

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

Submission No: 1151
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We fully support safety and responsible riding - however, regulation should be balanced, evidence-based and targeted at the real issues (illegal devices and enforcement), rather than restricting compliant riders and everyday customers.

- Most incidents involve adult riders, not children (~75% over 16)
- Only a small portion of total "bike/scooter" injuries are confirmed e-devices (~20%)
- The average e-bike fatality age is ~34, typically licensed adult commuters
- Over 50% of incidents involve no helmet or alcohol — both already illegal
- E-bikes, scooters, and electric motorbikes are being grouped together, despite very different risk profiles
- Illegal or modified high-powered bikes are the real issue, not compliant pedal-assist bikes
- Limited clear evidence around pedestrian injury risk
- Proposed licence requirements could impact accessibility, including for customers who rely on e-bikes but don't hold licences
- Infrastructure is a major factor and failure with a lack of bike lanes
- Licensing proposals create inconsistency a person can ride a normal bicycle at high speeds with no licence but also disabled will not be able to ride bikes
- The inquiry itself acknowledges e-mobility provides key benefits Reduces congestion, Affordable transport, Lower environmental impact and also while fuel reaches \$3/litre families will be feeling even more pinches
- There are estimated to be 300,000–500,000+ e-mobility devices in use across Australia, yet fatalities remain extremely low (around ~12 annually)
- E-mobility accounts for a tiny fraction of total road deaths (300+ per year in Australia)
- The risk profile is being overstated relative to actual data
- 250W motor does not have any relevance to speed, only torque where 500w or higher would mean far better hill climbing ability.
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