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STATE DEVELOPMENT, INFRASTRUCTURE AND WORKS COMMITTEE

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PUBLIC BRIEFING—INQUIRY INTO THE TRANSPORT AND OTHER LEGISLATION (MANAGING E-MOBILITY USE AND PROTECTING OUR COMMUNITIES) AMENDMENT BILL

TRANSCRIPT OF PROCEEDINGS

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THURSDAY, 2 APRIL 2026

The committee met at 3.30 pm.

CHAIR: Good afternoon. I declare open this public briefing for the committee's inquiry into the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. My name is Jim McDonald. I am the member for Lockyer and the chair of the committee. With me here today is Jonty Bush, the member for Cooper and deputy chair, and Bart Mellish, the member for Aspley. Attending via videoconference today are: Terry James, the member for Mulgrave; David Kempton, the member for Cook; and Shane King, the member for Kurwongbah.

The purpose of today's briefing is to assist the committee with its examination of the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. This briefing is a proceeding of the Queensland parliament and is subject to the parliament's standing rules and orders. Only the committee and invited witnesses may participate in the proceedings. Witnesses are not required to give evidence under oath or affirmation, but I remind witnesses that intentionally misleading the committee is a serious offence. I also remind members of the public that they may be excluded from the briefing at the discretion of the committee.

I remind committee members that officers are here to provide factual or technical information. Any questions seeking an opinion about policy should be directed to the minister or left for debate on the floor of the House. These proceedings are being recorded and broadcast live on the parliament's website. Media may be present and are subject to the committee's media rules and chair's direction at all times. You may be filmed or photographed during the proceedings and images may also appear on the parliament's website or social media pages. Please turn your mobile phones off or to silent mode.

MAHON, Mr Andrew, Deputy Director-General, Policy, Planning and Investment, Department of Transport and Main Roads

ROBINSON, Ms Joanna, General Manager, Land Transport and Safety Regulation, Department of Transport and Main Roads

CHAIR: Welcome. I invite you to brief the committee, after which we will have some questions for you.

Mr Mahon: Thank you, Chair and members. Thank you for having us here this afternoon and for the opportunity to brief the committee on the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026, which was introduced into the parliament on 25 March 2026 by the Hon. Brent Mickelberg, the Minister for Transport and Main Roads. I am Andrew Mahon, the Deputy Director-General of Policy, Planning and Investment at the Department of Transport and Main Roads. I am joined by Joanna Robinson, the General Manager of Land Transport and Safety Regulation.

I take this opportunity to provide an overview of the bill. The aim of the bill is to implement strong reforms that address the community's concerns and implement the transport related reform recommendations of the committee. A fundamental component of this bill is the creation of clear and enforceable definitions for compliant e-mobility devices which are easily understood by the community. Queensland's e-bike definition will now align with the internationally recognised EN15194 standard for electrically power assisted cycles—EPACs. This change aligns with recent amendments made by the Commonwealth government and establishes a clear enforceable standard for riders, retailers and police. Compliance labelling and tamper-proofing requirements will provide clarity for riders, retailers and enforcement agencies.

For personal mobility devices, the bill reinstates a maximum design speed of 25 kilometres an hour and includes a modest increase to maximum dimensions to reflect safer contemporary designs. These changes aim to reduce the risk posed by high-speed devices while accommodating advancements in technology. A six-month transition period will give retailers and owners time to bring their e-mobility devices into compliance.

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To address the evident risk posed to young drivers, the bill introduces a minimum age of 16 years and a requirement to hold a valid driver's licence. This ensures riders possess a basic understanding of the road rules. Importantly, offences committed on legal e-mobility devices will not result in demerit points or licence sanctions. The licence requirement also allows for interstate and overseas licence holders to ride e-mobility devices to ensure there are no adverse impacts to tourism.

The bill introduces a prohibited bike definition to capture noncompliant e-mobility devices and motorbikes not able to be registered. This includes devices that exceed e-bike and PMD specifications, lack a numberplate or vehicle identification number or fail to meet Australian design rules. Police will be empowered to seize, forfeit and dispose of prohibited bikes under the Police Powers and Responsibilities Act 2000. Clear processes for procedures, notice issuance and appeals through the Queensland Civil and Administrative Tribunal are included to ensure procedural fairness. The department of transport will support the Queensland Police Service with administrative assistance in transporting, storing and disposing of seized devices.

The bill expands hooning related offences to include e-mobility devices, targeting behaviours such as organising, filming or participating in hooning activities. Additionally, existing offences for evading police will now apply to e-mobility devices, addressing the risks associated with riders attempting to evade law enforcement.

Recognising the role of parents in supervising children, the bill introduces provisions to hold parents accountable if a child under 16 unlawfully rides an e-mobility device or a prohibited bike on the road, on a road related area or in a public space. However, defences are available to ensure fairness, particularly where parents have taken reasonable steps to prevent such behaviour. To further protect young riders, the bill imposes obligations on commercial sellers and share e-mobility providers to prevent the sale or hire of devices to individuals under 16 years of age. Significant penalties will apply for noncompliance and defences are available for sellers who take reasonable steps to verify age.

The bill aligns drink-driving provisions for e-mobility devices with those for motor vehicles and bicycles, empowering police to conduct random breath testing and enforce penalties for riders over the age of 16 exceeding alcohol limits. Penalties for high-risk behaviours such as carrying passengers, failing to wear a helmet and speeding will also be increased to deter unsafe practices.

To improve safety and accessibility, the bill allows PMD riders to access roads with speed limits up to 60 kilometres an hour, encouraging a shift from footpaths to safer road environments. A uniform speed limit of 10 kilometres an hour and penalties for careless riding on footpaths and shared paths will further enhance pedestrian safety, and local councils will retain the ability to adjust speed limits based on community needs.

A new offence provision in the Queensland road rules for parking a PMD or e-bike in an obstructive or unsafe manner will be enforced by local governments and police. The Department of Transport and Main Roads will work closely with agencies, including the Queensland Police Service, to implement the legislation. My department aims to continue using the e-mobility safety reference group to consult with stakeholders on implementation and communication phases to ensure community awareness of the changes when they are finalised.

In conclusion, this bill represents a significant step forward in modernising Queensland's e-mobility regulations. It provides clarity for users, retailers and enforcement agencies while prioritising public safety and supporting the responsible use of e-mobility devices. It also establishes a strong enforceable approach to the use of noncompliant e-mobility devices and other illegal motorbikes. I look forward to discussing these matters further, and I am happy to take any questions from the committee.

CHAIR: Thanks, Deputy Director-General. We will go to the deputy chair for the first question.

Ms BUSH: Good afternoon, and thank you for coming in today. The first question will actually come from the member for Aspley.

Mr MELLISH: Thanks for coming in on a Thursday afternoon before a long weekend. You get all of the fun jobs. Thanks for your ongoing work on what is a significant reform process. Are you aware if the department or the minister's office received a copy of the committee's inquiry report or the recommendations prior to their being formally tabled?

Mr Mahon: I am not aware of any specific copies of reports, but I am aware that discussions did occur between committee members and the government.

Mr MELLISH: When did the department first commence drafting the bill?

Mr Mahon: The drafting of the bill commenced on the Tuesday morning after the committee tabled its report—the following Tuesday.

Mr MELLISH: I have plenty more questions, Chair.

CHAIR: Go ahead—ask another question.

Mr MELLISH: Thanks, Chair. With reference to one of the measures in the bill—the 10-kilometre-an-hour speed limit recommended by the government controlled committee—can you advise if this was included at the direction of the minister or his office?

Mr Mahon: I am not aware of any specific direction, but speeds were debated and discussed at length. There is currently a 12-kilometre-an-hour speed limit for PMDs on the same sort of infrastructure. Certainly, there were discussions around appropriate speeds should speeds be implemented.

Mr MELLISH: You probably part answered that, but I have seen a guide from the department titled 'Speed management on shared paths'. I will table a copy of that for the chair's benefit. That states—

Studies of bicycle operational stability during the last century have shown that a bicycle can become unstable at speeds below 11 km/h.

Can you explain the discrepancy between the department's guidance there and what the department has drafted in the bill itself?

CHAIR: Before I go to you, Deputy Director-General, do you have electronic copies of that for the members who are online, member for Aspley?

Ms BUSH: I can get that.

CHAIR: Can you distribute them?

Mr MELLISH: We can get that sent through.

CHAIR: We will not hold up the questioning while we get that out to the members.

Mr Mahon: I am aware of that guidance material. It is a 2020 document and it looks at information and research for the previous 10-plus years. The important point I would make is it does say 'may cause some instability', so it is not a certainty. Secondly, when you look at the timing of that guidance, it does not really incorporate e-mobility devices. When you think about 2020 and the 10-plus years prior to that, very few e-mobility devices existed on the market, and certainly there was not the problem there is today.

I note the point you make, but the flipside of that issue is pedestrian safety when they interact with pedestrians. We need to make sure the speed differentiation between all sorts of people walking, including the elderly, along footpaths—speed differentiation is a real challenge. It poses a real safety risk, and we have seen that occurring regularly on the network. I think the committee saw that and received a lot of responses to speed limits and speed issues during the inquiry process prior to the report being handed down. We need to consider balancing all of those issues, not just one.

Mr KEMPTON: Andrew, there was a lot of discussion during the committee process around interactions with e-mobility devices both in terms of their impact on people with disabilities—the visually impaired and so on—and in terms of their use by disabled people. I have had a specific inquiry about a 26-year-old who suffers a disability and is not able to get a learner's permit or a licence but relies on an e-scooter to get around for medical appointments and other things. Will the exemptions take into account such a person?

Mr Mahon: The way the bill is drafted at present, it does not. The way the bill is drafted at present, you are required to be at least 16 years of age and have a learner's permit or any other licence above that or an international equivalent. If you are unable to get those things, you are not allowed to do that, as the legislation is currently drafted.

A number of things were considered as part of the licensing and age requirements, and they came up through the committee process as well: identification—ensuring someone is the age they say they are; and a general knowledge of road rules—and having gone through the PrepL process to get their learner's licence is really important. I should note that the PrepL process has seen remarkable improvements in road safety in all aspects for young drivers, with there being more than a 25 per cent reduction in crash and serious injury and a 35 per cent reduction in penalties. We know that the process works from a safety perspective. Equally, we want to make sure people are medically fit to ride what can be somewhat dangerous motorised vehicles that do require a level of safety. As I mentioned, the way the bill is presently drafted does not allow an exemption process for that.

Mr KEMPTON: The one component that I did not raise was the fact that she does have a doctor's certificate to that effect. Would that make any difference? That would go to her competency to operate the device but not necessarily to her inability to get a learner's permit. Is it the same answer?

Mr Mahon: It is the same answer. There is no provision that allows for that in the current bill.

Mr MELLISH: I met last week with a group called EveryBody eBikes. They specialise in adaptive mobility devices. It is a really great business in Gaythorne. Further to the member for Cook's question, the NDIS funded many adaptive e-mobility devices for NDIS participants. What communication has the department had with the NDIA or relevant federal agencies on this bill?

Mr Mahon: The department has not engaged with the NDIA on this bill. It has been a Queensland government state agency consultation process. We took on the significant consultation the committee did and the 1,200 responses that came through that process and factored that information in as part of the process. I would point out, however, that the legislation does require that devices—e-bikes, that is—meet that EN standard. If there are other devices that for some reason do not meet that standard but are substantially different—for example, a three- or four-wheeler device which cannot meet the standard—we do have the ability to provide an exemption permit for that type of device, particularly in the instance you are probably talking about, I suspect, where stability can be an issue—

Mr MELLISH: For some of those devices that are one-offs or three-wheel or four-wheel devices, how is that exemption process set to work? Is that a one-off: as you go, you have to apply every time? How is that intended to work?

Mr Mahon: As far as the implementation process is concerned, that is something we will work through over the coming months, subject to the bill going through the House. It is what is known as a special circumstances permit. We have the ability to apply that to a number of different devices and vehicles and so forth. That is to capture those unique devices that will not fit into normal bicycle structures, if you like. It is the same with other road-going vehicles.

Mr JAMES: Andrew, in your initial presentation you mentioned the 10-kilometre-an-hour footpath speed that councils can adjust. Can you elaborate on that?

Mr Mahon: The 10-kilometre-an-hour speed limit applies to footpaths. Our legislation does not define footpaths in any other way, effectively, so that does encompass your footpath out the front of a building in the city or it could be the same as a shared path along a particular route. Councils have the ability to sign those at different speeds. We see that, for example, on the Goodwill Bridge, where the speed limit has been signed and that is the speed limit that applies. Of course, a council could theoretically sign a speed limit much higher than 25, but an e-device would not be able to do that under its power and would still be limited to 25. In a scenario where you have very good infrastructure and you have a shared path that is four or five metres wide, for example, and you have pedestrians and cyclists, council can sign that to be 20 or 25 kilometres an hour if they wish for e-devices or bicycles or whatever they see fit—absolutely.

Ms BUSH: Picking up on the classification issue, the committee recommended that e-bikes classified as EN15194 standard would be the ones that would be compliant and sold. This legislation, however, specifies that the standard is EN15194:2017. This is the most recent European standard and has only recently become available in Australia. If you go into any bike retailer, very few bikes have that standard. How did you decide to choose that particular standard, which went beyond the committee's recommendation?

Mr Mahon: You are correct in that that standard is the latest standard. The intention of the legislation is to capture EN standards, and not just specifically that one. That is an issue we will look at. As you point out, that standard came in in 2023. We do not necessarily intend to exclude devices that were compliant with the prior standard before 2023, of which there would be devices on the market, so we will look into that issue.

Ms BUSH: I was going to ask how we are going to manage stock for retailers, but it sounds like there is an appetite to look at editing or amending the definition. I want to ask about tricycles as well—e-trikes—because obviously they also do not meet that standard. Do you envision amending the legislation to make sure they are still compliant bikes?

Mr Mahon: Again, that would fall in the special circumstances permit scenario. They cannot meet the EN standard because they have three wheels and not two, so we will look at them on a case-by-case basis. If there are other standards that come into effect in the future, we can adopt those as well. At present, the Australian government is having a look at how they set an Australian

Standard for e-mobility devices. We can work with them around what that might capture in addition to what is already captured in the EN standard. If that was to come to fruition in the future, we could adopt that standard very easily.

Ms BUSH: In the interim, you would be looking at individual trike riders to make an application to have it recognised as a special circumstance?

Mr Mahon: Correct.

CHAIR: There has been a bit of misinformation about the bill. This is the first opportunity you have had to brief the committee. What impact does this bill have on normal pushbikes or push scooters or what have you? Can you give us a run-down on that?

Mr Mahon: For non-powered bicycles and non-powered push scooters, this bill has zero impact.

CHAIR: That is pretty clear. I obviously knew the answer to that question, but a lot of people are fearful that we are trying to change the rules for pushbikes. That is certainly not the case. In terms of the further development of these bikes, is there an appetite to see the EN change over time, or will there maybe be an Australian design 15194? How would that happen operationally? Is that something the department keeps abreast of?

Mr Mahon: Correct. I do not know the timing, but there might be a new EN standard in two years time, for argument's sake. If that was the case, we would adopt that in the regulation. The way the bill is drafted allows us to make additions under a regulation. It would be similar to what we do with things like motorcycle helmets and other things where we adopt certain standards, both Australian-based and international. We can add that into a regulation and it is a pretty straightforward and simple process. If, for example, that EN standard was updated, we would include that as well. If there is an Australian Standard, we would include that as well. It is a very simple, straightforward process through a regulatory amendment.

CHAIR: You touched on this in your opening remarks, but scooters and what were PMDs do not have a standard EN. What is the way forward with those, operationally?

Mr Mahon: Correct. There is no existing standard that we are aware of for e-scooter type devices or personal mobility devices. Of course, the personal mobility device definition covers a range of different types of devices. It is not just scooters; it can be various different types of vehicles. It can also be solo wheels and other various different things. In that case, we have described the device as we always have for PMDs, for a number of years now, and we just simply updated that definition and description to describe that. Again, if there is a standard introduced in the future or if one became available, we can certainly point to that.

Mr KING: There is a driver-centric licensing course for bicycle users. Do you have any plans to adapt learner training to suit the needs of bicycle users?

Mr Mahon: The short answer is absolutely. We do intend to include a module in the PrepL course to include these types of devices and the information that is relevant for these types of devices and safe use. That is important not just for the people riding them but also for drivers, because there are interactions on roadways and there are interactions with devices crossing roads and all of those sorts of things, so it is important that both drivers and riders understand the rules. We will be including a specific section into that PrepL course to cover that.

Mr KING: Was the Department of Customer Service, Open Data and Small and Family Business consulted regarding the licence requirements within this bill?

Mr Mahon: Yes, we consulted with our colleagues in that department and many other departments. They are also helping us with system changes in the background to enable some of these amendments once they pass through the House.

Mr KEMPTON: Andrew, there is obviously going to be some leeway with respect to riders and users. What will become of the stocks of e-bikes and e-scooters in large department stores that cannot be compliant, which means they cannot sell them to people over 16 or people holding licences, of which there are a number. What will the legislation do with respect to those?

Mr Mahon: There is a six-month transition period. That allows manufacturers and retailers to get devices compliant and/or people who have purchased a device to go back to the manufacturer or retailer. Importantly, if the device is currently illegal it cannot be made legal. If it is illegal it will remain illegal, and the provisions will come into place when the legislation passes. Assuming you pass it in the House, that will occur in the second half of the year. Devices that are currently legal can be made compliant through various means. For example, an e-scooter that can currently do 50 kilometres an

hour can be reset in a lot of ways—for many devices—down to the appropriate speed of 25 kilometres an hour, and that can be done quite easily. For e-bikes to get the EN standard they will need to confirm with the manufacturer that they do comply. If they do not comply then it is not possible for them to comply.

Mr KEMPTON: That means they are not able to sell them if they cannot be made to comply.

Mr Mahon: Correct. If retailers are currently selling illegal devices or devices that are legal that cannot be made compliant then they will not be compliant devices.

CHAIR: Before the member for Kurwongbah jumps in, I think the answer would be that they can sell them to ride on private property but not on the road.

Mr Mahon: Chair, that is correct. Private property use devices do not need to meet the standards.

Mr KING: I was going to jump in on that, Chair, but it was more along the lines of petrol dirt bikes and their using them in that capacity. There is no real market for things they want to ride on the road illegally that are not compliant.

CHAIR: Yes, 100 per cent. We have had that conversation quite a few times. Member for Cook, do you have anything further?

Mr KEMPTON: No, thank you, Chair.

Mr MELLISH: In a similar vein, clause 38 sets out the requirements for labelling EPAC-standard devices, particularly that they must only be added by the manufacturer. What will the obligations be on owners and retailers and what guidance will be given to retailers?

Mr Mahon: We will certainly work with retailers, and we will write to retailers if and when the legislation passes in the House to give them the best possible guidance we can around what the requirements are and what the appropriate type of labelling would be. In many cases there is no standard label. An EN15194 label just has certain requirements that it must have on there around maximum speeds, power and obviously that number. We will provide the best possible guidance we have there. For manufacturers of these types of devices I would argue that this is not a left-field issue. They understand and are very well aware of the EN standard. They would certainly be aware that the Commonwealth changed the requirements around the importation of anything other than these EN-standard devices. This has been something in the public arena and public debate for some time now, and we expect they will already be thinking about how they comply.

Mr MELLISH: In terms of how that process works, if someone has one of these devices they will have to go back to the retailer and then the retailer will have to go back to the manufacturer; is that correct?

Mr Mahon: That is the most likely scenario, obviously, if it is a retailer that purchases from a manufacturer. In many other cases, what we have seen is a lot of devices that are actually manufactured from imported parts, or imported and manufactured and sold on Australian soil, so that will be those manufacturers who also sell making sure their devices are compliant.

Mr MELLISH: With reference to special circumstances permits, can you advise what the guidelines will be for issuing of these permits to owners of existing devices and will there be greater consideration given to granting permits to those? Is there a means test on these? If we have a lot of these devices out there at the moment and people need to get them ticked off one by one, there might be a bit of a backlog where some people who really need these to get around every day are essentially at the back of the queue waiting to get theirs ticked off.

Mr Mahon: We will only be looking at a small number of devices that do not fit within the rules—that is, have multiple wheels above the two-wheel requirement on the EN standard. If you have a two-wheeled device it is very unlikely you will be able to get a special circumstances permit. It is more for those devices that are custom-made or for a specific purpose or, as I said earlier, three- or four-wheel devices that may be used for certain circumstances or certain types of operations.

Mr JAMES: In your initial presentation you talked about no demerit points for e-bikes. Could you just explain the rationale behind that?

Mr Mahon: I did make that point. The important issue here is that the requirement for the learner's licence or any kind of driver's licence above that is around ensuring a few things. The first is age, the second is a knowledge of road rules and the third is being medically fit to ride—or drive, I should say. Those three aspects are prompting that requirement. It is about those things.

The licence is used more as a form of ID at roadside for police to be able to determine if you meet those requirements. We have not attached demerit points or sanctions on your licence for these types of offences. The offences that come with this bill for the various different offences are fairly significant monetary offences. They are seen as sufficient given that what we will be seeing in a lot of cases is that young people are most likely to be caught up doing the wrong thing, which is what we have seen in the community.

I do want to add one thing. I did make the comment before that there was no impact for other bicycle riders. Just to be clear, though, the monetary penalties do apply to bicycle riders as well where we have increased a penalty for helmets, which applies to all bicycles, not just e-bikes. The penalty regime is slightly higher in some cases and that does apply across the board, but there are no rule changes for anyone on a non-powered bicycle or scooter, just to clarify your question earlier, Chair.

CHAIR: Thank you. Member for Cooper?

Ms BUSH: 2025 set a 16-year record for deaths on Queensland roads. Under this bill, e-mobility device users tell us that they, particularly those who want to commute and are looking at efficient transportation, feel they are going to be forced onto the roads rather than dedicated active transport infrastructure. Does the department anticipate any increased risks to road safety under this bill?

Mr Mahon: I would say there is no anticipation of a significant increase in road safety. In fact, the bill is intended to create a better road safety outcome environment for these types of devices. You rightly mentioned the road toll last year. As part of that, we had 12 deaths on e-mobility type devices and, sadly, we saw a couple more this year, which is really tragic. We do not anticipate any significant increase. We are hopeful that these laws have a positive road safety outcome by outlawing and putting stronger rules in place for those devices that are much higher powered and have much higher speeds and are being ridden in an unsafe manner, particularly motorbikes that are just not able to be legally registered or ridden on the road network. Certainly we would hope, and certainly the ambition of the bill is, to have the opposite, which is a better road safety outcome. With any interaction on roads there is always a risk, and we want to do everything we can to limit that risk. We certainly would not want to see people riding devices feeling that they have to ride on the road. If they do not want to, if they are not confident, we would want them to ride on appropriate active transport infrastructure.

Ms BUSH: You mentioned 12 deaths of people on e-mobility devices. I note as well the number of deaths of cyclists on Queensland roads, which is significant also. I will leave it at that. A key theme that came out through the inquiry and some of the feedback we have received is the need for improved data collection and publishing and synthesis. Have you consulted with Queensland Health? That was a not a recommendation in the report and it is not appearing in this bill even though we heard it strongly. Are you considering that or have you spoken to the Department of Health around that?

Mr Mahon: Yes, we have been engaging with Queensland Health and talking to them regularly. We are looking at ways we can improve data collection because it is a real challenge. It does not always give us a perfect picture of what is going on. Sometimes, depending on what has occurred, who might have come into an emergency ward, for example, the information that they give the doctors and the data collection that is done may not always give us the most accurate data. We may not always know if it is a bicycle, an e-bike or an e-scooter or a powered device or otherwise. In many cases we do, but we do not always. We have a safety data bureau that is a combination of ourselves, the Department of Health and police that looks at ways in which we can continuously improve that because it is a very valid point you make. Data is really key. We continue to collect it as well as we can. Police give us very good data when they are involved, but anything we can do to continue to improve we are working on with Health and other colleagues.

Ms BUSH: If I can circle back to my original question around any perception of increased risks, just to put a fine point on it: has the department undertaken any modelling on that or been asked to undertake modelling on increased safety risks as a result of additional e-mobility users likely to be on the roads?

Mr Mahon: We have not done any specific modelling about more devices going on the road so to speak, but we always undertake road safety modelling and data and insights and research into all of the modes that are available on the network, and we will continue to do that to understand the movements and changes in the network. Of course, if we see something that does not look right or we see something that is creating a risk, as we always do, we will brief government appropriately and give them the advice they need in that space.

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Road safety is a really complex area. It is difficult to manage and monitor and influence human behaviour. It is certainly not a perfect science. It is one of the most difficult jobs going around, but it is something we will continue to do and we will continue to look at. As I said before, the laws are not intended at all to push people onto the roads. That is certainly not the outcome we want to achieve and certainly we will be monitoring that depending on what gets passed through the House as to whether or not there are further things we can do to make sure we reduce risk.

CHAIR: One of the biggest concerns that we had through the inquiry was the illegal bikes, or illegal if ridden on the roads bikes. How does this bill treat those? You mentioned in your opening about working with the police to see processes in place. Give us an update on that.

Mr Mahon: I did mention that the bill creates a definition for illegal devices, effectively. They are the sorts of devices that do not fit within the requirements of the standards but also devices that are clearly illegal and not going to be legal. What we have seen a lot of on the roads in certain locations is what are effectively dirt bikes. There seems to be a misconception that because it has an e-motor it somehow is an e-bike, but they are effectively dirt bikes. They have no pedals. They look like a motorbike; they are just powered by an electric motor rather than a petrol motor. As we work through the communications process and so forth once the bill passes the House in that form, I would encourage particularly parents to think about that. I think there is a bit of a misconception and misunderstanding that devices that have an electric motor automatically become an e-bike and they are simply not. Most of these parents probably would not provide their son or daughter a petrol dirt bike and say, 'Off you go down to the shops.' It is an interesting social issue that we want to make sure we educate people on as best as possible. Police will have the ability to seize and destroy those devices. We will assist them with that. Certainly when there are devices that are not legal, they will carry out that enforcement action.

Mr MELLISH: We have had a lot of stakeholders raise concerns about rail trails, with a few of them saying they will essentially be unusable by e-mobility devices. I am keen for a bit of clarity on whether the 10-kilometres-an-hour limit applies to rail trails. A lot of rail trails have an economic benefit to the small towns. They are a really great tourism product. Has any modelling been done on the economic loss to some of those small towns that will result from the speed limit in this bill?

Mr Mahon: In some instances, rail trails would be captured if they are defined effectively the same as a footpath. We do not in our legislation go through specific types of infrastructure and define them. In a lot of cases rail trails do have speeds. In some cases they do—not always, of course—so that is something we can have a look at and certainly take the advice of the committee on in relation to the recommendations that get handed down as to whether there should be or could be any improvements there.

Mr MELLISH: The second part of that question was about the impacts on the economic benefit to the small towns along these rail trails.

Mr Mahon: I am sorry I missed that. We have not done economic modelling on rail trails specifically, no.

Mr KEMPTON: I have had a number of inquiries in relation to families that go out with their kids on e-bikes which will not be compliant because of their age. They can operate these noncompliant e-mobility devices on private land but not on public roads. Are there other public areas or arenas like state forests, bike designated areas and so on where families might do that? It just leads on from that last question. There may well be some grey area there. I am wondering whether the legislation has covered off on it.

Mr Mahon: You are correct in that devices can be used on private land. That is no different to dirt bikes and other things that you can purchase and use on private land right now. That will continue to apply. They will be able to be used at any age on private land and any type of device. It is public land and public infrastructure where the restrictions kick in. In the example of trails through national parks, that is public land so the restrictions do apply to those types of environments.

Mr KING: I refer to recommendation 4 of the committee's report, which states—

That the Queensland Government embed e-mobility into strategic transport infrastructure planning and work with local governments to achieve greater investment and delivery of high quality, connected and separated pathway networks.

Noting the transport minister's assurance that all recommendations are agreed to and further noting his decision to scrap active transport pathways on Logan and Gold Coast Faster Rail projects, can you advise how the department will carry out this planning work?

Mr Mahon: Yes, you are correct around that recommendation and the government's support for that recommendation. That largely and fundamentally is around ensuring we continue to embed active transport where the available funds allow us to. We have a number of programs that we have in place, particularly with local government, around how we invest into active transport. We are currently going through a large number of applications we have received for the latest local government Active Transport Grants Program, which is good to see. It will be included in planning and considered in projects and that will continue to occur. Of course, there will always be funding limits and there will always be limits on infrastructure that need to be considered and that will be a decision government makes, depending on the infrastructure you are talking about. Certainly as part of our normal operations we are embedding active transport wherever we can and supporting it wherever we can, particularly where there are principal cycle networks and where we can ensure that is the case, but, as I mentioned, with any infrastructure there are limitations.

Mr KING: What changes will occur to existing planning structures, so we can ensure e-mobility is embedded in future infrastructure planning?

Mr Mahon: That is an exercise we are kicking off. There are already planning processes and planning instruments in place that allow us to do a lot of those things and enable us to do a lot of those things, but we will have to continue to embed and improve how we do that from here on, given the significant increase in these types of devices and the popularity of these types of devices. As mentioned earlier, fuel costs at the moment will certainly play a role with people wanting to find cheaper modes of transport. That presents a problem and a challenge for us, which is to continue to invest and continue to build infrastructure that enables that. We will be certainly embedding it, and we already are and have been working with local government, for example, in relation to how we coordinate better our active transport programs for the games in 2032. There will be a significant need for us to do that because, as we have seen over the last few years, we expect over the coming years that more of these types of devices will come onto the market and more people will choose these types of modes. It is incredibly important for us—we have to do everything we can to get that right. Again, funding, as with any infrastructure project, always presents a challenge and something we need to factor in.

Mr KING: It certainly does. Thank you, Andrew.

CHAIR: Deputy Director-General, we have seen in New South Wales that their inquiry into battery safety has started, and obviously we have seen some significant fires and battery safety issues here. Will the changes that have been put in place improve the battery standards?

Mr Mahon: This bill focuses primarily on the transport and enforcement side of things. We have more work to do as we continue to work with our colleagues on the electrical safety side of things. We will work with them and the Electrical Safety Office of Queensland around how we can improve things like storage, how we can improve information into the marketplace and how we can continue to make sure the devices are of a certain standard. Certainly, if devices in e-bikes, for example, meet the EN standard then we expect they are of far better quality. Of course, we will continue to monitor and work with our fellow agencies in that respect. We will also provide guidance about where devices can go and where there are risks over time as we see things present and as we continue to see more devices come onto the market.

Ms BUSH: This is a bit of a niche question but one I am sure councils would want me to ask. In relation to the bill's requirement to add speed limit signs to some pathways—I know we have some people with us today who represent trail bike users and they have already flagged that they might need to see some signage go out on some of the shared paths in the state and national parks now—will any funding be provided for local governments to sign their existing bike paths so that they do remain usable for riders of legal e-bikes?

Mr Mahon: There is no specific funding for that particular task, but there are funding opportunities through active transport grants and so forth where we could look at that. Certainly we will work with local governments and other organisations about implications, if there are any, and see if there are opportunities to work with them down the track to solve some of those problems. To answer your question in short, there is not a specific funding program, but it is something we can work with local government on.

Ms BUSH: Do you think you would be expecting councils to do an audit and to do that kind of work? In lieu of funding, it is likely councils just will not do that work and that people will essentially miss out or again feel like they are being forced onto roads. I take on board your earlier comments. Will you be working with the councils to get them to do some kind of auditing process around that?

Mr Mahon: We will certainly work with local governments in that space around what they may need to do if they want to do something—if they want to audit, if they want to have a look at their infrastructure. It does depend on the councils' appetite, too, of course, around what they might want to do. Different councils have shown different interests over the years, depending on the volumes, tourism and other types of things that they might have in their particular area. As I mentioned, quite a lot of infrastructure is already signed in some places, but certainly we will continue to work with them. I understand the question and the point you are making. It is something we will need to keep working with them on.

Mr JAMES: Andrew, during the committee deliberations we spoke about electronic tagging and the potential future. Some of the commercial entities that have these e-mobility devices know exactly where they are right around the countryside. Would the department be looking at something like that in the future?

Mr Mahon: We are not currently exploring any electronic tagging sort of concepts, if that answers your question. We will continue to work with hire schemes around how they manage their devices. Largely, their tagging is around making sure they track their devices and do not lose them, and certainly making sure they stay within certain perimeters in which they are allowed to be, depending on the contract they might have with the local government. Brisbane, as an example, has a couple of contracts with a couple of providers, and they do restrict where those devices go. The primary reason for the tracking of the devices is to make sure they slow down where they need to—in certain locations they will have a really slow speed limit requirement because councils put that on them—and geofencing them so that a Brisbane e-device cannot be ridden to Maryborough.

Mr JAMES: I was more so thinking of assisting the police. The proof will be in the pudding to see how well the police are able to track down particularly the recalcitrant e-bike riders.

CHAIR: I am sure the department and the police would be very keen to see people put personal tags on these things in order to track them down.

Mr MELLISH: Going back to the opening statement and the document provided by the department, can you remind us who is on the e-mobility safety reference group and what the engagement with them going forward will look like?

Mr Mahon: Off the top of my head, I apologise, I do not have all the names of all the members, but we certainly have a number of interested parties. I believe we have Bicycle Queensland, my understanding is we have the two hire providers in Brisbane for e-scooters and a number of other members, including QPS and local government, of course. If you like, that is something we could table after the fact if you want to see a list of organisations that are represented on that group. We certainly have really good interactions with that group. They provide us with a lot of information. We have had them in place for some time now and it is a useful tool for us to engage on particular issues along the way.

Mr MELLISH: I think you have answered the question before anyway, but to clarify, they were not consulted prior to the introduction of the bill; they are being consulted now, essentially?

Mr Mahon: Correct. We will continue to work with them and consult with them. I do not recall when the last meeting of that group was. I do not personally sit on that group; it is one the team manages. However, I do not believe there was a meeting during the development of the bill on this particular occasion.

CHAIR: They certainly had a large opportunity during the last inquiry where they could have inquired with us.

Mr Mahon: Yes, thank you, Chair. That is a good point. I expect every single one of the members on that group will have put in a submission of some description during your inquiry process over the last year. With the 1,200 submissions, I am very confident that all those stakeholders will have had a say and certainly they have given us heads-up along the way about the types of things they would be putting in that previous process.

CHAIR: Deputy Director-General, I refer to the document the member for Aspley tabled earlier. It is more of a technical issue with regard to the operation of e-devices, but I have had a chance to have a read of it now and it does say that bicycles can lose stability under 11 kilometres an hour. EN bikes, though, actually kick in at six, so a bike is able to be ridden at well below the 11. I do not disagree that the slower you go the more unstable you become, but there is a skill aspect to this as well. If you cannot ride it safely you should not be on the footpath or bikeway, in my personal opinion.

Mr Mahon: I will not specifically comment other than to say that the motorised element of these legal devices does kick in at six kilometres an hour to help with stability, power, support and so forth for someone to ride appropriately. It depends on the rider's skill, of course, around how good they are at lower speeds, and we would want as many people as possible to be as stable as possible at any speed on these devices, particularly when you are interacting with pedestrians and people who are at risk of being knocked over. We have seen some terrible instances of that. I know people who are going through significant surgeries and rehabilitation after being knocked over by e-scooters in Brisbane, and it is not something we want to see at all.

Ms BUSH: I do not want to labour the point, but I am reflecting on the compliance and thinking about a lot of the emails I have received in the last week into my inbox. A lot are coming from young mums, people with a disability and people who are 70, 80 years of age. I am wondering how you are going to help Queenslanders to, as explanatory notes state, 'make necessary modifications so that devices meet the updated EPAC definition'. Talk me through the logistics of how you see this rolling out in the transition period.

Mr Mahon: For devices that are currently legal—and people want them to remain legal, of course, if they do not currently have those standards on—we would expect the process to be pretty simple in relation to going back to the retailer or the manufacturer and asking them to confirm whether they do meet those requirements. In some cases they might already; they just have not been labelled. In some cases they may need to adjust their devices to make sure they are legal. What we do not want to see, of course—and what we have seen—is since this inquiry started, some companies who are selling these devices in Australia, and some of them are manufacturers, have updated their websites to say they are now legal because they meet the requirements. That is not okay, and they do not meet the requirements if the device technically is not legal. We want to make sure we stamp that out as well. That is why there are offences for people who attach labels to devices that are not legal, and that is why we will make sure that we can test devices when they are seized if we need to in relation to that. The modification piece is largely around e-scooters because they can be modified to meet a maximum speed, for example, whereas with e-bikes it is much more a case of: if they are legal and they meet the requirements they will; if they are not and they do not then they will not.

Ms BUSH: I am thinking that through. We are going to have thousands of bike owners going in en masse back to retailers. Some of these bikes have been purchased at Aldi. How are you training the people at Aldi to do that work? The implementation is what I am after. It seems like there are a lot of assumptions here that the retailers will just know what to do, that it will be simple: they will pop a sticker on; they will send it back to the manufacturer. There are already supply chain issues with these devices. What is the implementation plan? I cannot see the logistics of how this will be rolled out without people surrendering devices, essentially, that they might not get back for a year?

Mr Mahon: In some instances, there may be the outcome where devices cannot be made legal because they were never legal, and certain retailers who are selling them might respond with, 'The device does not meet the requirements and therefore it cannot be made legal.' That will be a scenario, I am sure, in certain circumstances, but hopefully the more reputable and larger retailers and/or manufacturers—and there are quite a lot now on Australian shores—will be able to give guidance and advice and respond to customers about how they can get their device legalised or otherwise. That is why the six-month process is in place. We are largely putting the responsibility on retailers and manufacturers to update those devices and/or ensure they are legal by marking them appropriately.

Ms BUSH: Finally, you mentioned testing. The information I have is that we do not really have a lot of the testing technology in Queensland to do that testing. Is that correct?

Mr Mahon: Right now we do not have those devices. We are going to purchase devices that enable us to test. TMR will go through that process to ensure we are ready in the second half of this year. However, that will largely be around devices that are confiscated—where they are unclear as to whether or not they are legal. For example, if police pull someone over and they are on an electric motorcycle—it does not have pedals—there is no need to test that device; it is clearly illegal. If they pull over a device because they put a radar gun on it and it is doing 60 kilometres an hour, it is unlikely to require testing because it is clearly illegal. If it is doing 28 kilometres an hour and the person may have been pedalling or they are not sure—28 is probably a bad example. If it is 32, for argument's sake, where we may need to test the device to say whether or not it is legal, we will look at whether the person was going down a hill or there was some other extenuating circumstance—that the device is totally legal but they just happened to be caught. That is a process we will go through. We do not

expect that to be a large number. Police will be working this through diligently and making sure they are enforcing it appropriately. My expectation is that we, working with police, will be making sure we target the ones that are illegal particularly rather than those on the margins.

Mr KING: It piqued my interest in particular where you said 32, maybe a little bit over. That would all revolve around the wattage of the machine, would it not? You can tell whether it is over wattage.

Mr Mahon: Obviously depending what is on the device. You will know for sure if there is a marking on it that tells you that it is not legal because it might have a sticker on it that says it is 1,000 watts, for example. That will be much more easily enforced and certainly it would not likely have an EN standard on it. However, for devices that have an EN standard, or even those that do not, particularly during the transition period, education will be key. We need to make sure we educate people and get them across the rules as best we can, but certainly enforcement will be carried out appropriately and, no different to the way police enforce vehicles on the road, they will apply the appropriate level of discretion, of course, where they need to.

CHAIR: Deputy Director-General and General Manager, thank you for your appearance before the committee today. There was one question taken on notice with regard to the reference group. If you could get your answer back to us by Monday, 20 April, that will be great. It is quite unusual for us to be here after an inquiry, now having the bill and going through these things. There have been a number of things you have raised today around accessibility, speeds and what have you, and we look forward to working through this inquiry to get the best outcomes for Queenslanders. Having said that, I thank all participants today and I declare the briefing closed.

The committee adjourned at 4.33 pm.