

Inquiry into e-mobility safety and use in Queensland

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Submitter Comments:	

I thank the committee for the opportunity to make suggestions to the inquiry...

I will make comment/ suggestion on the points of reference 1 to 7...

But first some background that should give credence to my comments/suggestions...

I am the owner & user of a car ebike, scooter, & BMW 1200 GS motorcycle...

I've held licences & driven the above plus heavy articulated & ridged trucks so my road going experience has a broad background...

Points of reference:

1. Benefits: Less internal combustion engine vehicles on the road... Flow on health benefits from physical effort...

2. Safety Issues: Anything with wheels will have safety issues! How do you implement safety into a piece of equipment before it becomes restrictive to it's original purpose? You can do it more or less with the equipment, but the bulk of the safety issue has to be taken onboard by the operator...

It should start at the retail level... Retailers should be required to give the buyer a theoretical briefing on operational & safety aspects with a practical assessment to judge the buyers capability with further instruction if ability is not sufficient before closing the sale...

Cycle lanes on the road really achieve nothing! I think the only people who use them have a death wish!! Scooters/bikes push bikes don't generally mix with the rest of the other road users plus there is a certain mentality that think because they pay vehicle registration/insurance etc

3. Issues associated with ownership:

Again this should be a broader part of the retailers responsibility, instruction on the dangers of Lithium-Iron battery fires from overcharging or faulty/damaged batteries... Having some type of timing device on the charger would be a step in the right direction...

Advising the owner the potential for fire is greater from damaged batteries due to inappropriate operation/damage to equipment

Advising the owner to charge the battery in a location that will be of no consequence should a fire occur...

Advice on the correct disposal of batteries...

4. Suitability of current regulatory frameworks: Clearly this needs to be reinvented!!!

Some form of registration to be implemented, probably best at POS where a registration number is to be attached to the particular piece of equipment Identifying the owner & their address with any subsequent owner following the same procedure, the details can be logged into a govt data base attached to the dept of transport...

The new & subsequent owners should provide a form of identity in either a car/motorbike licence or student ID card, if a parent or adult is buying for a child they should have their ID details logged with the registration number...

5. Effectiveness of current enforcement:

This seriously needs to be ramped up as a certain minority of users disregard rules pertaining to use of their equipment in the public arena...

The law pertaining to scooters & bikes needs to be strengthened to the point where the owners who thumb their noses at the rules & regulations will eventually “get it”...

First offence, a fine comparable to those of that are applicable to other road users... Second offence, confiscation of equipment for 28 days with a release fee... Third offence equipment confiscation & sent to the crusher...

Something similar to the anti “Hoon” laws, the police already have the power, just needs to be tweaked to cover scooters & bikes

6. Gaps between Commonwealth and Queensland laws:

If the Commonwealth govt deem imported equipment legal whereas the Queensland govt doesn't, good luck in trying to change that, like fireworks are banned in all states but readily available in the ACT....

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

From recent experience in the Brisbane South Bank precincts on a Sunday, pedestrian traffic heavy, threading my way through at walking pace on my scooter, ever so vigilant because of the blasé attitude of most pedestrians not to mention parental supervision of their children!!! I had an unsavoury experience of nearly hitting a toddler who's mother was in lar lar land, I was keeping a close eye on the child but at the last moment as I was about to pass the child abruptly stepped in front of me, fortunately, as I previously said I was only going at walking pace plus my attention was focused on the child so a collision was avoided...

A strong advertising campaign needs to be directed at the public to be more situationally aware... A strong hard hitting message like the AIDS advertisements from years ago would be a good start...

Recourse from being hit & injured by a bike or scooter is zero as there is no CTP insurance, suing through civil court proceedings is ones only choice...

As a part of the retailers legal responsibilities they should be required to provide information to the buyer about their responsibilities for safe operation of their equipment plus a detailed explanation of the consequences of being sued for negligence causing injury...

Thanks in anticipation. RG.