

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

Submission No: 1438

Submission By: Rail Trail Refuge

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I am writing this submission as a tourist operator in Linville, Qld 4314.

I am a keen bicycle rider who was drawn by the beauty of the Somerset Region and the opportunities to explore it via Australia's longest rail trail, the Brisbane Valley Rail Trail.

I witnessed how the rail trail attracts both domestic and international tourists. And how cycle tourism has brought all the small towns along the trail back to life without altering their unique country charm.

In 2021, my husband and I acquired land in Linville and we set to work with architects and town planners to create our accommodation business- the Rail Trail Refuge which is accommodation purpose built for cyclists travelling the BVRT. It has been well received by guests that stay with us. We have received recognition for design, 100% 5 star reviews and providing a quality tourism experience.

It has been a significant investment to set up the 'refuge' and although managing the business provides an enviable work/life balance the current global economic environment has us very nervous if interest rates and oil prices continue to rise.

On top of that stress, the government's 'tough' new e-bike laws if passed unchanged will greatly reduce the number of tourists using the rail trail. At present about 50% of my guests arrive via legal e-bikes (bikes that meet the standard). The other half ride regular bikes or are walking. A very minute number of guests ride something that I would consider an illegal e-mobility device.

The proposals that will negatively affect tourist numbers on the trail are:

Licensing requirements: demanding all e-bike riders hold at least a QLD Learners Drivers licence. There are many people who are able to ride a bike that are unable to hold a Qld Learner licence for many reasons, such as age, medical conditions, location. This will prevent them from riding, severely limiting their freedom and stop them from riding the rail trail network.

Age: demanding all e-bike riders hold a Qld Learners license makes riding an e-bike inaccessible to riders under 16. This stops multigenerational family groups from enjoying a holiday on the states rail trail network.

Speed limits: a 10km/hr speed limit for e-bikes on the rail trail is unsafe and impractical. It will result in riders choosing to boycott Qlds rail trails and head interstate to ride.

The proposals above will decimate the number of tourists using the rail trail. It will have a massive negative effect on my business but it will have a much larger negative impact on each 'trail town'. For example Linville village has a small population of around 100 people, whilst the town has a working saw mill and a few cattle farms on the outskirts of town, the Hotel and General Store are only commercially viable due to tourist numbers mostly attracted by the rail trail. Without the tourists I fear we will lose crucial business and the life will again begin to be sucked out of these country towns.

My thoughts on the matter:

Illegal e-mobility devices are a scourge on society and a massive safety risk for youth. It was an incredibly poor decision to exempt the illegal e-mobility devices from meeting standard applicable for road vehicles. This has allowed unsafe vehicles that don't meet any quality requirements to flood the market. This loophole needs to be closed before and new laws are introduced, failure to do so will result in a never ending supply of illegal bikes, giving police a never ending job to do.

When considering the new laws, I believe legal e-bikes that meet the standards should be considered to be the same as regular bicycles and enjoy the same freedoms as regular bicycles continue to enjoy.

This would mean that law abiding e-bike riders are not unfairly punished or restricted. It will allow cycle tourism to continue to grow and help keep our trail towns alive.

Thanks for your consideration