

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

Submission No: 0432

Submission By: Toowoomba Region Bicycle Users Group Inc (TRBUG)

Publication: Making the submission and your name public

From: Hugh Wilson [REDACTED]
Sent: Friday, 27 March 2026 5:10 PM
To: oowoomba.South@parliament.qld.gov.au; Toowoomba North Electorate Office; Condamine Electorate Office; Lockyer Electorate Office; Transport and Main Roads; State Development, Infrastructure and Works Committee
Cc: BQ Info; Jeffrey Nolan
Subject: Proposed e-bike laws

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Dear Minister, Toowoomba area MPs and Committee members

I write on behalf of the 105 financial members of Toowoomba Region Bicycle Users Group Inc (TRBUG) and our equally large number of supporters, in relation to the proposed legislation to control e-bikes in Queensland.

There are some provisions that are supported but the more egregious and punitive measures the legislation proposes are most certainly not.

Our membership is a nearly 50-50 male-female split, sometimes more sometimes less. We range in age from mid 40s to mid 80s. All our members are drivers of many years experience. One is a pilot also. Most are retired. All wear helmets. All ride 250W pedelecs. The group conducts local rides around Toowoomba and the region as well as two and three day rides away. We contribute to the local economies of the small towns we ride through and stay in. We frequently ride on rail trails, particularly the Brisbane Valley Rail Trail but also others in Queensland and afar. A few members have various medical conditions that benefit from their regular ride exercise. As a disparate group of people from all sorts of backgrounds the BUG acts as a social lubricant bringing people together with one common aim - to ride safely and get home alive.

TRBUG takes safety very seriously as an Inc body and this is reflected in our members attitude to riding.

It would not be stretching the point to say our group represents the epitome of law abiding Queensland citizens, conscious of our responsibilities on the roads, on the rail trails and most certainly on Toowoomba's shared paths. Neither our bikes nor our bodies are capable of the wheelstands we see in and on the media as 'prime examples' of the 'dangers' 'all

ebikes' pose to others.

Your proposed legislation casts us all, and many other similar Bicycle User Group members from across Queensland, as some form of demented Mad Max kamikaze characters intent on terrorising our neighbourhood and any town we may descend upon to cast fear into the locals.

Proposed E-bike Licensing Laws Risk Leaving Communities Behind

Toowoomba Region Bicycle Users Group Inc (TRBUG) calls on the Committee and Queensland Government to urgently reconsider proposed changes that would require people riding low-powered 250W pedelec e-bikes (up to 25km/h) to hold a driver's licence.

TRBUG supports sensible regulation of high-powered electric motorbikes and scooters, but warns the current proposal risks unfairly penalising young people, people with disabilities, and those seeking affordable transport alternatives.

The electric motorbikes in question are already banned from public roads. If the QPS is incapable of ridding our roads of these devices we have to ask whether the QPS has been starved of resources to adequately do the job the whole community demands and expects from them?

If this legislation is enacted and the QPS remains ill equipped to do a massive newly imposed workload, where will the resources come from? Toowoomba suffers from domestic violence, house breaking and car theft, as well as more general mixed crime. Which of those crimes will the Queensland Government require the local QPS to 'go slow' on in order to mount speed traps, driving licence and motor checks on TRBUG members?

Support for Targeting High-Powered Devices

TRBUG acknowledges and supports the Government's intent to improve safety by restricting high-powered e-motorbikes and illegal devices.

There is a clear and legitimate need to regulate high-powered bikes that behave more like motorcycles than bicycles.

Requiring registration and licensing for these devices is a common-sense step that improves safety for all road users. This does not apply to the 250W pedelecs TRBUG members ride.

But Low-Powered E-bikes Are Not the Problem

However, extending licensing requirements to standard 250W pedal-assist e-bikes—limited to 25km/h—represents a disproportionate and poorly targeted response.

These bikes are already widely used safely by everyday Queenslanders. They are fundamentally bicycles with assistance, not motor vehicles.

Impact on Young People and Future Mobility

The proposed requirement for a driver's licence would effectively exclude many young people from using e-bikes as a safe and independent transport option.

This is a major step backwards.

Young people rely on e-bikes to get to school, work, and social activities—particularly in regional areas where public transport is limited or non-existent.

Transport and Main Roads, indeed Toowoomba Regional Council too, are trying to promote 'Active Transport' in the hope school children will not be dumped by parents from a car.

TRBUG argues that instead of encouraging safe, active transport habits, the proposal risks increasing car dependence from an early age.

Disproportionate Impact on People with Disabilities

TRBUG also echoes concerns raised by disability advocates that linking e-bike access to medical fitness to drive is fundamentally flawed, anti-social, and discriminating.

Being medically unfit to drive does not automatically mean someone is unable to safely ride a low-speed e-bike.

For many people with disabilities, e-bikes provide independence, mobility, and participation in community life—often where other transport options fail.

Cost of Living and Transport Equity

With fuel prices continuing to rise, TRBUG stresses that e-bikes are a critical part of a more affordable transport system.

In a cost-of-living crisis, we should be expanding access to cheap, efficient transport—not restricting it.

E-bikes offer:

- **Low operating costs compared to cars**
 - **Reduced household transport expenses**
 - **Health benefits through active travel**
 - **Lower emissions and congestion**
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Call for a Balanced, Evidence-Based Approach

TRBUG is calling for a more nuanced regulatory framework that:

- **Maintains access to low-powered 250W ($\leq 25\text{km/h}$) pedal-assist e-bikes without licensing requirements**
 - **Targets enforcement toward high-powered and illegal devices**
 - **Introduces age-appropriate rules for young riders rather than blanket licence requirements**
 - **Consults meaningfully with disability communities and regional users**
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“Don’t Solve the Wrong Problem”

TRBUG believes this proposal risks solving the wrong problem.

The real issue is unsafe, high-powered devices—not everyday people using low-powered 250W e-bikes to get to work, school, the shops or, as with TRBUG, engage in safe exercise in a pleasant social setting with similar people.

TRBUG urges the Queensland Government to work with communities to get this right—because the future of transport must be accessible, affordable, and inclusive.


The current proposal is ill-considered and punishes the entire state when the problems, in the main, exist in the Gold Coast, Brisbane and the Sunshine Coast areas, and no doubt in a few other coastal towns north of the Sunshine Coast.

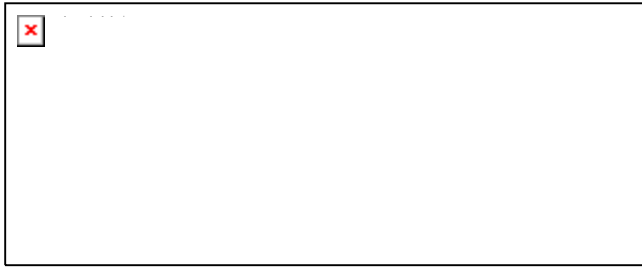
There is no doubt here in Toowoomba we see a few of these high powered illegal e-motorcycles and even high powered e-scooters on our roads but your job as a government is to work with Albanese to immediately halt the importation of both the e-motorcycles and e-scooters that cause the problems, not to go about punishing TRBUG members, and all who behave sensibly and legally across the state, with un-ridable 10 kph speed limits, licences and constant QPS harassment.

Thank you

Hugh Wilson

President TRBUG Inc





From: Hugh Wilson [REDACTED]
Sent: Monday, 30 March 2026 5:05 PM
To: Toowoomba South Electorate Office; Toowoomba North Electorate Office; Condamine Electorate Office; Lockyer Electorate Office; Transport and Main Roads; State Development, Infrastructure and Works Committee
Cc: BQ Info; Jeffrey Nolan
Subject: Further submission from TRBUG Inc

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Dear All

Further to the previous submission from TRBUG Inc we wish to add this further comment for consideration by, particularly the SDIWC group but also all MPs addressed here and the Minister too.

TRBUG members are very concerned with what seems to be a major issue in the amendments: the definition of what is a legal e-bike or EPAC.

Under Clause 63, Section 353B of TORUM an EPAC (Electric Pedal Assist Cycle) is one that explicitly complies with EN15194:2017+A1 which is the current revision of the EN15194 standard.

Our pedelecs, 250W continuous power, cut off power at 25 kph, no licence ever required that all our members and supporters ride would be covered now under EN15194 or EN15194:2017

Because the current proposal is using the explicit one revision only, virtually all of the EPACs (as the amendments generally refer to our currently compliant pedelec e-bikes), in our members homes and used daily by Qlder's to get around, will become illegal if this proposal proceeds.

The legislation needs to be edited to state EN15194 so that it's future proofed and backward compatible as the fundamentals of the standard have never changed.

Our normally relatively conservative members are now so incensed by the proposal they asked to make a video statement for the Committee and others.

In the video you will see Brett, who rides a recumbent trike, motorised with a legal 250W continuous power motor and cut off at 25 kph, no throttle. If he were to be denied access to the roads, never mind shared paths, because that EN standard fails to cover trikes, he instantly becomes 'criminalised'. He is very clear in the video, without his trike he would be unable to get around so readily. What is the profit there for the state government?

Another member has an autistic 30 year old child who rides an upright e-trike, with both his parents. He is unable to get a car licence. He goes on rides with his father ahead and mother behind and they,

together, make sure he and others are safe. A forced licence demand will immediately take him off the roads and shared paths. Why? What is the profit there to the state government?

Once again, TRBUG Inc urges, on behalf of all our members and their dependents, that the state government reconsiders all the proposal to ensure it deals with the actual issue, the presence of 'irregular electric motorised machinery' currently present on public roads.

As the president of this group I am prepared to appear as a witness to the Committee.

Thank you,
Hugh Wilson
President TRBUG Inc



TRBUG members' views on speed and licences: <https://www.youtube.com/watch?v=r8pFg1I6CGc>