

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

Submission No: 0054

Submission By: Out There Cycling

From: [REDACTED]
To: [State Development, Infrastructure and Works Committee](#); transportandmainroads@ministerial.qld.gov.au; [Nanango Electorate Office](#); mayor@sbrc.qld.gov.au; [Hon. David Crisafulli](#)
Subject: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 (the Bill).
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Queensland's New E-Bike Laws Will Impact BVRT & KKRT (Rail Trail) Tourism in Queensland — Not to mention Regional Communities & Small Businesses Will Pay the Price

There is understandably a significant amount of concern circulating within the cycling and tourism community at the moment. From an operator's perspective, the practical implications of applying suburban shared-path style regulations — such as a blanket 12 km/h speed limit — to a recreational rail trail corridor like the Brisbane Valley Rail Trail (BVRT) & Kilkivan to Kingaroy Rail Trail (KKRT) would be extremely difficult, if not impossible, to effectively manage or enforce.

The BVRT is not a typical suburban shared footpath. It is a long-distance recreational rail trail corridor designed to support touring cyclists, local, interstate and international visitors and regional tourism activity across multiple local government areas. Riders regularly travel significant distances between towns, and the trail experience is built around that sense of journey.

If the trail were treated in the same way as an urban shared path, it would have serious unintended consequences. For businesses operating along the trail, including shuttle services and bike hire providers, a 12 km/h limit would make many itineraries impractical. Our e-bike hire fleet, along with the large number of visitors who bring their own e-bikes to ride the trail, would be particularly affected.

More broadly, the impact would likely extend well beyond individual operators. The BVRT & KKRT plays an important role in attracting visitors to the Somerset, South Burnett and Gympie regions. Any restrictions that significantly reduce the usability of the trail for recreational cycling would inevitably affect visitation, overnight stays, and the many small regional businesses that benefit from trail tourism.

For these reasons, there is strong concern across the industry that legislation designed primarily for suburban shared paths may not be appropriate for a rural rail trail environment such as the BVRT and KKRT.

We would greatly appreciate any clarification that can be provided regarding how the proposed legislation is intended to apply to recreational rail trails like the BVRT and KKRT.

Finally, good regulation starts with recognising the difference between a compliant 250W pedal-assist bicycle and illegal high-powered throttle devices. Lumping them together risks punishing responsible riders while failing to address the real safety risks.

Cheers Shane and Colleen

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