

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

Submission No: 0564

Submission By: All Ride MTB

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31st March 2026

Trail Queens, trading as All Ride MTB, is a Sunshine Coast-based mountain bike coaching business delivering skills programs, guided rides, and community initiatives for women riders. Our sessions are held at Sugar Bag MTB Park, Caloundra, under a local council permit. Annually, we would coach over 50 women.

I also volunteer for the CORCA (Caloundra Off Road Cycling Association) Kids Program, coaching kids aged 5-15. This sees 12 + participants each week.

I am also the Women's Advocate for a Bushrangers MTB Club initiative, Go G.I.R.L (Get Into Riding Ladies). We host monthly social rides at various locations across the Sunshine Coast and regularly have 12 women per ride. This provides a fun, safe and supportive environment for women to ride without judgment.

We are writing to raise serious concerns about the unintended consequences of the proposed e-mobility legislation, particularly regarding compliant e-bikes and their use in legitimate recreational and coaching settings.

In my opinion, there needs to be a clear difference between **pedal-assist** bikes and high powered e-bikes (motorised).

This current situation is creating confusion and uncertainty for all riders, clubs, retailers and commercial operators, who already don't have big margins or resources to fully understand and manage the implications.

Key Concerns

Impact on Coaching, Development, and Participation

Under the proposed framework, **I would be unable** to use my pedal assist to coach my clients, as the trails are designated "shared paths". I am often on the bike for 8 hours per day, which is not sustainable on an analogue bike.

The proposed speed restrictions (e.g. 10 km/h) are incompatible with safe and effective mountain bike coaching.

From a compliance perspective, this places operators in an impossible position. Either operate at impractical speeds, or risk breaching legal, insurance, and WorkCover obligations, requiring adherence to all applicable laws.

Exclusion of Participation

Pedal-assist bikes have revolutionised the mountain bike industry. People who otherwise thought they weren't fit enough to ride or keep up with a group have joined the sport and transformed their health and fitness. The positive impact this has had on women, finding their community, is unquantifiable.



My clients would not participate if they can't ride their pedal-assist bikes, and all the gains we have made in providing a safe, supportive, encouraging riding environment will have been destroyed.

Safe Trail Environments

A critical unintended consequence is that riders may be pushed off designated trail networks and into road environments, which are inherently less safe—particularly for inexperienced riders. This runs counter to long-standing public investment in safe, off-road cycling infrastructure.

Overreach Beyond Non-Compliant Devices

We acknowledge and support action on High-powered, throttle-controlled, non-compliant electric bikes. However, these devices are already illegal under existing laws, and the issue has been a lack of enforcement, not a lack of legislation.

The current proposal goes significantly further, capturing all e-bike riders, including those using fully compliant pedal-assist bikes.

This creates a disproportionate response that penalises responsible users rather than targeting the core issue.

Compliance and Standards Concerns

The proposed framework introduces significant uncertainty. The only recognised standard referenced is EN15194 +A1, which very few current e-bikes meet. Has this been discussed with major bike manufacturers?

Practicality and Enforceability

There is a clear disconnect between the strictness of the proposed rules and the current lack of enforcement of existing laws.

Illegal high-powered bikes are already highly visible and widely used, yet enforcement remains limited.

As a commercial operator, our position is not “what can we get away with”—it is: What is clearly legal, compliant, and insurable. At present, the proposal introduces ambiguity that makes lawful operation difficult or impossible.

Conclusion

This proposal, as currently drafted, reads as:

- Reactionary, rather than evidence-based
- Developed with limited consultation with user groups, operators, and local councils
- Likely to result in significant unintended consequences, including: Reduced participation in cycling, barriers to skill development, and underutilisation of major public infrastructure investments
- Increased safety risks through displacement to roads



We respectfully request that the Committee:

- Clearly distinguish between compliant pedal assist and illegal high-powered e-bike devices
- Exclude legitimate mountain bike trails from restrictive shared-path speed limits
- Develop practical, evidence-based speed guidelines appropriate to trail environments
- Provide clear, achievable compliance pathways for existing e-bikes
- Engage in meaningful consultation with Coaching organisations, Industry stakeholders, local Councils, MTB Clubs and land managers.
- Focus on the enforcement of existing laws targeting illegal devices

To see all the hard work that our Sunshine Coast riding community has done to increase participation across the years be at risk through this legislation is heartbreaking.

We respectfully request that further consideration and consultation with the industry be given.

Yours Sincerely

A handwritten signature in black ink, appearing to read "Jo Prothero".

Jo Prothero
Founder
All Ride MTB / Trail Queens