

Inquiry into e-mobility safety and use in Queensland

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To Whom It May Concern,

Re: Support for Stronger Regulation and Enforcement of E-Bike and E-Scooter Use in Queensland

I am writing to express my strong support for the implementation of comprehensive, enforceable, and well-communicated laws governing the use of electric bikes (e-bikes) and electric scooters (e-scooters) in Queensland. Without an effective regulatory framework, they pose growing safety, legal, and logistical challenges for our communities.

To ensure these devices contribute positively to our transport system, I respectfully urge the Queensland Government to address the following key areas:

1. Effectiveness of Enforcement Powers

The current ability of authorities to monitor and penalise dangerous riding behaviours—such as speeding, riding on footpaths, not wearing helmets, and tandem riding—is limited and inconsistently applied. There is an urgent need to strengthen enforcement mechanisms by empowering police and authorised officers to issue on-the-spot fines, confiscate non-compliant devices, and track repeat offenders through a centralised system.

2. Financial Penalties for Misconduct

Fines must be meaningful and clearly communicated to act as a deterrent. I support the introduction of a tiered penalty system based on the nature and frequency of offences. This may include:

- Lower-level fines for first-time infractions like failing to wear a helmet or riding in prohibited areas.
- Substantial penalties for high-risk behaviours such as reckless riding, riding under the influence, or using illegally modified/high-powered devices.
- Repeat offences triggering higher fines, suspensions from shared e-scooter services, or temporary bans from public use.

Fines collected could be redirected into public education campaigns, infrastructure upgrades, and enhanced enforcement capabilities.

3. Registration and Third-Party Insurance

As e-bikes and e-scooters are capable of causing injury to pedestrians and property, I strongly support the introduction of mandatory registration for private high-powered devices and compulsory third-party insurance for all users—whether private owners or rental service riders. This would ensure accountability in the event of an accident and offer protection to victims, much like requirements for other road vehicles. A streamlined, low-cost registration and insurance model would make this feasible and fair without discouraging responsible use.

4. Addressing Legal Gaps Between Commonwealth and Queensland Law

There is a concerning loophole that allows illegal or non-compliant devices to be legally imported under federal customs rules and then misused on Queensland roads and footpaths. Alignment between Commonwealth import regulations and Queensland road-use laws is critical to eliminate confusion and support effective enforcement.

5. Public Education and Communication

Awareness of the rules remains low, particularly among younger or inexperienced riders. A state-wide education campaign—supported by councils, schools, law enforcement, and hire companies—is vital. These campaigns should highlight helmet use, speed limits, legal riding areas, penalties for misconduct, insurance obligations, and the risks of using unapproved or modified devices.

In summary, I strongly support the development of a modern regulatory framework for e-bikes and e-scooters that includes stronger enforcement, financial deterrents, legal alignment, compulsory registration and insurance and improved education.

Thank you for your attention to this pressing issue. I encourage the government to act proactively in ensuring safety, accountability, and sustainability as Queensland embraces micro-mobility.

Yours sincerely,

Tristan Cuffe