

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

**Submission No:** 955  
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**Publication:** Making the submission and your name public  
**Attachments:** No attachment

### Submitter Comments:

I write to express both my support for the continued expansion of e-bike use across Australia and my concern regarding the urgent need for clear regulation and infrastructure to support their safe integration into our communities. As an e-bike owner and someone who has traveled extensively, I have witnessed firsthand how effective e-bikes can be as a sustainable, low-impact transport solution in major cities around the world. When implemented properly—with dedicated correct infrastructure, appropriate rules, and community education—e-bikes contribute to less congestion and healthier lifestyles. However, Australia currently faces a problematic divide in how e-bikes are classified and used. There are two distinct types of electric bikes on our roads and pathways: Pedal-assisted e-bikes – These require rider input and provide assistance up to a legal speed, making them safe and manageable for the average user. Electric-powered bikes or ‘throttle’ bikes – These are often indistinguishable from motorbikes in terms of speed and power but are being ridden without licences, registrations, or adherence to Australian Design Rules (ADR) i.e no driving lights, reflectors etc. The lack of clear distinction and enforcement has created significant safety risks. I recently experienced a near-collision on my own property involving a child (14) riding a high-powered e-bike at what I estimate was 40–50 km/h. He lost control on a corner and narrowly avoided what could have been a fatal impact—with either myself or my vehicle. You can't hear the bike coming and the riders in most juvenile cases, have little respect for the machine they are operating. These types of incidents are becoming more common, and we are ill-equipped to respond due to the current regulatory gaps. To move forward safely and effectively, I strongly urge you to urgently consider: Clear classification of e-bike types, with enforceable rules and penalties for misuse. Mandatory compliance with speed, power, and safety standards, particularly for throttle-based e-bikes. Enforcement of age restrictions, in line with international standards. In many countries—including across Europe—children under 16 (and in some cases under 18) are not permitted to use e-bikes on public roads or shared pathways. Australia should adopt a similar approach to protect both young riders and the public. Education campaigns focused on responsible usage and respect for shared paths. Infrastructure investment, including designated bike lanes and shared-use paths, which can be developed using existing pathways—as is done in many global cities. E-bikes are not the problem. A lack of regulation, infrastructure, and user accountability is. With the right systems in place, e-bikes can be a game-changer for Australian transport—benefiting individuals, cities, and the environment alike. We need to act fast before the problem becomes greater than what it really needs to be. Thank you for considering this submission.