

Executive summary

The Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 (Bill) was introduced by the Honourable Brent Mickelberg MP, Minister for Transport and Main Roads, on 25 March 2026 and was referred to the State Development, Infrastructure and Works Committee (committee) for examination.

About the Bill referred to the committee for examination

The overarching policy objectives of the Bill are to provide for reforms that respond to community concerns arising from the use of e-mobility devices in Queensland and implement the transport-related reform recommendations made by the committee in its *Report No. 21, 58th Parliament – Inquiry into e-mobility safety and use in Queensland*, tabled on 4 March 2026.

In summary, the amendments proposed in the Bill:

- update the definitions of a ‘power-assisted cycle’ or e-bike and a personal mobility device (PMD)
- introduce a new ‘prohibited bike’ definition of non-compliant e-mobility devices and unregistrable motorbikes
- introduce a minimum rider age for e-mobility devices of 16 years and a minimum requirement for e-mobility riders to hold a learner driver licence
- introduce provisions to enable enforcement action against parents if a child under 16 years of age rides an e-mobility device or a prohibited bike on a road, road-related area or in a public place
- prohibit the sale of e-mobility devices, and motorbikes not eligible for full registration (unregistrable motorbikes), to a child under 16
- allow PMDs to be used on any road with a speed limit of 60km/h or less
- prescribe an offence for riding an e-mobility device at more than 10km/h on a footpath or shared path
- introduce a new offence for parking an e-mobility device on a path in a way that obstructs or is unsafe, and require shared e-mobility providers to provide councils or police with information about the last known user
- increase enforcement powers and offences including –
 - introducing police powers to seize and dispose of ‘prohibited bikes’
 - introducing a new offence framework with significant penalties for riding a prohibited bike on a road, road-related area or in a public place
 - aligning the drink-riding provisions for riders of e-mobility devices with those for motor vehicles and bicycles
 - extending the offences of evading police, and engaging in hooning-related behaviours, to e-mobility devices

- allowing enforcement of unpaid infringement notices for certain offences involving a vehicle served on 16 and 17 year olds.

Stakeholder views on the Bill

The committee considered 3,029 submissions to its inquiry as well as 1 form submission which was received from 1,821 individuals. The committee conducted public briefings with officers from the Department of Transport and Main Roads, Queensland Police Service and the Office of Fair Trading, with representatives from local government, user group, industry, disability, and academic sectors contributing to 2 public hearings.

Many inquiry participants expressed support for the overall intent of the Bill, particularly its focus on improving safety outcomes and addressing the proliferation of illegal, high-powered and non-compliant e-mobility devices. There was also significant support for the Bill's intent to strengthen enforcement.

However, while the intent was widely supported, many submitters to the inquiry suggested that the measures should be more appropriately targeted and issues raised primarily related to the following aspects of the Bill:

- definitions of compliant and prohibited devices and implementation challenges, including the impact on customised devices for people with disability
- licensing and age requirements, including the impact of requirements on people with disability, older people, and people with medical conditions
- application of a uniform 10km/h speed limit on footpaths and shared paths.

Committee consideration and recommendations

The committee has made 9 recommendations, including that the Bill be passed. Other recommendations were directed at ensuring that the definition of a compliant e-mobility device in the Bill is more reflective of the breadth of devices currently used in Queensland, and ensuring appropriate exemption mechanisms are put in place for devices such as e-trikes, adaptive devices and cargo bikes that are unable to meet the defined standards but meet key safety criteria.

An assurance scheme which provides a state-wide mechanism to certify and label existing compliant e-bikes, at minimal cost, rather than relying on the manufacturer, has also been recommended by the committee.

Recognising the need to address the impacts of the Bill's proposed licensing requirements on people with disability, older people, or those with medical conditions, the committee has recommended a non-driving licence exemption pathway for those who are unable to obtain a driver licence but who are still capable of riding an e-mobility device safely.

The committee has also recommended changes to the uniform speed limit proposed within the Bill. The majority of the committee recommended that the 10km/h speed limit apply only to footpaths in high pedestrian areas, with a clear definition of 'footpath in high pedestrian area', to be specified. The majority of the committee also recommended that

department should consider a speed limit of 10km/h within 10 metres of a pedestrian on all other footpaths.

The committee has also recommended that the Bill be amended to provide that the 10km/h speed limit does not apply to shared paths, unless signed. The majority of the committee also recommended that the department should consider a speed limit of 15km/h within 10 metres of a pedestrian on shared paths.

The committee also recommended the government further investigate a mechanism where designated and controlled public access areas may be used safely by compliant e-mobility devices, with minimal restrictions.

To assist shared e-mobility providers and other e-mobility hire companies to meet obligations under the legislation the committee has recommended the government provide guidance material to these operators.

The committee has also recommended, that the Department of Transport and Main Roads undertake a review of the regulatory changes implemented by the Bill, 12 months from the commencement of the provisions.

Legislative compliance

The committee concluded that the Bill is compatible with the *Legislative Standards Act 1992* and the *Human Rights Act 2019*.

Recommendations

Recommendation 1.....5

The committee recommends that the Bill be passed.

Recommendation 2.....24

That the Bill be amended to allow compliance with the version of the EN 15194 standard that was in place when an EPAC was manufactured (the definition should be clear and unambiguous and should allow for recognition of future versions of the EN 15194 standard as it is updated); and that the Bill be amended to include an appropriate standard for compliant e-cargo bikes with maximum pedal-assisted speed of 25km/h.

Recommendation 3.....24

That the Queensland Government investigate existing mechanisms for exemptions that could be adapted to assess e-mobility devices that do not fully meet the EN 15194 standards but meet key safety criteria, such as e-trikes and other adaptive devices that meet 25km/h speed limit and 250 watt power limit.

Recommendation 4.....29

That the Queensland Government establish an assurance scheme with regulatory controls and Department of Transport and Main Roads oversight, which provides a state-wide mechanism to certify and label currently compliant e-bikes; and that the Bill be amended accordingly.

Recommendation 5.....34

That the Bill be amended so that individuals who cannot obtain a driver licence because of disability, a medical condition, or age, but are still capable of safely riding an e-mobility device, are able to do so, and that the Department of Transport and Main Roads develop an exemption framework for verification that an individual can safely operate an e-mobility device.

Recommendation 6.....43

That the Bill be amended:

- to apply a 10km/h speed limit to all footpaths in high pedestrian areas, with a clear definition of 'footpath in high pedestrian area', to be specified; and that the Department of Transport and Main Roads consider a speed limit of 10km/h within 10 metres of a pedestrian on all other footpaths
- to provide that the 10km/h speed limit does not apply to shared paths, unless signed; and that on shared paths e-mobility riders should travel slowly around pedestrians and the Department of Transport and Main Roads consider a speed limit of 15km/h within 10 metres of a pedestrian.

Recommendation 7.....43

That the Department of Transport and Main Roads further investigate a mechanism where designated and controlled public access areas may be used safely by compliant e-mobility devices, with minimal restrictions.

Recommendation 8.....46

That the Queensland Government through the Department of Transport and Main Roads provide guidance material to shared e-mobility providers and other e-mobility hire companies to assist them to meet obligations under the legislation.

Recommendation 9.....55

That the Department of Transport and Main Roads undertake a review of the regulatory changes implemented by the Bill, 12 months from the commencement of the provisions.