

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

Submission No: 0019

Submission By: The Bike Hire Company

Emphasising the impact on both rail trail tourism and local regional communities from the new proposed E bike law reforms.

The Bike Hire Company welcomes the Queensland Parliament's Inquiry into E-Mobility Safety and Use and supports the overarching goal of improving public safety. However, we have some major issues with some of the proposal that will significantly financially affect us and many tourism operators and regional economies in Queensland, most notably in South Burnett, Toowoomba and Somerset on The Brisbane Valley Rail Trail. (BVRT)

The BVRT is not a suburban footpath or a city commuter corridor. It is a 161-km regional tourism asset, attracting cyclists, e-bike users, walkers, horse riders, families, and international visitors. Any regulatory changes need to reflect this unique context.

We have been operating for nearly 9 years as a specialist bike hire and tour operator for rail trails in Australia. We have heavily invested in legal E bikes, all of which are legal and provided by reputable bicycle manufacturers.

These bikes are all designed and manufactured to International and Australian standards, including the batteries and must be pedalled to receive assistance from the motor, have no throttle, and are limited to 25km per hour when the motor is assisting the rider and are limited to 250 watts.

This means: The rider cannot use the bike like an E motorcycle, the engine is an assist only motor, as soon as the rider stops pedalling the motor cuts out and once the rider reaches 25km per hour the motor assistance cuts out.

To start with, there must be a clear distinction made between the current, fully legal and compliant E bikes and the problem E motorcycles and E mopeds, most of which are illegal and need to be classified as E motorcycles and E mopeds, be registered and road legal, and the riders licenced and insured. Plus enforce the laws, with fines and confiscation. There has been no case study or evidence that have shown that riding a legal E bike has contributed to the mayhem these illegal E motorcycles and E mopeds are currently causing. There are laws already in place to solve the issue, just enforce them. Adding new draconian laws that punish the law-abiding riders, will not fix the broken system. Stop the import, sales and usage of these illegal E Motorcycles, fine riders, confiscate bikes, make parents also responsible for their children's action and enforce the laws.

The E bikes, or more correctly E motorcycles or mopeds that are currently causing all the issues are mostly illegal under current law. They are either sold in an illegal state of operation, or easily modified by the seller, or the seller tells the owner how to do so.

This means, they have a throttle and no speed restriction, most have motors with more than 500 watts available, with many over 1000 watts, many have no pedals or

no need to pedal, most have long seats allowing for a pillion rider which is also illegal.

I am more than happy to demonstrate how our legal E bikes operate if you are unsure, and to explain the differences between legal and illegal E bikes / E motorcycles

As stated, there are existing laws banning these illegal E motorcycles being used in public, however these are not being enforced. The plain truth is, if these laws were enforced then this problem would not exist.

By including the current legal E bikes under the proposed law amendments, you are punishing people who have purchased and operating legal E bikes under the existing Queensland laws, including bike hire and tour companies.

1. Rail Trails Are Tourism Infrastructure, Not Urban Footpaths

Many recommendations in the report are framed around urban safety issues—particularly e-scooter crashes, pedestrian conflicts, and high-speed riding in dense environments.

These concerns are valid in cities, but they do not translate directly to rail trails, Where pedestrian density is extremely low, path widths are generous, sight lines are long, users are predominantly recreational, not commuting.

Legal E-bikes are overwhelmingly used by older riders, tourists, and people (including children) with mobility limitations and disabilities,

Applying urban-centric rules to regional tourism trails risks undermining the very purpose of these assets.

2. Proposed Licensing Requirements Will Severely Damage Queensland Rail Trail Tourism and Supporting Businesses

Interstate and international visitors who do not hold a Queensland licence and have no way of obtaining one will not come to Queensland and book elsewhere. Families are a major part of our clientele and when we lose a booking for 4 to 5 days of mum, dad and three kids, it will be a huge financial loss to us but also all the accommodation providers, the cafes, bakeries and restaurants, plus the airfares and other activities whilst in SE Qld. Add up the cost of the holiday and it could easily be \$6-10,000 dollars, PER FAMILY GROUP.

Since it's inception the Queensland Government have invested close to \$50,000,000 (\$50 million) on construction, repairs and flood mitigation on the BVRT. By restricting a large group of riders and holiday riders, these proposed laws will have a large impact on the return on investment for the Queensland Government, tour and hire operators, cafés, hotels and restaurants as well as accommodation providers.

This is for an issue that doesn't exist for those riding or providing legal e bikes. Once again it all comes back to enforcing the existing laws.

A quick visual inspection of the type of bike can tell in most of the cases if it is legal or not. If these laws pass then nearly every bike will need to be stopped, checked for rider details, such as age, licence, insurance etc. If the enforcement can't be done now, then there will be no way it will be able to be done if the proposed age restrictions are passed.

Family groups who wish to ride a rail trail as a wonderful family holiday, will do so **but they will not do so in Queensland**. They will do so in NSW, Victoria, South Australia, New Zealand and even Samoa, where these regulations don't exist. Queensland will potentially miss out on millions of dollars of family group holiday spending.

We are already getting concerned families contacting us for clarification, we must state that we have no idea what is happening and when and if it will affect existing bookings, so we assume that they are already making plans to ride outside Queensland.

The recommendation that all e-bike and PMD riders hold a Class C Learner Licence (Prep L) is deeply concerning for tourism. This would also disproportionately affect and discriminate against people who, due to age, some form of disability or impairment cannot obtain a Queensland drivers licence. We have had numerous riders who fit this category but are perfectly able to ride a legal E bike.

Commercial tour operators and bike hire companies operating on the BVRT have invested heavily to provide services including E bikes, not E motorcycles or e mopeds. This large investment, many millions of dollars, has been done in accordance with the current E bike laws. We as a company and I'm sure all others all require customers to sign waivers and as a parent or guardian of under 18 year old to ensure they operate under Qld law. We are all required to be insured for public liability, usually \$20,000,000 and to provide safe and legal equipment.

3. Raising the Minimum Riding Age to 16 Will Exclude Families

Rail trails are one of the safest environments for children to ride which is why we have family groups coming from all over Queensland, interstate and from overseas. The trails are off-road, low speed, well-maintained and free of motor vehicles. Families are a major tourism segment on the BVRT. Prohibiting children under 16 from riding legal e-bikes—even low-powered, speed-limited models—would exclude families with younger children.

Furthermore, it would reduce multi-day tourism which would greatly impact accommodation, cafés, and local businesses.

The proposed laws would also undermine the BVRT's reputation as a family-friendly destination and unfairly impact bike hire and tourism operators that cater for family holidays.

With the huge uncertainty of the world's economic and safe travel, Queensland is seen as a safe and budget friendly option for a holiday to many Australians and New

Zealanders. We will miss out on a large proportion of these holiday makers if the laws get passed under the current proposal.

Queensland is gearing up to be in the international spotlight for the 2032 Games. Having these laws in place will eliminate family groups from riding the BVRT or any Queensland Rail Trails. These tourists will just go to other rail trails in the country or New Zealand.

We provide legal E bikes for hire for children from 8 to 10 years old. Very few children this age use them however we have a lot of riders in family groups who are aged from 11 to 16 and if they can't hire an E bike along with their older siblings and parents to ride in Queensland, these families will travel elsewhere. All our bikes hired to under 18 year olds must be used with adult supervision.

A more balanced approach would be to allow legal e-bikes for children with parental supervision whilst still maintaining higher age limits for urban environments and ensure only legal E bikes are available and used. Rail trails are not the setting where the inquiry's tragic case studies occurred.

4. Battery Safety Reforms Are Welcome—But Must Not Burden Tourism Operators

We support stronger import controls, mandatory battery safety standards, better disposal pathways, public education on charging and storage

However, small regional businesses—bike hire shops, tour operators, accommodation providers—must not be saddled with complex compliance burdens costly certification requirements, ambiguous enforcement risks Support, guidance, and transitional arrangements are essential.

5. Enforcement Powers Must Be Proportionate and Context-Sensitive

The recommendation to allow immediate seizure and destruction of non-compliant and illegal devices is understandable and if it can be shown that the rider had knowledge of the laws and what they were doing was wrong, then we fully support the action. On rail trails the riders are overwhelmingly compliant and illegal high-powered devices are rare, normally towards the Ipswich end is where they are occasionally seen and enforcement presence is minimal.

Visitors may be unfamiliar with Queensland-specific rules, and we urge the government to ensure that education precedes enforcement, rail trail users are not unfairly targeted, and visitors are not penalised for honest misunderstandings.

In summary. The overwhelming cause of the E bike issues causing disruption, injury and sadly some deaths is the use of non-compliant, illegal E motorcycles and E mopeds ridden by unlicensed, uninsured riders, mainly in urban settings.

There are current laws that ban the use of the bikes, but they are not being enforced. Banning the currently legal E bikes is unfair and unjust.

Please contact me if further discussion or clarification is required.

Nigel Walker
The Bike Hire Company



From: [REDACTED]
To: [State Development, Infrastructure and Works Committee](#)
Subject: Re: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 - Call for submissions - Correspondence received before inquiry established
Date: Wednesday, 1 April 2026 4:15:20 PM
Attachments: [attachment.png](#)

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Dear Stephanie.

I give full permission to use my application including my name etc, no need to withhold from publication.

I would like to add about the 10km rule and how it will affect cycle tourism. **It will destroy it!**

We get bookings months in advance, we are now being asked what is going to happen? We have the stupid situation where one family/group member on the BVRT is on a non e Bike then they can legally go much faster than those on legal E bikes.

10 km on a gravel and sandy surface is dangerous. It is very hard to control the bikes under these conditions and riders will fall off, some will get serious injuries.

Our out of State and International tour companies are saying that the QLD riding tour enquiries, have stopped.

What do we do with existing enquires and bookings? It is hard to tell if we have a 6 month grace or not. Or do we need to say as of 1st July the new laws take effect, no exceptions.

Who is going to pay for our loss of business plus the \$200,000 of legal E bikes we own plus the \$150,000 of vehicles, trailers etc.

Who is going to pay for the devaluing of our business?

Bicycle shops and wholesalers who sell legal and compliant e bikes, now find that more than 50% of there sales will vanish. Who is going to pay for this.

10km on a city trail will see riders either ride on the dangerous roads with possibly fatal results or use their car.

I can see massive compensation claims for lumping in legal, compliant bikes basically unusable

I also again ask for a face to face meeting with Deb Frecklington to discuss this issue ASAP

Regards
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