

Inquiry into e-mobility safety and use in Queensland

Submission No:	841
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Publication:	Making the submission and your name public
Attachments:	See attachment
Submitter Comments:	

Submission to inquiry into e-mobility safety and use in Queensland

1. Benefits of e-mobility

Whilst I recognize that e-mobility may be beneficial for those with mobility disabilities, there are no benefits to the fit and healthy, they are just lethal toys and need to be regulated.

An electric wheelchair must be registered and fitted with appropriate lighting to be able to travel on the roadway, the same should apply to e scooters, e bikes and all e mobility devices.

You don't have to have a motorbike license to ride a 50cc motorbike but you do have to have a car license, the bike has to be registered which includes compulsory third party insurance.

2. Safety Issues

E-scooters and e-bikes travel at speed and speed kills.

E scooters and e bikes should not share pathways with pedestrians. It is illegal for a motorbike to be ridden on the footpath, yet these e mobility devices are allowed and can travel faster than motorbikes, E scooters are motorbikes, allbeit powered by electric motors, just like electric cars.

It is illegal to ride a motorbike without a helmet, so too, it should be for e bike and e scooter riders

All e bikes and e scooters should be insured (compulsory third party as minimum) and should be registered as motor vehicles. Comprehensive insurance should also be emphasized.

Riders of e bikes and e scooters should likewise be licensed having undergone an appropriate training programme and assessed as competent and safe to operate electric vehicle.

3. E-mobility ownership

Responsible ownership is required for all e mobility owners

Such responsibility lies in the owner insuring their e mobility device (for personal, third party and property damage) as well as registering vehicle in accordance with registration requirements.

Owners and riders should be licensed following successful assessment as competent and safe to ride

4. Suitability of current regulatory frameworks

As can be seen from above the current regulatory framework is totally inadequate and does not address the rapidly changing environment.

These devices and their owners and users need to be regulated via registration and licensure

5. Effectiveness of current enforcement approaches

Without suitable regulatory frameworks, any enforcement approaches are obviously ineffective.

6. Gaps in State and Federal laws

It is the laws (or lack of) that have allowed the situations regarding e-mobility devices to reach a point where an inquiry is required

7. Communication and education

If laws and regulations, training and assessment, registration and licensure were in place and appropriately implemented, then effectively communicated to everyone, then this would not be an issue

8. Broad stakeholder perspective

As an individual, I have witnessed e-bike riders and e-scooter riders act in perilously dangerous manners.

Riding at speed on footpaths amongst numerous pedestrians.

Riding at speed through busy intersections, dodging between moving cars and trucks.

Racing through car parks dodging cars trying to park

Riding without helmets, suitable footwear or suitable clothing

An e-bike rider or e-scooter can cause human, animal or property damage without any compensation to the injured and no responsibility or accountability attributed to the offender

It is unsafe to drive a car or walk a footpath today due to the current situation with unregulated e-bikes or e-scooters.



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17/06/2025