


Inquiry into e-mobility safety and use in Queensland

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Submitted by: 
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Submitter Comments:

The policies (and their monitoring) are nonlonger aligned with how and by whom these PMVs are being used and needs to be revised. They are essentially motorbikes with engine capacity exceeding that of registered 50cc motor scooters (requiring a licence) are being driven at speeds well over the legislated 25klm (often closer to 50+) (and no pedalling involved) on main motorways, such as the David Low Way, Sunshine Coast and increasingly on Brisbane streets and bikeways. They are easily purchased, with an expectation that riders will comply with the laws, and not hack the speedometer, both of which seem idealistic expectations. This lack of appreciation for the law or respect for others is a significant future issue, as these children will soon be drivers. Moreover, as these vehicles are unregistered, there is no recourse if they are involved in accidents causing harm to others. If the PMDs are being used similarly to fully motorised scooters, surely there is a need for at least one person (presumably the purchaser) to be identified. Currently, responsibility for dealing with this issue falls between various government departments and levels of government. An easy solution is to stop their import before entering the country. There is a further equity issue at play. 50cc motor scooter riders must pay registration (\$500) and have a license (100\$), and they are subject to all related laws. They cannot ride on bikeways, pillion, speed over 50 km, or park in undesignated spots, e-bikes or scooters, which do so with seeming impunity.