

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

<b>Submission No:</b>	1079
<b>Submitted by:</b>	Australian Centre for Health Law Research, QUT
<b>Publication:</b>	Making the submission and your name public
<b>Attachments:</b>	See attachment
<b>Submitter Comments:</b>	



## Submission

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

### State Development, Infrastructure and Works Committee

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*Shared mobility and micromobility systems have been evolving in cities all over the world for over 15 years, as part of a change in mobility patterns and lifestyle. A multidisciplinary, evidence-based approach to regulation is essential to balance innovation with public health and safety, risk management, and insurance interests. A cautious approach is needed to ensure that safety risks are adequately managed, insurance frameworks clarified, and laws harmonised across jurisdictions.*

## Author Background

The authors are researchers from the Australian Centre for Health Law Research (ACHLR). ACHLR is a specialist research Centre within the Queensland University of Technology's (QUT) Faculty of Business and Law. ACHLR undertakes empirical, theoretical and doctrinal research into complex problems and emerging challenges in the field of health law, ethics, technology, governance and public policy. ACHLR has research strengths in access to justice and in particular injury prevention, insurance and compensation, including dispute resolution, coronial investigations, commissions and inquiries and also redress, compensation and remedies for harm to vulnerable and at-risk persons, consumers and the general public.

**Professor Julie-Anne Tarr** is a member of the Public Health Law and Technology program in ACHLR. She is a commercial law specialist known for her research in insurance, risk management and governance with particular emphasis on regulation of emerging technologies.

**Associate Professor Michael Guihot** co-leads the Public Health Law and Technology program in ACHLR. His research focuses on the intersection of emerging technologies and legal

frameworks, particularly examining how innovations like artificial intelligence influence societal governance and power dynamics.

**Professor Karen Sullivan** is a member of the Planning for Healthy Ageing program in ACHLR. Her research in clinical neuropsychology includes applications in stroke, Alzheimer's disease, and mild traumatic brain injury.

**Professor Tina Cockburn** is director of ACHLR and co-leader of the Planning for Healthy Ageing program in ACHLR. Her relevant research relates to injury prevention, compensation and redress for injured persons.

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*This submission by ACHLR is made in response to growing concern that Queensland's current regulatory and governance framework for personal mobility devices ("PMD") and e-bikes, is failing to adequately protect public health, safety, and insurance interests—not only for users, but also for third parties affected by their use<sup>1</sup>. The Committee is to be thanked for its timely consideration the impact of e-vehicles has on the public as a whole. ACHLR has strong engagement around emerging technology implications for the health and well-being of Australians, and we appreciate the chance to submit comments and recommendations to the Inquiry.*

*ACHLR's submission is informed by numerous sources, including data compiled by the Jamieson Trauma Institute. This Royal Brisbane and Women's Hospital Foundation (RBWH) and RACQ co-founded study, points to a rise in injury frequency from PMD use<sup>2</sup>.*

*Recent emergency department figures relating to injuries from PMD and e-bikes<sup>3</sup> use reflect systemic shortcomings in the current regime and underscore the urgent need for reform to ensure that PMDs are integrated into Queensland's transport system in a way that is safe, sustainable, and properly insured.*

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<sup>1</sup> PMD and e-bike users are considered "vulnerable road users". Australian Government, National Road Safety Strategy, 'Fact sheet: Vulnerable road users', <https://www.roadsafety.gov.au/nrss/fact-sheets/vulnerable-road-users>.

<sup>2</sup> Jamieson Trauma Institute, Queensland Government, 'Electric Personal Mobility Devices Surveillance patient survey study demonstrates that reform urgently needed to reduce serious e-scooter injuries', (webpage 2 December 2024); <https://metronorth.health.qld.gov.au/jamieson-trauma-institute/jti-news/emodes-reform-needed>

<sup>3</sup> Ibid. Also, see in relation to e-scooter injury frequency in an emergency department; A Shichman, I., Shaked, O., Factor, S., Weiss-Meilik, A., & Khoury, A. (2022). Emergency department electric scooter injuries after the introduction of shared e-scooter services: A retrospective review of 3,331 cases. *World journal of emergency medicine*, 13(1), 5–10. <https://doi.org/10.5847/wjem.j.1920-8642.2022.002>

*PMDs and e-bikes would be expected to show similar parallels to that which recreational drone use potentially brings, in terms of public injury, risk and liability, where emerging technologies have created novel and indeterminate risks<sup>4</sup>.*

**Comments in this submission relate to:**

- Safety issues associated with PMD and e-scooter use, including frequency of accidents, injuries, fatalities and related community concerns.
- Suitability of current regulatory frameworks for PMDs, including e-scooters and e-bikes, informed by approaches in Australia and internationally.
- Gaps between Commonwealth and Queensland laws that allow illegal devices to be imported and used.
- Broader need for uniform protection, including compulsory compensation measures, for users, members of the public and other parties injured or damaged by PMD and e-scooter accidents or failures.

While accepting that greater regulatory intervention ideally needs to tread a path that does not stifle innovation and is commensurate with risk, it is submitted that federal and state regulatory frameworks for PMDs and power-assisted bicycles need urgent attention.

**1. Harmonisation**

Lack of uniformity in the regulation of PMDs and e-bikes across Australia underscores a pressing need to harmonise Federal and State laws. For example, privately-owned e-scooters are legal in Queensland, Victoria, Tasmania, the ACT, and Western Australia<sup>5</sup>, but are prohibited in New South Wales and the Northern Territory except on private property (their use may attract fines and potential confiscation).

In Queensland, the use of PMDs and e-bikes is regulated under the *Transport Operations (Road Use Management) Act 1995* (Qld) (“the Act”) and the *Transport Operations (Road Use Management—Road Rules) Regulation 2009* (“the Regulation”). While there are slight differences in how PMDs and e-bikes are governed, riders are subject to penalties for non-

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<sup>4</sup> Tarr, J-A., Thompson, M. and Tarr, A., *Compulsory liability insurance for drones in Australia* (2021) 31 Insurance Law Journal 197

<sup>5</sup> Despite the May 2025 release of the WA Road Safety Commission’s *Review of eRideable Road Rules* report in the wake of recent 2025 fatalities in the State the Western Australian Government have launched a parliamentary inquiry into e-rideable safety with its agenda including the private vs hireable devices and public safety. Road Safety Commission, Government of Western Australia, [https://www.wa.gov.au/system/files/2025-05/rsc433\\_erideable\\_report\\_may\\_2025.pdf](https://www.wa.gov.au/system/files/2025-05/rsc433_erideable_report_may_2025.pdf) (Report, May 2025) (“WA eRideable Report”).

compliance including fines for failing to wear a helmet and otherwise not obeying road rules<sup>6</sup>. There is no set speed limit for e-bikes. Instead, the speed limitation is framed in the negative. Under Regulation 353B, a power-assisted bicycle ceases to be classified as a power-assisted bicycle if the motor or motors are capable of operating when the vehicle is going faster than 25km/h. That raises the question: if the motors do operate when the vehicle is travelling faster than 25km/h, what does the vehicle then become? It is no longer classified as a bicycle and is not a PMD, arguably making it a 'motor vehicle', which is then subject to registration, insurance and licensing requirements.

NSW's current regulatory position of banning all private e-scooter use in public forums is particularly informative of the tensions and vacillations common to oversight in this space. Questions include whether e-scooters are motor vehicles (or motorcycles) for registration purposes, carrying with it transit limitations, licensing, insurance and other registration requirements, or something lesser? After five years of debate, including establishing the Electric Scooter Advisory Working Group by Transport for NSW ("TfNSW") in 2020<sup>7</sup>, New South Wales concluded that e-scooters do not meet the Australian Design Standards required for motor vehicles<sup>8</sup>. As a result, they are ineligible for registration under the relevant legislation and are banned from public use. This decision effectively restricted the estimated 50,000 privately owned e-scooters<sup>9</sup> in the state in 2022 to private property use only.

While trials with two e-scooter companies are currently underway in NSW,<sup>10</sup> the regulatory tensions surrounding their proper classification and use remain evident. Similarly, despite the May 2025 release of the WA Road Safety Commission's *Review of eRideable Road Rules* report<sup>11</sup> supporting its current position, the Western Australian Government has launched a parliamentary inquiry into e-rideable safety<sup>12</sup> in the wake of recent mounting fatalities in the State.

To put this in clearer perspective, in the Coolangatta/Tweed Heads tourism region, a 16-year-old may legally ride a private recreational scooter on the streets and footpaths on the Queensland side of the border. However, just metres away in New South Wales, the same

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<sup>6</sup> The Regulation, Part 15 – Additional Rules for Bicycle and Personal Mobility Device Riders. Note that in 2024-25, 5003 fines were issued for failure to wear an approved helmet. Queensland Government, Department of Transport and Main Roads, 'Queensland's e-mobility legislative framework', 19 May 2025, Appendix 1, p20.

<sup>7</sup> Transport for NSW, 'ESA Working Group – Electric Scooter Trial Recommendations Report', March 2020.

<sup>8</sup> Schedule 1 'Declared High Risk Battery Articles under Section 6; and Declared Electrical Articles under Section 12', s6, *Gas and Electricity (Consumer Safety) Act 2017* (NSW); NSW Government Gazette No 203 – Other, (15 May 2025); [https://gazette.nsw.gov.au/gazette/2025/5/2025-5\\_203-gazette.pdf](https://gazette.nsw.gov.au/gazette/2025/5/2025-5_203-gazette.pdf)

<sup>9</sup> Coulter, S., '2022 a Year of Change', Microbility Report, (3 February 2022); <https://micromobilityreport.com.au/infrastructure/bike-scooter-share/2022-a-year-of-change/>

<sup>10</sup> Transport for NSW, NSW Government, 'Riding bikes, e-bikes and e-scooters in NSW', (Post), <https://www.nsw.gov.au/driving-boating-and-transport/bikes-e-bikes-e-scooters>

<sup>11</sup> WA eRideable Report (n5).

<sup>12</sup> Rendall, J. 'WA launches parliamentary inquiry into e-scooters following death of Thanh Phan in Perth's CBD', *ABC News*, (Article 14 June 2025); <https://www.abc.net.au/news/2025-06-14/escooters-ebikes-wa-parliamentary-inquiry/105416892>

activity is prohibited. As a result, a third party injured by this same rider would face significant challenges in procuring compensation and support, and the offences committed would necessarily vary quite dramatically against the rider, depending on which part of this tourist enclave they are riding in.

For states where private e-scooters are legal, rules differ significantly as to speed limits and where they can be ridden. Although regulations vary substantially across jurisdictions and are subject to frequent change, provisions standardly recognise speed limits, helmets, passenger prohibitions, alcohol and drug limitations (in line with automobiles), and age limits (albeit with variance in this last category across private and commercial use). For illustrative purposes, see Appendix 1 below. A balance needs to be struck between federal and state government regulation. For example, it is submitted that Federal laws to regulate the importation of private e-scooters to ensure that they meet minimum safety standards in relation to design, structure, battery safety etc are essential. Of particular importance in this context is regulation addressing minimum safety standards for lithium batteries to address well documented fire hazards associated with storage and charging of PMDs and e-bikes in garages etc. Moreover, users will have certainty that the PMDs and e-bike being purchased can conduct envisaged operations and minimum product standards will enhance safety and ensure a clear and consistent approach to regulation and enforcement.

## **2. Risks to people and property**

Between January 2021 and December 2024, 4,902 people presented to 31 Queensland participating emergency departments with injuries from e-scooter incidents resulting in 8 deaths in 2024 alone. These figures likely underestimate the true toll, as not all Queensland hospitals contribute data, and not all injured individuals seek treatment. Common injuries include fractures, dislocations, and head trauma.<sup>13</sup>

There have been reports from emergency departments in hospitals that the design of some PMDs and e-bikes (as opposed to standard bikes) is inherently more likely to cause more serious injury to users when a fall or collision occurs during use. Design standards and product safety regulation require review for alignment with contemporary use and risks.

Vulnerable populations, including children and older adults face heightened risks, experiencing more head and limb trauma and higher fatality rates as a result of PMD and e-bike accidents.<sup>14</sup> As noted above, PMDs and e-bikes are powerful vehicles, can reach higher speeds than the regulations allow and are often used in unpredictable environments, like

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<sup>13</sup> Street Smarts, Queensland Government, 'Get the Facts', (4 March 2022); <<https://streetsmarts.initiatives.qld.gov.au/pmd/get-the-facts/>>.

<sup>14</sup> Dominik Baschera et al, 'Comparison of the Incidence and Severity of Traumatic Brain Injury Caused by Electrical Bicycle and Bicycle Accidents—A Retrospective Cohort Study From a Swiss Level I Trauma Center' (2019) 126 *World Neurosurgery* e1023.

shared paths, raising the risk of collisions.<sup>15</sup> Safety is also compromised through failures to adhere to the Queensland Road Rules, including inconsistent helmet use<sup>16</sup>, modifications to speed limiters, and hazards posed by lithium-ion battery fires.<sup>17</sup> In addition, PMD and e-scooter rider behaviours can make it difficult for motor vehicle drivers to anticipate risk and to maintain minimum passing distance from PMDs.<sup>18</sup>, which further increases the risk of injury as well as potential liability for the motor vehicle driver.

Cities that have trialled and since abandoned the use of e-scooters, reference the unacceptable safety risk to pedestrians. These busy and densely populated cities were not designed to allow for shared use of public thoroughfares, including roads and pathways, by PMDs and e-scooters alongside cars, bikes and pedestrians. In August 2024 Melbourne joined cities like Paris, Montréal, Rome, Toronto and Utrecht in winding back or banning the rollout of e-scooter networks<sup>19</sup>.

There are a range of PMD and e-bike regimes around Australia and the world. London, notably, has banned all private e-scooters and permits only two companies to rent out (Lime being one) for use in London within bike lane and identified areas<sup>20</sup>. This results in insurance and registration compliance being the responsibility of the rental companies themselves, avoiding some of the key problems we have here.

Geo-fencing technology has been implemented in some locations in an attempt to guide PMD and e-bike riders into specific areas in an effort to reduce obstruction and increase safety<sup>21</sup>. However, considering the current inconsistent regulatory environment, combined with their relatively recent adoption, geo-fencing may heighten safety risks in areas with less oversight

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<sup>15</sup> Christelle Cha Sow King et al, 'Injury Patterns Associated with Personal Mobility Devices and Electric Bicycles: An Analysis from an Acute General Hospital in Singapore' (2020) 61(2) *Singapore Medical Journal* 96 ('Injury Patterns Associated with Personal Mobility Devices and Electric Bicycles').

<sup>16</sup> Queensland Government, Department of Transport and Main Roads, 'Queensland's e-mobility legislative framework', 19 May 2025, Appendix 1, p 19ff.

<sup>17</sup> Maa, J., Doucet, JJ. and Ignacio, R., 'Electric Bikes Are Emerging as Public Health Hazard', *Bulletin*, American College of Surgeons, 17 July 2024, <<https://www.facs.org/for-medical-professionals/news-publications/news-and-articles/bulletin/2024/julyaugust-2024-volume-109-issue-7/electric-bikes-are-emerging-as-public-health-hazard/>>.

<sup>18</sup> Queensland Government, 'Sharing the road with bicycle and personal mobility device riders', (19 February 2024); <https://www.qld.gov.au/transport/safety/rules/other/cyclists>

<sup>19</sup> Knight, B., 'Melbourne's snap decision to remove hire e-scooters from CBD could send 'shock waves' to other states experts say', *ABC News*, (Article, 15 August 2024); <https://www.abc.net.au/news/2024-08-15/share-hire-e-scooter-laws-australia-melbourne-ban/104224386>. See also The Conversation, 'If e-scooter riders are breaking the law, it's mostly because they don't know what it says', (22 December 2023); [https://theconversation.com/if-e-scooter-riders-are-breaking-the-law-its-mostly-because-they-dont-know-what-it-says-219453?utm\\_source=clipboard&utm\\_medium=bylinecopy\\_url\\_button](https://theconversation.com/if-e-scooter-riders-are-breaking-the-law-its-mostly-because-they-dont-know-what-it-says-219453?utm_source=clipboard&utm_medium=bylinecopy_url_button)

<sup>20</sup> Transport for London, 'Electric scooters', <https://tfl.gov.uk/modes/driving/electric-scooter-rental-trial>.

<sup>21</sup> For example, Yarra City Council has implemented geo-fencing to restrict e-scooters on footpaths narrower than two meters and prevent parking in areas that may impact pedestrian access. City of Yarra, 'Yarra City Council resolves to geofence narrow footpaths for e-scooter safety', (18 December 2024); <https://www.yarracity.vic.gov.au/about-us/news-and-media/yarra-city-council-resolves-to-geofence-narrow-footpaths-e-scooter-safety#>

and lower activity. Users forced to stop or leave their devices at the perimeters/boundaries may become more vulnerable to opportunistic crimes, particularly in poorly lit or isolated locations. Similar risks arise when software or hardware failures, or remote vendor interventions cause PMDs and e-bikes to stop unexpectedly. Further, concerns about the risk of distraction for PMD and e-bike riders, privacy, harassment and stalking have also been raised in relation to geo-fencing technology. Research on this issue in Australia is limited, and the lack of data underscores the need for further study and targeted safety measures in these transitional zones.<sup>22</sup>

Clearly these risks need to be addressed and ameliorated.

### **3. Registration and Certification**

The evidence suggests that the current regime of fines in the absence of registration and education is ineffective in affecting compliance or reducing the prevalence of injury. The base line therefore for all PMDs and e-bikes should be registration and some form of minimal training/certification. In addition, compulsory safeguards for both users and commercial providers should be supported by appropriate deterrence, compliance and enforcement measures. Adequate enforcement, policing, and deterrence with resourcing and community education is critical. Beyond this, potentially attaching to registration, consideration of a third-party injury fund analogous to that attaching to motor vehicles, should be considered in light of the current wide-ranging use of PMDs on Queensland roads, footpaths, and public areas.

Australian regulatory frameworks currently have no requirements for registration of PMDs or e-bikes, nor are they required to be covered by insurance. Users, along with third parties, who suffer personal injury and/or property damage caused by falls and/or defective PMDs and e-bikes may face significant barriers to access to justice for damages claims. Recourse for compensation may face significant challenges including –

- (1) identification of the tortfeasor where, for example, the e-scooter or e-bike rider leaves the scene of an accident;
- (2) uninsured and/or insolvent riders who are unable to pay some or all of the damage for which they are liable. If the user does not have adequate financial resources, or cannot be found or identified, the injured person will not receive compensation;
- (3) users who are beyond the jurisdiction of Australian courts;
- (4) apportionment of liability between various tortfeasors including users, third parties and the supplier and/or manufacturer of defective products;

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<sup>22</sup> See Alexandros Liazos et al, 'Geofence Planning for Electric Scooters' (2022) 102 *Transportation Research Part D: Transport and Environment* 103149.



- (5) caps on small claims and thresholds on damages imposed by civil liability legislation and regulation<sup>23</sup>;
- (6) the costs associated with complex litigation involving a range of potential sources of liability (including for example contract law, tort law and Australian consumer law), associated evidentiary issues, causation disputes, defences such as voluntary assumption of risk and mitigating factors such as contributory negligence; and
- (7) other access to justice issues including limited public awareness and/or understanding of avenues to redress, including civil liability claims and the intersection with social security and NDIS.

The Committee is to be thanked for their willingness to open inquiries into this hazard and it is hoped that they will take the opportunity to proactively address what is clearly a significant and growing threat to public safety and protection which has significant personal, economic and social costs for individuals, community and government.

An early and essential step would be to require registration of PMDs and e-bikes that are of a certain power or capacity; for example, those able to go faster than 15km/hour. This could be addressed through the Department of Transport and Main Roads and be similar to registering a boat where vinyl numbers can be applied to the panels of e-bikes or along the steering shaft of e-scooters for identification purposes. PMDs and e-bikes seen without this could be freely stopped by police to investigate further or even confiscated until the person is identified. Fines would be applicable to a failure to register the PMD or e-bike; registration assisting in identifying parties involved in an accident or in cases where the user has abandoned the e-bike or e-scooter.

Moreover, a requirement for registration could be aligned to minimal training/certification requirements with the licensee required to pass a theoretical competency test, as is the case for motor vehicles and watercraft, and meet minimum age requirements.

Alongside registration and training, is the issue of fitness to use PMDs and e-scooters by members of the public who have disability and/or cognitive impairment. Unlike driving a motor vehicle, current Regulations do not require any consideration of a rider's fitness to use of PMDs or e-scooters. Further, the Regulation is silent on the issue of age-related health checks which already applies to those who was seeking to retain/renew their driver's licence<sup>24</sup>. Despite identifying this gap in regulation, we are cognisant of the risks of

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<sup>23</sup> *Civil Liability Act 2003* (QLD) and *Civil Liability Regulation 2014* (QLD).

<sup>24</sup> Queensland Government, 'Assessing fitness to drive', (5 December 2024), <https://www.qld.gov.au/transport/licensing/healthy-to-drive/for-health-professionals/assessing-fitness-to-drive> and 'Can I drive with a medical condition?', (5 December 2024), <https://www.qld.gov.au/transport/licensing/healthy-to-drive/can-i-drive/medical-assessment>

discrimination against older persons and persons living with a disability in the context of human rights to participation, dignity and autonomy<sup>25</sup>.

#### **4. Insurance**

The increasing usage of PMDs and e-bikes in high density population areas brings into sharp focus various risks and associated liability issues.

It is in this context that insurance has often constituted a key element of the risk management matrix. From the perspective of the parties to an accident, adequate insurance cover may be critical to the effective operation of tort law. Mandatory insurance provides assurance the injured party that the PMD or e-bike rider has the capacity to satisfy any damages award or settlement, and it provides a rider with critical certainty and protection against an action for compensation. Insurance, therefore, may be described as the safety net for common law tort regimes – and is arguably its indispensable bedfellow.

Some PMD and e-bike owners may purchase a specialised public liability product, and some others may have recourse to third party liability cover under their home and contents insurance. Whether a home and contents policy will provide third party cover for such damage will, of course, depend on the wording of the policy. The not uncommon perspective that home and content or other insurance policies will cover this type of accident, as it may for normal road bikes, is likely to be misplaced. That is, while PMDs and e-bikes are generally covered under home and contents insurance policies, this cover commonly only extends to the loss or damage to the PMD and e-bikes and does not extend to third-party compensation for injury or loss.

Accordingly, the vast majority of PMD and e-bike users are unlikely to be insured to cover damage or injury caused by their PMD or e-bike.

It is therefore suggested that an adaptation, with appropriate modifications, of relevant compulsory third-party motor vehicle schemes with associated nominal defendant arrangements or of other accident compensation arrangements could provide a pathway to resolving risks flowing from unregistered and/or uninsured PMDs and e-bikes. Consideration of compulsory insurance requirements for PMDs and e-bikes undoubtedly will coalesce with ongoing deliberations and discussions around compulsory third party insurance for autonomous vehicles and for drones – commercial and recreational.

The advantage of the implementation of a compulsory insurance regime in relation to certain PMDs and e-bikes that require registration is that third party insurance coverage will resonate with the broader community interest, especially where personal safety is concerned. Moreover, the benefits of public liability insurance cover extend far beyond individual compensation. When coupled with a robust registration regime, insurance coverage makes

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<sup>25</sup> Interfering with human rights must be limited to the extent that reasonably and demonstrably justifiable in accordance with s13 *Human Rights Act 2019* (Qld).











owners and users more visible, accountable, and traceable in the case of an accident or incident.

## **Conclusion**

ACHLR acknowledges the growing role that PMDs and e-bikes are playing in Queensland's transport network and the importance of supporting innovative, sustainable mobility solutions. While considering this, our submission highlights that the current regulatory framework is inconsistent and does not adequately address the health, safety and legal risks associated with these devices. Some attention is needed to ensure that safety risks are adequately managed, insurance frameworks clarified, and laws harmonised across jurisdictions. We encourage the Committee to consider reforms that strike an appropriate balance between encouraging innovation in mobility systems, and protecting public safety, particularly for vulnerable users and third parties affected by the operation of the devices.

## Appendix 1 – Comparison of State E-Scooter Regulation

State approaches adopted as of June 2025 include:

State/Territory	Are Private E-Scooters Legal on Public Roads?	Max Speed	Helmet Required?	Notes
QLD	 Yes	25 km/h	 Yes	State with most permissive laws for personal mobility devices (see above); insurance is optional; commercial providers carry Personal Accident and 3 <sup>rd</sup> Pty insurance. <sup>26</sup>
WA	 Yes (since Dec 2022)	10km footpaths/25 km/h	 Yes	Electric rideable devices, must be 16+ for private use, size/weight restrictions <sup>27</sup> ; insurance is optional however commercial providers required to carry Personal Accident and 3 <sup>rd</sup> Pty insurance.
TAS	 Yes	15km/footpaths; 25 km/h	 Yes	Follows QLD-style rules, 16+, classified as PMDs and has size/weight limits while not being considered a motor vehicle (no registration or license), required to yield to pedestrians. <sup>28</sup> No registration, licence, 3 <sup>rd</sup> party insurance requirements. Commercial providers carry insurance subject to policy exclusions.
ACT	 Yes	25 km/h	 Yes	E-scooters widely permitted. <sup>29</sup> No use of e-scooters on roads or bicycle lanes, except residential streets without footpaths. Insurance not mandated; commercial providers cover personal accident cover subject to exclusions.
NT	 No	15–23 km/h	 Yes	18+ years, shared e-scooters by approved operators (Beam, Neuron Mobility only) in designated areas, Road Use allowed only for up to 50 meters to avoid obstacles, no passengers, mobile phones. <sup>30</sup> Riding a private e-scooter is treated as driving an unregistered and insured motor vehicle, attracting offence fines and demerit







<sup>26</sup>Regulations, Part 15.

<sup>27</sup> Regulation, 3A defines electric rideable devices (“ERDs”), which does not include a motorised scooter. Part 15, Division 1 sets out additional provisions for bicycles, ERDs and electric personal transport. *Road Traffic Code 2000* (WA).

<sup>28</sup> Subdivision 41A - Personal mobility devices, *Traffic (Compliance and Enforcement) Regulations 2017* (TAS)

<sup>29</sup> Regulation 18A Meaning of personal mobility device and Division 14.3 – Additional Rules for People Travelling in or on Personal Mobility Devices, *Road Transport (Road Rules) Regulation 2017* (ACT).

<sup>30</sup> NT Government, ‘Electric scooters and bikes’, (Webpage); <https://nt.gov.au/driving/safety/electric-scooters-and-bikes>

State/Territory	Are Private E-Scooters Legal on Public Roads?	Max Speed	Helmet Required?	Notes
				points. <sup>31</sup> Commercial providers carry insurance; private use cover is optional.
SA	 Yes (new legislation as of early 2025) <sup>32</sup>	15 footpaths and shared paths w/pedestrians/25 km/h roads, etc	 Yes	16+, shared e-scooters are currently being trialled and subject to Council regulations including geo-fencing. <sup>33</sup> No registration requirements; exemption from Compulsory Third Pty insurance requirements (s8A) but commercial providers are required to public liability insurance for owner/driver. (s8A(B).
VIC	 Yes	20 km/h	 Yes	Public roads, shared pathways, not on footpaths, 16+, no passengers, mobile phones. <sup>34</sup> Private cover is optional (and not covered under the Transport Accident Commission insurance); Commercial providers carry cover but are similarly exempted from TAC insurance.
NSW	 No (limited shared trials only)	20 km/h	 Yes	Private e-scooters illegal on roads; trial areas in select LGAs. <sup>35</sup> Accident cover provided by commercial insurers; riders subject to fines for noncompliant uses; Commercial providers offer accident insurance subject to exclusions.

<sup>31</sup> Ibid.

<sup>32</sup> *Statutes Amendment (Personal Mobility Devices) Act 2024* (SA).

<sup>33</sup> Department for Infrastructure and Transport, Government of South Australia, 'E-scooter trial law and road rules', (Post); <https://mylicence.sa.gov.au/road-rules/personal-mobility-devices>

<sup>34</sup> Part 15, Divisions 1-2, *Road Safety Rules 2017* (VIC).

<sup>35</sup> Transport for NSW (n9).