations under the Road Vehicle Standards Act if they are EPACs that meet the national road vehicle standard or are designed for people with disability or intended for off-road use.