

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

Submission No: 0098

Submission By: ecoTekk Sunshine Coast (McKitney Pty Ltd)

Inquiry into Proposed E-Mobility Legislation

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

Submitted by:

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1. Introduction

I write to provide a submission on the proposed *Transport and Other Legislation (Managing E-Mobility Use and Protecting Our Communities) Amendment Bill 2026*.

ecoTekk Sunshine Coast is a locally owned husband and wife tourism business delivering guided e-bike tours, e-bike hire, and e-MTB experiences across the Sunshine Coast region. Our business specialises in low-impact, nature-based tourism experiences aligned with Queensland's strategic tourism objectives. There are many such tourism businesses across the state of Qld who will be severely impacted by the amendment.

We fully support initiatives aimed at improving safety outcomes for all users of e-mobility devices. However, we are concerned that the proposed legislation, in its current form, will have **significant unintended consequences** for compliant tourism operators, visitors, and regional economies.

2. Purpose of Submission

This submission outlines:

- The operational, economic, and social impacts of the proposed legislation on e-bike hire and guided tour businesses
 - The implications for Queensland's tourism sector and visitor experience
 - The unintended consequences of applying broad regulatory measures to low-risk, controlled tourism environments
 - Recommendations for a balanced and targeted policy approach
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3. Overview of Key Concerns

The proposed legislation introduces:

- Licensing requirements for riders
- Age restrictions (under 16 exclusion)
- Expanded enforcement and seizure powers
- Broad application to “public places”

While these measures aim to improve safety, they risk **capturing compliant e-bike tourism operations** that are not the source of current safety issues.

4. Impact on Tourism Operators

4.1 Loss of Family Participation

Family groups represent a significant proportion of our customer base (approximately 25%).

The exclusion of riders under 16 removes the ability for families to participate in shared experiences, which are central to e-bike tourism.

Impact Example:

A family travelling to the Sunshine Coast with teenage children would be unable to participate in a guided tour or hire, resulting in cancelled bookings and reduced visitor satisfaction.

4.2 Impact on International Visitors

International tourists typically require an International Driving Permit (IDP) to meet licensing requirements.

Many visitors do not obtain an IDP when they do not intend to drive.

Impact Example:

Visitors staying in coastal areas such as Noosa or Mooloolaba often rely on e-bikes for transport and exploration; licensing requirements would exclude them entirely from participation.

4.3 Reduced Accessibility and Inclusion

E-bikes provide an accessible transport and recreation option for:

- Seniors
- Individuals with medical conditions
- Non-drivers

Impact Example:

A senior visitor who no longer holds a driver's licence but uses e-bikes to remain active would be excluded under the proposed framework.

5. Impact on Cycle Tourism Sector

E-bike tourism has expanded participation in cycling by reducing physical barriers and enabling broader demographic engagement.

The proposed changes risk:

- Reducing participation rates
 - Limiting access to nature-based experiences
 - Undermining Queensland's competitive positioning in eco-tourism
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6. MTB Trails and Natural Areas – Unintended Inclusion

The legislation applies to “public places,” which includes:

- National parks
- State forests
- Council-managed MTB trail networks

This results in **unintended application of urban-focused regulation to low-risk, managed environments.**

Impact Example:

Guided e-MTB tours operating under permits in areas such as Mapleton National Park or Parklands Conservation Park would be subject to licensing and age restrictions, despite operating in controlled conditions.

7. Misalignment with Safety Risk Profile

There is a critical distinction between:

- **Compliant e-bikes (250W pedal-assist)** used in tourism operations
- **Non-compliant high-powered devices**, which are the primary source of safety concerns

Existing legislation already provides enforcement powers to address illegal devices.

The current proposal does not adequately differentiate between these categories.

8. Operational and Compliance Impacts

The legislation introduces increased obligations for operators, including:

- Verification of rider licence status
- Age compliance checks
- Record keeping and administrative processes

Impact Example:

Operators will be required to refuse service to customers who do not meet licensing requirements, increasing operational complexity and negatively impacting the customer experience.

9. Enforcement and Seizure Powers

Expanded police powers to seize prohibited devices in public places introduce operational uncertainty.

Impact Example:

A guided tour may be disrupted if a rider is deemed non-compliant, resulting in seizure of equipment and reputational damage to the operator.

10. Unintended Safety Outcomes

Restrictive pathway speed limits and access constraints may lead to behavioural changes.

Impact Example:

Riders may shift from shared pathways to roads to maintain stability and flow, increasing exposure to higher-risk traffic environments.

11. Economic Impact

The combined effect of:

- Reduced participation

- Loss of family bookings
- Reduced international visitor engagement
- Increased compliance costs

poses a significant risk to the viability of small tourism operators.

Flow-on impacts extend to:

- Accommodation providers
 - Hospitality businesses
 - Regional economies
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12. Recommendations

To achieve improved safety outcomes without negatively impacting tourism, we recommend:

12.1 Targeted Enforcement

- Prioritise the enforcement of existing laws targeting non-compliant high-powered devices

12.2 Clear Device Differentiation

- Distinguish between compliant e-bikes and illegal devices in legislation and enforcement

12.3 Tourism Operator Exemption

- Allow supervised, guided e-bike tours involving family groups
- Maintain the participation of riders under 16 when accompanied by responsible adults
- Permit family-based hire under existing rules

12.4 Practical Speed Settings

- Maintain safe and functional riding speeds (approximately 12 km/h minimum on shared pathways) to ensure rider stability

12.5 Support for Education and Awareness

- Invest in rider education and safety campaigns rather than additional regulatory burden
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13. Conclusion

ecoTekk Sunshine Coast supports the Queensland Government's commitment to improving safety outcomes.

However, the proposed legislation, in its current form, risks:

- Penalising compliant tourism operators
- Excluding key visitor segments
- Reducing accessibility
- Creating unintended safety and economic consequences

A balanced, targeted approach—focused on enforcement, education, and appropriate exemptions—will better support both safety objectives and Queensland's tourism industry.

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