

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

<b>Submission No:</b>	206
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<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	

### **Summary of my recommendations:**

- Mandatory registration of e-devices that travel on main roads, cycle paths, footpaths, and any other public area
- Registration costs to include Compulsory Third-Party insurance
- Riders should be aged 16 or older
- Mandatory inspections, 2-yearly, by the Qld Department of Transport to ensure that e-device has a speed limiter installed and working correctly
- Give Police powers to confiscate un-registered and non-compliant e-devices that are found to be in public areas

### **The following contains my submissions for each term of reference:**

#### ***1. Benefits of e-mobility (including both Personal Mobility Devices (PMDs), such as e-scooters and e-skateboards, as well as e-bikes) for Queensland;***

Time and money are precious resources these days and I can see the convenience of owning your own e-device being a big time-saver and cost-saver for those short-distance journeys to local shops, schools, and public transport stations. The avoidance of using a petrol-powered car or motorcycle is easier on the pocket and the environment in these circumstances.

#### ***2. Safety issues associated with e-mobility use, including increasing crashes, injuries, fatalities, and community concerns;***

My biggest concern is the increasing numbers of modified e-scooters and e-bikes that are regularly seen exceeding the legal speed limits on our roads. Its often accompanied by dangerous behaviour such as I witnessed on Wondall Rd, Manly West recently as evidenced by this still from my car's dash-cam. At the time I was travelling 60 km/hr and this e-scooter overtook me, uphill, at a speed estimated to be 75 km/hr.

With lightweight mobility devices such as these travelling at high speeds its no wonder you've reported an increase in injuries, hospitalizations and deaths from the use of e-devices. I know that PMD's, used mostly by the elderly and disabled, are able to registered (with license plates) and complimentary third party insurance, courtesy of the Qld government. However, we've seen these PMDs in our community and their maximum speed is nowhere near the speeds we're seeing with illegally modified e-bikes and scooters. To rectify this we should be requiring mandatory registration and compulsory third-party insurance for all motorised vehicles that travel our roads regardless of where their power comes from. Riders should be aged 16 years or older too.

***3. Issues associated with e-mobility ownership, such as risk of fire, storage and disposal of lithium batteries used in emobility, and any consideration of mitigants or controls;***

A two-yearly inspection of registered e-devices might detect illegal modifications that could cause fires.

***4. Suitability of current regulatory frameworks for PMDs and ebikes, informed by approaches in Australia and internationally;***

I'd recommend taking a closer look at what Singapore's LTA has legislated for their e-devices. It involves rider training and testing as well as registration of the devices.

***5. Effectiveness of current enforcement approaches and powers to address dangerous riding behaviours and the use of illegal devices;***

I've submitted a score of PoliceLink reports and a few triple-zero calls in relation to illegal e-device and trailbike use in our neighbourhood street. My experience has been that the local Police, who are located in a station less than a kilometre away, have better things to do than go hunting for e-scooters. I have no proof of that of course but when you see things like my dashcam recorded, you wonder why there aren't Police patrols seeing this same behaviour. The solution I think is to have Police conducting more street patrols plus the power to confiscate e-devices found to be breaking traffic regulations or otherwise found to be illegally modified.

***6. Gaps between Commonwealth and Queensland laws that allow illegal devices to be imported and used;***

It would be helpful if federal and state laws could be consistent in its approach to non-compliant e-devices.

**7. Communication and education about device requirements, rules, and consequences for unsafe use;**

A print, social media, and TV campaign should be instigated once the new regulations and Policing reforms are put in place. Particularly focus on the ability of Police to confiscate e-devices that have been modified to exceed local speed limits and to highlight the huge costs to the individual if they were to have an accident that resulted in injuries to themselves and others.

**8. Broad stakeholder perspectives, including from community members, road user groups, disability advocates, health and trauma experts, academia, the e-mobility industry, and all levels of government.**

My family and I live in a suburban street in the Brisbane bayside area that has a length of approximately 400m and is dead-straight. We have security cameras and I've used the recordings from those to support a score of reports to PoliceLink over the past two years reporting hoons on e-bikes and e-scooters. The rise of modified e-devices has even seen an increase of teenagers being emboldened to ride two-stroke engine powered trail bikes on our road and the main roads in and around the local CBD. I even recorded several modified pushbikes that have small 2-stroke motors attached to the frame, that reach speeds of over 70 km/hr.

The illegal riding of petrol powered bicycles is not part of your inquiry however its worth mentioning because the lack of policing of modified e-devices is seen by those who wish to take advantage.

From a personal point of view, as an owner of two registered cars, I find it offensive that e-scooters and e-bikes capable of speeds of over 80km/hr can be allowed to travel in traffic free of charge while my registration and insurance costs total more than \$2000 per year.

Thank you.

Submitted by: Warren Lewis