

Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Submission No: 1837

Submission By: Tangalife Pty Ltd

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Dear Committee Members,

Thank you for the opportunity to provide a submission regarding the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

My name is John Sharpe, and I am the co-owner of Tangatours (with Brad Ross), operating guided Segway tours at Tangalooma Island Resort in Queensland.

By way of background, I have been operating Segway experiences since they were first introduced into Queensland under legislation. Our early operations were established through Riverlife Adventure Centre at Kangaroo Point in Brisbane, where we developed and refined safe, guided Segway experiences in complex, public-facing environments. This long-standing, hands-on experience has provided us with a deep understanding of risk management, rider behaviour, and safe operational practices across a wide range of conditions.

Today, our Tangatours operations are conducted on private land within the Tangalooma Island Resort, under highly controlled conditions, with structured training, supervision, and comprehensive risk management systems in place. Safety remains our highest priority, supported by extensive operational experience and proven procedures.

We support the intent of the proposed legislation, particularly in addressing unsafe and unregulated use of e-mobility devices in public environments. Through our many years of operation, we have seen first-hand the risks associated with misuse of e-scooters and e-bikes, particularly by untrained or non-compliant riders. Measures that improve public safety, accountability, and enforcement are both necessary and appropriate.

However, we have significant concerns regarding the unintended consequences of the Bill in its current form, particularly the absence of any exemption or recognition for guided tourism operators.

As drafted, the Bill applies a broad framework across all personal mobility devices, without distinguishing between:

- Unregulated public use
- Commercial, supervised, guided tourism experiences

This lack of distinction creates serious risks to the viability of established tourism businesses such as ours.

The likely impacts on our operations include:

- Minimum age and licensing requirements

These changes would significantly restrict participation, particularly for family groups. A large proportion of our guests include younger participants who are currently able to safely engage under strict supervision and training. Removing this cohort has a direct and material impact on bookings and overall demand.

- Flow-on loss of family bookings

If one or more members of a family group are unable to participate, the entire booking is often lost. This compounds the impact beyond individual participants and materially reduces revenue.

- Barriers for interstate and international visitors

A significant portion of our guests are domestic and international tourists. Many do not carry driver licences while travelling, even if licensed in their home jurisdiction. This creates practical barriers to participation that are unrelated to actual competency or safety.

- Speed limitations

Further reductions in allowable speeds may diminish the overall experience without delivering a meaningful improvement in safety within a controlled, guided environment.

Collectively, these impacts mirror those raised by other Queensland operators and have the potential to result in substantial revenue loss and threaten the viability of guided Segway tourism businesses.

In addition, the broader operating environment for adventure and e-mobility tourism is already challenging, particularly in relation to insurance availability and cost. Further regulatory constraints, without appropriate exemptions, risk compounding these pressures.

Importantly, our operations differ fundamentally from general public use:

- Activities are conducted on private land (Tangalooma Island Resort)
- All participants receive structured training prior to use
- Tours are supervised at all times by experienced and qualified guides
- Detailed risk assessments and operating procedures are in place
- Participant behaviour is actively managed throughout the experience
- Operations are underpinned by decades of practical, on-ground experience in guided Segway tourism

Given these controls, and our extensive operational history, we believe it is both reasonable and necessary for the legislation to include a clear exemption, or alternative framework, for guided tourism operators.

We respectfully propose that the Bill be amended to include:

An exemption or permit-based framework for licensed guided tourism operators using personal mobility devices, allowing continued operation under controlled, supervised conditions.

Such an approach would:

- Maintain the intent of improving public safety
- Preserve valuable tourism experiences and regional economic contribution
- Avoid unintended harm to compliant, professionally operated businesses
- Provide a pathway for regulation that recognises differing risk environments

Tangatours, along with other operators across Queensland, has built a strong reputation for safe, responsible, and high-quality tourism experiences. Our long-standing experience—from the early introduction of Segways in Queensland through to current operations—positions us well to contribute constructively to this discussion. We remain committed to ongoing compliance, continuous improvement, and contributing positively to the tourism sector and broader community.

Thank you again for considering this submission. I would be happy to provide any further information or participate in discussions if required.

Kind regards,
John Sharpe
Co-owner - Tangatours (with Brad Ross)
Tangalife Pty Ltd

