

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

Submission No: 1875

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This Bill is a fundamental misstep.

It penalises safe, legal e-bike users while failing to address the real risk.

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Submission by Pedal Power ACT

About Pedal Power ACT

Pedal Power ACT is the peak body for cycling in the Australian Capital Territory, representing a highly engaged membership of around 5,000 riders and a broader community of active transport users.

For 50 years, we have worked to make cycling safer, more accessible, and a practical transport choice for people of all ages and abilities. Our work spans advocacy, education, community programs, and collaboration with government and industry.

We also engage nationally with cycling organisations and policy discussions, recognising that consistency and evidence-based regulation across jurisdictions is critical to supporting safe and sustainable transport outcomes.

Position

Pedal Power ACT supports the submission made by Bicycle Queensland and strongly opposes this Bill in its current form.

While we support decisive action to address the safety risks posed by illegal, high-powered e-mobility devices, this legislation risks becoming a serious policy failure. It targets people using safe, legal e-bikes despite clear evidence that these devices are not the source of the problem.

In its current form, this Bill is disproportionate, unsupported by evidence, and will create significant and foreseeable unintended consequences for individuals, communities, and the Queensland economy.

Key Concerns

1. Misalignment between the problem and the proposed solution

Evidence provided to the Queensland parliamentary inquiry clearly identified illegal, non-compliant devices as the core safety issue, not compliant e-bikes.

By applying broad restrictions to all e-bike users, the Bill risks:

- penalising low-risk behaviour
- diverting enforcement away from genuinely dangerous devices
- undermining public confidence in proportionate, evidence-based regulation

This concern is consistent with broader national analysis, which highlights that compliant pedelecs have a risk profile comparable to conventional bicycles.

This is not a marginal policy error. It is a fundamental misalignment between the problem identified and the solution proposed, with far-reaching consequences.

2. Impacts on accessibility and inclusion

The proposed measures, including licensing requirements and age restrictions, would significantly reduce access to e-bikes for:

- young people
- older adults
- people without a driver's licence
- people using e-bikes as an affordable alternative to driving

E-bikes are a critical enabler of mobility, independence, and participation. Restricting access risks disproportionately impacting those who benefit most.

3. Unworkable and unsafe speed limits

The proposed 10 km/h speed limit on shared paths and key cycling routes is impractical and may reduce safety.

Evidence indicates that:

- bicycles become unstable at very low speeds
- safe speeds vary depending on context and infrastructure
- blanket limits are ineffective compared to design-led and education-based approaches

Such a limit would significantly reduce the utility of cycling for everyday transport, particularly commuting.

4. Retrospective impact on existing e-bike users

The proposed changes to e-bike definitions risk rendering a large proportion of currently legal e-bikes non-compliant.

This would:

- affect hundreds of thousands of bikes already purchased in good faith
- create significant financial loss for individuals
- undermine trust in regulatory stability

These proposed changes may have retrospective practical effects for current owners, despite the transition arrangements.

5. Tourism and Economic Impacts

Pedal Power ACT wishes to highlight an additional impact not fully explored in the Bill.

A significant proportion of our members travel to Queensland with their bicycles, including e-bikes. For many, cycling is a central part of their holiday experience.

These include:

- bikepackers travelling long distances
- families travelling with bicycles
- older Australians using e-bikes for local mobility and exploration
- visitors combining cycling with caravan and regional tourism

Under the proposed legislation:

- riding at 10 km/h would make many cycling experiences impractical
- young people would be excluded from riding
- people without licences would be unable to participate
- many existing e-bikes may be non-compliant

This creates a strong disincentive to travel to Queensland with bicycles.

We believe that many visitors, whether from the ACT, other states, or overseas, will choose alternative destinations where cycling remains practical and supported.

For a growing number of people, cycling is not incidental to their holiday, it is central to how they experience a place. If that experience becomes impractical or restricted, they will go elsewhere.

While this may result in increased visitation to other states, including the ACT, it represents a clear loss for Queensland. It risks undermining a growing cycle tourism market and reducing economic activity in regional communities, hospitality, and local businesses.

6. A More Targeted and Effective Approach

If the goal of this Bill is to improve safety outcomes, there are more targeted and effective measures available.

These include:

- enforcing existing rules against illegal and non-compliant devices
- clearly distinguishing between compliant and non-compliant devices through education for regulators, retailers and the public
- strengthening import and point-of-sale standards to prevent high-powered devices entering the market
- investing in safe infrastructure and education to support responsible use

These approaches focus on higher-risk behaviours and devices, rather than placing broad restrictions on people using safe, legal e-bikes.

7. A National Perspective

While this legislation applies to Queensland, its implications extend well beyond one state.

Regulatory approaches adopted in Queensland are likely to influence policy discussions across Australia. It is therefore critical that these settings are proportionate, evidence-based, and clearly aligned to the actual sources of risk.

At a time of rising cost-of-living pressures and changing transport patterns, e-bikes are increasingly recognised as a practical, affordable alternative to driving.

Australia has an opportunity to learn from international best practice, where compliant e-bikes are successfully integrated into transport systems, supporting mobility, health, and economic activity.

Ensuring that regulation supports, rather than restricts, this shift will be critical to achieving both safety and broader transport outcomes.

8. Recommendations

Pedal Power ACT calls for substantial revision of this Bill.

At a minimum, the following provisions should be removed or amended:

- Removal of proposed licensing requirements for compliant e-bike users
- Removal of blanket 10 km/h speed limits on shared paths and cycling infrastructure
- Removal of age restrictions for compliant e-bike use
- Immediate revision of the proposed e-bike definition to ensure existing compliant devices remain legal

In addition, we strongly recommend:

- targeted enforcement focused on illegal, high-powered devices
- urgent tightening of import and retail controls to prevent the sale of non-compliant devices
- investment in infrastructure and education to support safe use

Without these changes, the Bill will fail to address the actual safety issue while creating widespread negative consequences.

9. Conclusion

Pedal Power ACT is deeply concerned that this Bill is about to proceed in its current form.

It represents a significant policy failure: targeting low-risk, compliant e-bike users while failing to adequately address the illegal devices that are the source of genuine safety concerns.

If enacted as drafted, it will:

- reduce access to safe, affordable transport
- create unnecessary barriers for young people, older adults, and those without licences
- undermine confidence in evidence-based policy
- negatively impact tourism and local economies

We urge the Queensland Government, in the strongest possible terms, to reconsider this approach.

This Bill must be substantially amended to ensure it is targeted, proportionate, and grounded in evidence. Without these changes, it will do more harm than good.

Pedal Power ACT would welcome the opportunity to engage further with the Committee or relevant agencies to support a more targeted, evidence-based approach that addresses illegal devices without penalising people using safe, legal e-bikes.

Yours sincerely,



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