

Inquiry into e-mobility safety and use in Queensland

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Submission Regarding Queensland E-Bike Legislation To whom it may concern, I am writing to support the continuation of practical e-bike legislation in Queensland, while also advocating for targeted updates to reflect technological advances, consumer needs, and national consistency. Queensland has been a leader in active transport, and the current laws regulating e-bikes (including a 250-watt power limit for pedelecs and 25 km/h assisted speed limit) have served as a solid foundation. However, with the growth of e-bike usage across commuting, logistics, and recreation, modest reforms could improve safety, usability, and consistency without compromising public safety. I respectfully propose the following changes:

- 1. Increase the Assisted Speed Limit to 32 km/h** Raising the motor-assisted cut-off from 25 km/h to 32 km/h would reflect real-world commuting speeds and align Queensland with international norms (such as the USA and Canada). It would allow users to maintain a more natural flow of traffic, particularly on roads and shared bike lanes, improving safety and usability without turning e-bikes into high-speed vehicles.
- 2. Raise the Legal Power Limit Above 250W** The current 250-watt limit can be insufficient in hilly areas, when carrying loads, or when used by heavier riders. A modest increase (e.g. to 500W) would better support safe and practical e-bike use across Queensland's diverse terrain, especially in regional or suburban areas where steep inclines are common.
- 3. Permit Throttle Use up to the Legal Speed Limit** Allowing throttle-assisted e-bikes to operate up to the legal speed limit (not just pedal-assist) would make e-bikes more inclusive for older riders, people with disabilities, and those with mobility challenges. This change would bring Queensland in line with user-friendly throttle standards in other countries and support broader active transport goals.
- 4. Align Queensland's E-Bike Laws with Other States and Markets** Inconsistent laws across Australian states create confusion for consumers, challenges for manufacturers, and limit product availability in Queensland. Nationally consistent regulations would simplify enforcement, reduce compliance issues, and encourage innovation and uptake of e-mobility devices. These proposed changes can be made while still preserving clear distinctions between e-bikes and electric motorcycles or scooters. A more flexible, modern framework will help Queensland continue its leadership in sustainable transport and reduce car dependency.

Thank you for the opportunity to contribute to this review. I encourage the Queensland Government to consider these practical updates to support a safe, sustainable, and inclusive transport future.