

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

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Submission By: Rail Trails Australia



Rail Trails Australia Inc.
ABN 94 479 743 813
PO Box 6067
Caulfield South, Vic 3162

Phone: +61 401 959 315
Email: admin@railtrails.org.au
www.railtrails.org.au

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Minister Transport and Main Roads
Brent Mickleberg
transportandmainroads@ministerial.qld.gov.au
SDIWC@parliament.qld.gov.au

e-mobility Legislation

Dear Minister and Committee Members

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

Rail Trails Australia applauds efforts to reign in the dangerous behaviour of, predominantly, teenagers on high powered e-motorbikes and illegally modified ebikes. These machines have given rise to significant anti-social behaviours and unacceptable injuries and fatalities.

However, these machines, behaviours and injuries are not common on rail trails. RTA believes the proposed legislation will have deleterious effects for rail trails users, local businesses and tourist operators.

Key concerns for rail trail users, tourism and local operators

■ The 10 km/h Speed Limit on “Shared Paths”

A 10 km/h limit would be completely impractical on rail trails. The Brisbane Valley Rail Trail, for example, is 161km long. The current definition of a “shared path” is ambiguous, and unless this is clarified in the legislation, rail trails such as the BVRT could be speed restricted to an entirely unrealistic and unnecessary speed limit for cyclists on legal ebikes.

A speed limit this low would virtually guarantee widespread non-compliance as some anecdotal evidence indicates 50% or more of cyclists are riding legal ebikes on rail trails. Additionally, it would severely impact rail trail tourism as ebikes are by far the largest proportion of bikes in bike hire fleets. A far more sensible approach would be something like “sound your bell and slow to 12 km/h when passing pedestrians”, which aligns with real-world behaviour and safety. 10km/h is an unstable speed on any bike.

■ Licence Requirements

Requiring a licence to ride an e-bike creates major problems for rail trail tourism operators who cater to interstate and international visitors. Many of these visitors rely on hired e-bikes to enjoy the trail and they don't necessarily travel with a driver's licence.



It also discriminates against people with disabilities, or who are medically unable to drive a car, but who are perfectly capable of riding a speed regulated legal ebike. In particular it denies such people the opportunity of riding in the safe, off-road environment of a rail trail.

■ Minimum Age of 16

A blanket minimum age of 16 for e-bike use would hit rail trail hire businesses hard. Families make up a large portion of rail-trail tourism, and many operators regularly hire legal ebikes to parents riding with younger teens. Many parents ride legal ebikes with young children attached on tag-along bikes attached to their ebikes, or even younger children in enclosed trailers behind their ebikes.

Legal ebikes are not a problem on rail trails. Quite the opposite. The boom in cycling activity on rail trails can largely be attributed to the preponderance of legal being used by cyclists of all ages, gender and abilities.

RTA urges the Queensland Government to work with communities to get this legislation right. Government legislation should favour increased activation of these wonderful public amenities. Rail trails need to be accessible and inclusive. They are already a safe environment for trail users with cyclists on legal ebikes. Increased activation of rail trails is beneficial for individual health and wellness. As well rail trails provide an economic stimulus for those communities fortunate enough to have a rail trail passing through them. Imposing restrictions on trail users who use legal ebikes will have far reaching negative consequences with no effect on the legislation's primary focus of removing illegal machines and harm reduction.

We would be pleased to provide further information if required.

Yours sincerely



Damian McCrohan
President



cc. info@bq.org.au

