


## **Inquiry into e-mobility safety and use in Queensland**

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<b>Submitted by:</b>	
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<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	

- \* E-Bikes are powerful motorised vehicles capable of faster speeds than unmotorised bikes. Therefore they constitute a vehicle capable of causing a more severe type of injury than a traditional pushbike. This could be an injury to a pedestrian, or damage to a motor vehicle, or building.
- \* In spite of this owners and riders are unregistered and not subject to the laws of regular road users. Those laws that do apply (if any) are not able to be enforced.
- \* E-Bike riders are not required to carry evidence on their bike or on their person, of their identification, licensing or insurance.
- \* As far as I am aware, owners and/or riders are not required to carry accident or 3rd party insurance, so victims of collisions with an e-bike whether cars or pedestrians, have no recourse should a serious injury or property damage as a result of a collision with an e-bike.
- \* There is no possibility of correctly identifying the owner of an e-bike involved in a collision in order to claim against their insurance.
- \* Many E-Bike riders are children who are quite young. If there is regulation re: ages of riders, this does not seem to have any method of enforcement.
- \* Many riders carry 1 or even more passengers. This MUST be regulated.
- \* Many riders (and co riders) do not wear helmets, again, increasing the potential for serious injury to themselves and high cost to the community
- \* Many riders ride on footpaths at speeds that are dangerous.
- \* Many riders take no care and ride in aggressive and careless ways that are both dangerous to other users of the roads or footpaths, and also dangerous to themselves.
- \* There does not seem to be a licensing regulation for E-Bike riders so there is no requirement for education on road use.
- \* There is no requirement or incentive for parents to be responsible for their children who own or ride E-Bikes.
- \* It is unclear which bikes may be ridden on footpaths and which bikes may only be ridden on roads. Even if this has been determined, there is no enforcement or obligation to conform. The prevalence of this form of transport has grown into an uncontrolled hazard, when, if it was sensibly and appropriately regulated could be an asset.

I look forward to a regulated and well considered system that supervises both the safety of riders and other public road users. And more importantly, an efficient method of ensuring that the laws are followed .