

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

Submission No: 0716

Submission By: Bundaberg to Gin Gin Rail Trail Development Committee

From: [REDACTED]
Sent: Sunday, 29 March 2026 8:37 PM
To: State Development, Infrastructure and Works Committee
Subject: Injection to Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

Categories: Submission E-mob Bill

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the State Development, in Infrastructure and Works Committee & Secretariat,

Mail to: SDIWC@parliament.qld.gov.au

I am writing to formally object to the proposed Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

This proposed legislation will negatively impact me and my wife because I am 68 years old and find riding a currently legal non electric bike hard, my wife had 9 surgeries to repair a fractured leg including a titanium cage (she is one of 15 people in the world to currently have this procedure) to join her femur back in line and replace the 13cm of bone lost by infection, riding her currently legal ebike was a major part of her successful rehabilitation, riding slow at 10 kph on a rail Trail is potentially dangerous as it is not a stable speed to maintain her balance over a sustained distance. She fractured her leg on a poorly maintained roadway that Bundaberg Regional Council has failed to fix. So she is understandably fearful of riding on roadways. It is estimated that her surgeries and 6 months in hospital cost in excess of \$1.5 million.

My specific objections to this Bill are:

-
-
- **Mandatory**
- **Driver Licences:**

- Requiring adult riders to hold a driver licence unfairly restricts transport access for people with disabilities, medical conditions, and low-income earners who cannot get a licence.
-
-
-
- **Criminalising**
- **Safe Devices:**
- The strict new definitions will instantly reclassify many currently compliant, everyday pedal-assist bikes and scooters as "prohibited bikes," risking them being seized and destroyed.
-
-
-
- **Dangerous**
- **Safety Risks:**
- Dropping footpath speed limits to a strict 10 km/h will deliberately push vulnerable riders off shared paths and onto the road network, forcing them into dangerous conflict with heavy motor vehicles.
-

As president of the Bundaberg to Gin Gin Rail Trail Development Committee I see that the legislation in particular the 10 kph limit on shared paths, would damage the viability of this substantial tourist draw card on the many Rail Trails in Queensland (cycle tourism generates in excess of \$2 Billion in Australia)

I urge the Committee to reject these exclusionary measures and ensure that safe, affordable, and independent active transport remains accessible to all Queenslanders.
Thank you for considering my concerns,

Regards Martin,

Martin Kelly
President
Bundaberg to Gin Gin Rail Trail Development Committee



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

Submission No: 0716

Submission By: Bundaberg to Gin Gin Rail Trail Development Committee

Publication: Making the submission and your name public

As a committee developing a new Rail Trail in which the expected rate of use is 45,000 person per year as per the feasibility study, we have grave concerns that the new legislation will adversely affect potential user numbers.

In particular families, older citizens, and the disabled. There are over 100 rail trails in Australia and they are part of an estimated \$2 Billion cycling related tourism.

We as a committee are suffering in our development following the loss of \$19+M from the new state government that was withdrawn post the election.

The legislation does little to address the current issue, the rise in death and injury from illegal equipment and usage.

It adversely affects law abiding riders in areas of use that have little to do with the current situation.

We support any strategy that increases rider and pedestrian safety, but these are affected mostly by illegal behaviours.

The 10 kph limit is unsafe and will cause riders onto the normal roadways and amongst the car and truck traffic. The committee did not rely on actual research to determine the speed limit rather the opinion of the Deputy Director General TMR.

The committee needs to determine the blockage to the enforcement of the current legislation and work with QPS to determine the gaps and opportunity for better enforcement of illegal use and equipment.

We as a committee support the submissions of Bicycle Queensland and the Brisbane Valley Rail Trail Users Group.

We request the QUEENSLAND Government Parliamentary Committee reconsiders the draft legislation as it will in it current form cause unintentional consequences on law abiding citizens, including families, aged, and disabled persons.