

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

**Submission No:** 0159

**Submission By:** Tribe Bikes

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Tribe Bikes  
4/18-20 Accolade Ave  
Morisset, NSW, 2264  
[hello@tribebikes.com.au](mailto:hello@tribebikes.com.au)

ABN: 33 640 644 757

To The Committee Secretary,  
State Development, Infrastructure and Works Committee

Date: March 27, 2026

**Subject: *Submission regarding the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026***

Thank you for the opportunity to provide feedback on this Bill. I am writing as the owner of [Tribe Bikes](https://tribebikes.com.au). Tribe Bikes supply high quality, legal, ebikes to Australian families, and have done so since 2020. While our company is based in New South Wales, Queensland is one of our primary markets. We have a direct interest in ensuring that e-mobility laws are both safe and practical for the families and commuters who rely on our products.

Tribe Bikes supports the government's goal of removing illegal, high-powered motorbikes from public paths. However, we have serious concerns that this Bill, as currently drafted, is a heavy-handed response that punishes legal riders while failing to address the root cause of the problem.

**1. The Existing Standard (EN15194) is Not the Failure** The current EN15194 standard is a robust, internationally recognized framework that already ensures e-bikes operate safely as pedal-assist vehicles. The current safety "crisis" in Queensland is not a result of a flawed standard, but a complete lack of enforcement at the point of sale and on the roads.

For years, non-compliant devices have been sold openly by retailers without policing. This Bill attempts to fix that failure by restricting the end-user, rather than holding retailers accountable for selling "prohibited bikes" in the first place.

**2. The 10km/h Speed Limit is Impractical and Dangerous** The proposal to enforce a 10km/h limit on shared paths will effectively end the use of these paths for transport. For cargo bike users, this is a significant safety risk.

- **Stability Issues:** Cargo bikes carrying children or heavy loads require a minimum "momentum threshold" to remain stable.
- **Low-Speed Risk:** Forcing a parent to ride at 10km/h (a slow jogging pace) makes a heavy bike harder to balance, increasing the risk of low-speed tips or wobbling when navigating around pedestrians.

**3. Licensing Creates Unnecessary Barriers** Requiring a learner's permit or driver's license for a speed-limited (25km/h) e-bike excludes a vital segment of the community. Many e-bike users are individuals who cannot hold a license for medical reasons or have chosen a car-free life. This reform risks pushing these families back into cars, increasing congestion and undoing the progress made in active transport.

**4. Recommendation: Focus on Point-of-Sale Regulation** To truly address the "illegal bike" issue, the government must move the focus from the rider to the retailer.

- **Mandatory EN15194:** No e-bike should be legally sold in Queensland unless it meets the EN15194 standard.
- **Retailer Enforcement:** Rather than policing speeds on paths, the state should police the inventory of retailers. If illegal, high-powered devices cannot be sold, the problem will be solved at the source.

### **Conclusion**

E-bikes have revolutionized transport in Australia, providing a sustainable, healthy, and efficient alternative to car dependency. They are a "once-in-a-generation" solution to urban congestion and emissions. A heavy-handed, restrictive approach risks unwinding years of progress and discouraging a new generation of active transport users. We urge the Committee to reconsider these measures and focus on the targeted regulation of illegal devices, rather than a blanket restriction on safe e-mobility.

Yours sincerely,

Steve Bull  
Co-founder and Managing Director  
Tribe Bikes