

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

Submission No: 0780

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Publication: Making the submission and your name public

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Submission to the State Development, Infrastructure and Works Committee**Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026****From: South Burnett Rail Trail Users Association****Date: 2/04/2026**

On behalf of the South Burnett Rail Trail Users Association, we would like to make a submission to State Development, Infrastructure and Works Committee Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

Firstly, we would like to state that we acknowledge the serious safety issues associated with illegal electric motorbikes and scooters—high-powered, non-compliant devices. These devices are a genuine problem and require strong enforcement.

However, riders of compliant EN15194 e-bikes are not the problem, but they risk having their simple and perfectly innocent enjoyment of cycling disrupted by excessive regulation due to the misconduct of others. We believe that the many are once again penalised for the antics of the few. Compliant EN15194 e-bikes are neither high powered nor any more dangerous than a normal bicycle. Ebike are often utilised by for older riders, keeping them riding for longer. Increasing their both their fitness and mental health outcomes. In terms of regulation, we believe that the Bill does not sufficiently distinguish between these two very different categories of device i.e.. Compliant EN15194 e-bikes and high-powered electric motorbikes and scooters.

The South Burnett Rail Trail is utilised by visitors and locals alike. Many of these users do so on a legal Ebike. We would estimate that 50% of all South Burnett Rail Trail visitors now ride e-bikes, reflecting global trends in active tourism and accessibility. E-bikes enable older riders, people with disabilities, and less-fit riders to participate in multi-day regional tourism experiences. These visitors bring around \$750000 to \$1 Million into the local community each year. This is a significant economic benefit to small towns, supports local businesses, and provides profound physical and mental health benefits for Queenslanders and visitors alike. The proposed changes to the laws are a direct threat to this income.

We believe that there are three key areas in the proposed legislation that need to be urgently changed.

1. The 10 km/h Speed Limit on Shared Paths

A 10 km/h limit would:

- Make it impossible for riders to maintain balance on gravel surfaces
- Increase fatigue and risk of falls
- Turn a 3-hour ride into a 7- hour ride
- Render multi day tourism itineraries unviable
- Disproportionately harm older riders and riders with disabilities who rely on e assist to maintain momentum
- Make it impossible for riders to enjoy social rides with fellow cyclists on normal ‘analogue’ bicycles.

We believe that the legislation needs to show:

- A clear definition as to what a shared trail is
- A clear exemption for rail trails or
- A definition clarifying that rail trails are not “shared paths” for the purpose of the 10 km/h limit

If the 10km limit was applied to Rail Trails, this would be unworkable, unsafe, and economically damaging. It would effectively destroy the viability of Rail Trails in Queensland as an economic driver in our communities. Rail trails are not suburban footpaths. They are long distance recreational corridors designed for cycling at normal cycling speeds.

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Policing this speed limit would be nearly impossible for law enforcement as they are already stretched in dealing with crime in our communities. A law that is unenforceable is useless and a waste of time for all those concerned.

The absurdity of a 10 km/h limit on a rail trail is demonstrated clearly in this short and humorous film from the Brisbane Valley Rail Trail <https://vimeo.com/1177620421?fl=ip&fe=ec>

2. Minimum Age of 16 for Riding E-bikes and PMDs

The Bill introduces “a minimum rider age limit of 16 years” for both EPACs and PMDs. Families are one of the largest visitor groups on the South Burnett Rail Trail. Under the Bill:

- Family groups will be unable to ride together
- Youth groups, school groups, and Scouts will be excluded
- Local tour operators would be greatly affected
- Multi-day family tourism will collapse

We support the intent to protect young children from high-powered illegal devices. However, a compliant EN15194 e-bike is simply a bicycle. The Explanatory Notes themselves acknowledge that only one fatality in 2025 involved a legal e-bike, compared with eight PMD fatalities and three illegal motorbike fatalities.

3. Licence Requirement for Riding an E-bike or PMD

The Bill requires riders to “hold a valid driver licence of any type or class”.

This requirement will disproportionately affect:

- International visitors from cycling-centric countries (e.g., the Netherlands, Denmark) who often do not hold a driver licence
- Backpackers and younger travellers
- Older riders who have surrendered their licence but remain active cyclists
- People with disabilities who cannot hold a licence but rely on e-assist for mobility

We support Bicycle Queensland’s position that:

Riders of compliant EN15194 e-bikes should not require a driver licence—no more than any other bicycle rider. Requiring a licence for a bicycle is unprecedented internationally and will significantly reduce visitation to all Rail Trails.

In summary the South Burnett Rail Trail Users Association would like to highlight the following for consideration:

- Clarify that the 10 km/h shared-path limit does not apply to rail trails or create a specific exemption mechanism.
- Allow young people aged 14+ to ride compliant EN15194 e-bikes on rail trails when accompanied by a parent or guardian.
- Remove the licence requirement for riding a compliant EN15194 e-bike, aligning with Bicycle Queensland’s position.
- Ensure the Bill clearly distinguishes between legal e-bikes and illegal electric motorbikes, which are the true source of community concern.
- Protect regional tourism by ensuring that rail trails remain accessible, practical, and safe for the broad range of visitors who rely on e-assist technology.



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