


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

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## **Submission to the Queensland Parliamentary Inquiry into E-Bike and E-Scooter Safety**

This submission advocates for a comprehensive, statewide regulatory framework that covers all bicycles, including pedal-powered and motor-assisted bicycles. To ensure public safety and prepare for future mobility needs, it recommends mandatory registration, licensing, insurance, rider education, and enforcement.

### **1. Regulatory coverage for all cycles (pedelecs & ebikes)**

All bicycles, manual or powered, should be formally registered. This ensures everyone is identifiable, incentivises compliance, and can provide funding through registration fees for cycling infrastructure.

### **2. Mandatory third-party insurance**

Like motor vehicles, riders should carry third-party insurance to cover damages and medical costs to others, helping prevent compensation shortfalls after crashes.

### **3. Licensing requirement**

Introduce a basic riding licence (e.g., obtained via online theory and practical assessment). Licensing ensures users demonstrate understanding of traffic rules, safety responsibilities, and proper operation.

### **4. Rider accountability**

Riders must have valid registration, insurance, and a license while riding. Enforcement should include random checks and fines similar to seatbelt/helmet laws.

### **5. Dedicated funding for infrastructure**

Revenue from registration fees and licence levies must be ring-fenced into cycling and e-mobility infrastructure.

### **6. Rider education, especially for students**

Integrate rider safety and e-mobility modules into school curricula to establish safer lifelong habits.

### **7. Age limits and supervision policies**

Raise the minimum riding age to 16 for unsupervised use due to high rates of youth injury. Some exceptions, such as home-to-school, school-to-home, would be acceptable.

### **8. Enforce standards and close loopholes**

Ensure device standards (power, speed, battery safety) are regulated and enforced, and close loopholes that allow illegal imports or modifications to legally imported e-bikes.

## 9. Carbon-safe lithium-ion battery protocols

Establish safe transport, storage, and recycling standards for lithium-ion batteries.

## 10. Helmet standards enforcement

Make helmet use mandatory with certified standards to reduce the rate of severe head injuries.

## Supporting Rationale

- Injury and fatality rates linked to e-mobility devices have surged — over 112% increase between 2021–2024.
- Sunshine Coast University Hospital treated 176 children for e-scooter injuries in 2023–2024, 42% without helmets.
- Current regulatory frameworks vary and have loopholes that permit dangerous, high-powered devices.
- Infrastructure investment in safe, separated bike paths significantly reduces accidents.
- Public education initiatives lead to measurable improvements in safety behaviours.

## Alignment with Inquiry Terms of Reference

These recommendations align with the Terms of Reference by addressing rider safety, enforcement, regulation, infrastructure, and education.

## Conclusion

A robust, harmonised system of registration, licensing, insurance, and education ensures rider accountability, funds infrastructure, and prepares Queensland for safe, sustainable micromobility growth, especially ahead of the 2032 Olympics.

## References

- Courier-Mail: 'Biggest cause of e-scooter injuries revealed' – <https://www.couriermail.com.au/...>
- The Guardian: 'E-scooter injury toll revealed in study' – <https://www.theguardian.com/...>
- Queensland Government Inquiry Page – <https://www.tmr.qld.gov.au/travel-and-transport/parliamentary-inquiry-into-e-scooter-and-e-bike-safety>
- Bicycle Queensland Safety Reports – <https://bq.org.au/>
- Monash University Transport Safety Centre research – <https://www.monash.edu/muarc>