

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

Submission No: 1952

Submission By: Vision Australia

Publication: Making the submission and your name public



Vision Australia Submission: inquiry into the Transport and Other Legislation (Managing E- mobility Use and Protecting Our Communities) Amendment Bill 2026.

Submission to: Qld State Development, Infrastructure and Works Committee

Submitted via: Online

Date: 10 April 2026

Submission approved by: Chris Edwards, General Manager Corporate Affairs and
Advocacy

Vision Australia is providing a short submission to the Qld inquiry into the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. To express our strong support for the intention and key measures in the Bill, but also to emphasise that more needs to be done to ensure that the safety and well-being of the blind and low vision community is protected.

In our original submission to the 2025 Parliamentary inquiry we drew attention to the extreme threat posed by e-mobility devices to the safety and well-being of the blind and low vision community. We included quotes from our clients who said that they are “terrified” to leave their houses for fear of being seriously injured or killed by an e-scooter, and we also noted that some people who are blind or have low vision are no longer willing to risk their safety by visiting the Brisbane CBD to participate in the cultural and recreational life of the community. Our submission included a number of recommendations aimed at creating an e-mobility environment in which the safety, well-being, independence and community participation of people who are blind or have low vision are protected.

We welcome the introduction of the Bill because it recognises the inherent dangers posed by the unregulated or poorly-regulated use of e-scooters and other e-mobility devices, and seeks to mitigate those dangers by introducing a range of measures focused on improving the safety of the community generally.

We strongly support the measures in the Bill that clarify definitions of e-mobility devices, introduce minimum age limits and qualifications for riders, and increase a new offence framework with extended police powers. We also strongly support the introduction of a parental responsibility framework and increased responsibilities on share e-mobility companies to ensure rider compliance with the legislation. Finally, we are very pleased to note the introduction of an offence for parking an e-mobility device in a way that obstructs pedestrian thoroughfare.

In our 2025 submission we emphasised that one of the most significant safety issues that e-mobility devices pose for people who are blind or have low vision is their near-silent operation. They cannot be detected by using hearing alone. We recommended, first, that e-mobility devices not be permitted to travel on pedestrian footpaths, second, that they be required to be fitted with an acoustic vehicle alerting system similar to the requirement for electric vehicles, and, third, that share e-mobility devices be required to include pedestrian-avoidance technology. We are disappointed that the Bill has not addressed these recommendations. While a maximum speed limit of 10km/h is better than one of, say, 25km/h, it still constitutes a significant safety risk for pedestrians who are blind or have low vision and who cannot detect the approach of an e-mobility device. As one of our clients remarked wryly, “there won’t be much left of me if I get hit by an e-scooter with a 70kg rider going at 10 K an hour. I can’t see it coming, and I won’t be able to hear it coming either.” We believe that further thought needs to be given to this issue, and in this context we recommend that consideration be given to incorporating similar requirements for share hire e-mobility operators to those that came into effect in Victoria on 18 February 2026. These requirements include a range of safety technologies such as footpath detection, helmet verification, parking management, and geofencing to restrict access to certain areas and enforce go-slow zones.

It goes without saying that key to the success of the amended legislation will be comprehensive community education combined with robust enforcement. It will be essential for the police to be adequately resourced, and for a community education program to be developed and widely promoted.

Vision Australia looks forward to being involved in further discussions and reviews related to e-mobility safety, and we commend the Queensland Government for being proactive in introducing this Bill.

About Vision Australia

Vision Australia is the largest national provider of services to people who are blind, deafblind, or have low vision in Australia. We are formed through the merger of several of Australia's most respected and experienced blindness and low vision agencies, celebrating our 150th year of operation in 2017.

Our vision is that people who are blind, deafblind, or have low vision will increasingly be able to choose to participate fully in every facet of community life. To help realise this goal, we provide high-quality services to the community of people who are blind, have low vision, are deafblind or have a print disability, and their families.

Vision Australia service delivery areas include: registered provider of specialist supports for the NDIS and My Aged Care Aids and Equipment, Assistive/Adaptive Technology training and support, Seeing Eye Dogs, National Library Services, Early childhood and education services, and Felix Library for 0-7 year olds, employment services, production of alternate formats, Vision Australia Radio network, and national partnership with Radio for the Print Handicapped, Spectacles Program for the NSW Government, Advocacy and Engagement. We also work collaboratively with Government, businesses and the community to eliminate the barriers our clients face in making life choices and fully exercising rights as Australian citizens.

Vision Australia has unrivalled knowledge and experience through constant interaction with clients and their families, of whom we provide services to more than 30,000 people each year, and also through the direct involvement of people who are blind or have low vision at all levels of our organisation. Vision Australia is well placed to advise governments, business and the community on challenges faced by people who are blind or have low vision fully participating in community life.

We have a vibrant Client Reference Group, with people who are blind or have low vision representing the voice and needs of clients of our organisation to the board and management.

Vision Australia is also a significant employer of people who are blind or have low vision, with 15% of total staff having vision impairment.