

Inquiry into e-mobility safety and use in Queensland

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Good afternoon Mayor Tate, Sue Baynes Councillor Advisor and Stephanie Galbraith,

As requested, please find my submission to the Parliament E-Mobility committee below.

Parliamentary Submission.

Cover:

Our son Hudson Gagg was a pillion passenger on an E-Bike that was equipped to legally carry 2 people. His mate (the rider) had purchased a FatBoy brand new E-Bike [REDACTED]

[REDACTED] They have then collided with a car and our son Hudson was fatally killed at the scene he was 17 and 10 days old. Our son did not have a helmet on, however the paramedic said that it wouldn't have helped as the head trauma was below the type of helmet our son had.

Submission:

1) In 2021, the Federal Government amended the "Motor Vehicle Standards Act" to remove e-bike as a class of road vehicle and consequently, the need to meet appropriate safety standards on import. This had a significant impact on road and battery safety as use of poor quality, non-road legal e-bikes (or unroadworthy "motorbikes") and e-scooters has boomed.

(1) (Media statement 31 July 2025 Peter Bourke, General Manager, BIA and Stephen Hodge, Director - National Advocacy, WeRide).

Federal Government should be responsible for all imports of E-Scooters, E-Bikes (pedal assist), E-Motorbikes and Mobility scooters to ensure quality control and that the devices meet Australian Standards

These devices are used Nationally and a great way of commuting if used correctly. Therefore it makes sense for the Federal Government to hold ownership of the Laws, Policies, and legislation surrounding these devices and each state and territory to enforce the law.

Age restrictions are in place for E-Scooters, 12 years to 15 years to be supervised, 16 years and above no supervision required. Currently there are no age restrictions for E-Bikes. Age restrictions should be added to the legislation and laws for E-Bikes.

A curfew implemented for any riders under the age of 16 years from Sundown to Sunup (no riding at night) as often riders are wearing dark clothing and are unable to be seen.

Young people are not developed enough to know, understand or comprehend

consequences during daylight hours let alone night time.

E-Scooters, E-Bikes and E-Motorbikes are capable of going faster than the current legislated speed limit of 25 Kilometer's Per Hour per hour (km), therefore there needs to be stricter laws regarding helmet quality. An upgrade to the use of helmets for E-Scooters, E-Bikes and E-Motorbikes to align with those used for motorbike riders with Australian Standards is suggested. This is where I would like to see "Huddo's Law" introduced. The helmets can be at a minimum similar to those used by skate boarders that are open face and the back of the helmet covers the entire head not like those used by cyclists.

These current vehicles should not be allowed to do anymore than a walking pace if in shared pedestrian areas as 12 km speed limit is still too fast. If a pedestrian was to be hit with one of these vehicles, this could result in serious injury.

Currently there is no registration, insurances or licensing for E-Scooters, E-Bikes, or E-Motorbikes. If there is an incident/accident who is going to be financially responsible for injury or damages?

E-Motorbikes need to be Insured, registered and riders be licensed.

E-Scooters and E-Bikes need to have some type of registration (free in all states and territories or a small fee that would cover the administration cost and the identification plate or sticker) and display some type of identification so that they are visible. This would make the process of identification a little easier should details be required in the event of an incident/accident.

Education has always been a key in facilitating direction for new devices etc. Having educators attending schools and speaking about the safety and the dangers of these vehicles sadly is not enough.

Road rule courses in every school would be advantageous especially in primary schools where these young children don't know the rules and or have no road sense.

Media coverage: Adds promoting the correct use of these vehicles with what is legal and what is not legal, what you can and can't do with these vehicles for all ages not just children.

Police need educating regarding the brands of bikes that do not meet the standards and laws in Australia.

I have seen media coverage with police officers stating that the E-Bike is classed as a "motorbike" because it has a throttle only! This is not entirely correct. Some of these E-Bikes have throttle assist but are over the 250w capacity or the 250w capacity does not shut down when 25km is reached. There are a-lot of E-Bikes that have the ability to be unlocked to exceed the 25km peddle assist limit.

If you are wanting an E-Bike unlocked (for private property) you should be required to attend an approved store to have this unlocked, address recorded on a national data base for where the e-Bike is to be ridden. If found riding anywhere else you may incur an infringement.

Stores that are selling these illegal vehicles and or unlocking the speed limit need to be held accountable when selling these. At present there is no register when one of these vehicles is sold to be able to track its movement from entering Australia to who sold and purchased the vehicle. A recommendation

would be to have a national data base that has these devices recorded and State and Territory police have access to.

Local council bylaws updated to provide council and police powers to stop, issue fines and seize illegal devices. This would be crucial in regulating the behaviours in the communities.

I am hopeful that by introducing the above solutions will decrease the dangers in the communities and regulate the usage of E-Vehicles. This will hopefully reduce the trauma visits freeing up our emergency departments, provide safe passage for pedestrians and road users alike and hopefully saving lives.

These electric devices are part of a huge industry and are here to stay, therefore as a nation we need to provide solutions so that we all can co-habitat in a safe regulated environment.

We need to become the solution not make it a continued problem that the public are wanting change.

Regards
Jason Gagg

Sent from my iPhone