

Motor Vehicle Registry Information Bulletin

V56 - Motorised Foot Scooters and Power-assisted Cycles

This information bulletin aims to provide some clarification in the legal use of motorised scooters and power-assisted cycles.

Motorised Foot Scooter

A motorised foot scooter is typically a wheeled recreation device equipped with an engine or motor of some description.

Motorised scooters with a power output greater than 200 watts are defined as motor vehicles in the NT *Motor Vehicles Act*. As motor vehicles, motorised scooters used on roads, or in public places, need to be registered and ridden by licensed riders. However, motorised scooters are not designed or manufactured to comply with registration requirements and national safety standards for road vehicles, such as Australian Design Rules (ADRs). Therefore, ***they cannot be granted registration for on-road use and may not be ridden on public roads or places open to the public (including footpaths, bike paths, carparks, etc.***

Power-assisted Cycle

A power-assisted cycle is a type of powered cycle (including a bicycle and tricycle) which is equipped with:

- a) pedals which may be used as a means of propulsion and an engine, motor or other device which is capable of producing a power output not exceeding 200 watts; or
- b) a pedalec.

Pedalec

A pedalec is a bicycle with an electric motor that fall within a class of power-assisted pedal cycle defined in European Standard EN 15194. The Standard sets a number of requirements to include:

- I. a maximum motor power output of up to 250 watts;
- II. restricting motor power output when pedalec reaches 25 km/hr; and
- III. requires the rider to pedal to access the power.

Further to an exemption for pedalecs – refer **Appendix 1 S115, 19 November 2014** – pedalecs are recognised similar to a bicycle and road rules relevant to bicycles apply equally to pedalecs.

Pedalec - cont.

The motor must be electric.

- The maximum continuous power output of the motor cannot exceed 250 watts measured at the wheel.

Note: *A motor that delivers 250 watts of continuous power can produce greater power for very short periods of time, which can be beneficial when pulling away at traffic lights or starting a hill climb.*

- The rider must pedal the cycle to activate the motor*.
- The motor must cut-off once the vehicle reaches 25 km/h, or sooner if the rider stops pedalling.
- The vehicle must be certified by the manufacturer, and labelled as complying with EN 15194. The label must include the manufacturer's name, the motor's cut-off speed in km/h and its continuous rated power in watts.

**Pedalecs may be equipped with an optional low-speed start-up mode that allows the motor to power the cycle up to 6 km/h. This mode is activated by the user either when riding without pedalling or when the user is pushing the cycle.*

General Information

- I. The use of motorised scooters and power-assisted cycles on private property is not regulated.
- II. A power-assisted cycle with a power output of not greater than 200 watts is regarded similar to a bicycle when used on a public street or public place - including shared paths - where road rules relevant to bicycles will apply.
- III. Any vehicle (including a bicycle or any personal transport device) that is fitted with a motor and has a power output greater than 200 watts is deemed to be a motor vehicle that requires registration and the rider to be licensed for the class of motor vehicle when used on a public street or public place - including shared paths - (Exempt vehicles: pedalecs and Segways).
- IV. Information Bulletin V85 Use of Segways in the Northern Territory - <http://www.transport.nt.gov.au/mvr/standards/infobulletins>
- V. The use and operation of motorised scooters and other personal transport devices are currently being addressed nationally with a view to developing an agreed set of legislative operating parameters for such vehicles.

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Appendix 1

Northern Territory Government Gazette S115, 19 November 2014

NORTHERN TERRITORY OF AUSTRALIA

Traffic Act and Motor Vehicles Act

EXEMPTION FOR PEDALECS FROM THE *TRAFFIC ACT*, *MOTOR VEHICLES ACT* AND *MOTOR VEHICLES (STANDARDS) REGULATIONS*

I, PAUL NATHAN RAJAN, the Registrar of Motor Vehicles, under section 43B(1) of the *Traffic Act* and section 135 of the *Motor Vehicles Act*, exempt each motor vehicle of the class specified in Schedule 1 from the registration, motor accident compensation contributions, vehicle standards and driver licensing requirements of the *Motor Vehicles Act*, *Traffic Act* and the *Motor Vehicles (Standards) Regulations*, subject to the conditions specified in Schedule 2.

17 November 2014

P.N. RAJAN
Registrar of Motor Vehicles

SCHEDULE 1 EXEMPT VEHICLES

Vehicles, known as Pedalecs, meeting European Committee for Standardization EN 15194:2009 or EN 15194:2009+A1:2011 Cycles – Electrically power assisted cycles – EPAC Bicycles.

SCHEDULE 2 CONDITIONS

The rider of a Pedalec must comply with the provisions of the *Traffic Act* and *Traffic Regulations* (including the *Australian Road Rules*) relating to bicycles as if the Pedalec was a bicycle for those provisions.