

FACT SHEET

Vehicle And Traffic (Regulatory Reforms) Amendment Bill 2023

The *Vehicle and Traffic (Regulatory Reforms) Amendment Bill 2023* amends the *Vehicle and Traffic Act 1999* and *Road Rules 2019* to require bicycles with internal combustion auxiliary motor (or motors) to be treated as motor vehicles.

The amendments to the *Vehicle and Traffic Act 1999* will require that bicycles with an internal combustion auxiliary motor must be registered and insured to be used on public streets in line with the requirements for motorcycles. This means that the rider will also need to be authorised.

To be registered, these bicycles will need to meet the relevant vehicle safety standards. Owners of these bicycles will have six months until the new laws commence. Owners may be eligible for a permit that authorises the bicycle's use in restricted circumstances for a further 12 months. During that time the owner will need to upgrade the bicycle to wholly meet the vehicle safety standards. If the bicycle fails to wholly meet the vehicle safety standards after that 12-month period, it can no longer be lawfully used. It is not envisaged that any further permits will be issued.

The Bill amends the *Road Rules 2019* to ensure that bicycles with an internal auxiliary motor (or motors) are treated as a motor bike and riders must follow rules that apply to motor bikes.

The Bill amends "future-proof" the Act to allow the maximum power output for an electrically-power assisted bicycle to be set in regulations should there be a change in the national standards for e-bikes. The current maximum output is 200 watts and there is no proposed policy change to this at this time. However, the Bill creates the flexibility in the legislation in the event that the national standards for e-bikes are reviewed.

The Bill updates the *Vehicle and Traffic Act 1999* to allow the Minister to nominate the appropriate advertising body that will consider consumer complaints relating to offensive advertising on hire and drive vehicles. The *Vehicle and Traffic Act* currently refers to the Advertising Standards Board which is de-registered. This will continue to allow the Registrar of Motor Vehicle to take steps to cancel the registration of a hire and drive vehicle that is subject to an advertising code breach by a body, organisation or entity which has the function of considering complaints about advertising.

The amendments will come into effect in stages. The amendment relating to allowing the Minister to nominate the advertising body will commence shortly after Royal Assent, with the balance anticipated to commence six months following Royal Assent.