

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

Submission No: 1907

Submission By: Better Transport Queensland Inc.

Publication: Making the submission and your name public



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

Better Transport Queensland Inc.

9 April 2026

Thursday, 9 April 2026

Mr Jim McDonald

Chair, State Development, Infrastructure and Works Committee
Queensland Parliament
BRISBANE QLD 4000

Dear Jim,

Better Transport Queensland Inc. (BTQ) is a modern voice for better transport across our state. We represent a diverse network of commuters, families, and advocates from both regional hubs and urban centres who are committed to a more sustainable, affordable, and better-connected Queensland.

BTQ thanks the Committee for the opportunity to comment on the Bill.

BTQ formally opposes the proposed e-mobility reforms in their current state. While we share the Government's commitment to safety, these measures are fundamentally misdirected. They penalise compliant, low-risk users while failing to target the root cause of safety incidents: illegal, high-powered machinery.

Yours Sincerely,

Alex Jago

Secretary

Better Transport Queensland Inc.

1. The Distinction Between e-motorbikes, e-bicycles & bicycles

We would like to begin by addressing the root of our concerns: the failure to distinguish between already illegal e-motorbikes and pedal-assist bicycles. Under existing legislation, e-motorbikes, such as those commonly seen being ridden by teenagers in the media, are already illegal and are vastly different from pedal-assist bicycles.

- E-motorbikes are dirtbike like vehicles which are designed to accelerate quickly, under their own power with no pedalling required by the user, and exceed 25km/h. They do pose a serious danger to both the user and the community when driven recklessly. As such, we believe that they should be regulated in a similar manner to dirtbikes.
- Pedal-assist bicycles, on the other hand, are designed to make a trip more comfortable and less physically demanding by providing mechanical assistance as the user pedals the bike. They are particularly useful in hilly areas such as Bardon, Stafford Heights, or Camp Hill and make the burden of entry into active travel much lower. They must, under existing legislation, stop providing assistance beyond 25km/h. However, just like any other non-electric bicycle, the user is still able to go beyond 25km/h under their own power.

Additionally, the proposal creates confusion in the community as it results in vastly different rules between bicycles and pedal-assist bicycles even though conventional bicycles are capable of going just as quickly as a pedal-assist bicycles under the current legislation.

As a result, we believe that the current legislation as it stands does more harm than good for the community.

2. The “School Gate” Crisis and Early Car Dependency

A core concern for our members in both suburban and regional areas is the proposed minimum age of 16 for pedal-assist e-bikes and e-scooters. This measure will have immediate negative impacts on Queensland families:

- The Return of the “School Run”: By stripping high school students of e-mobility devices such as e-bikes and e-scooters, the Bill encourages a return to private car trips. This will exacerbate peak-hour congestion and “school gate chaos” at a time when we should be encouraging independence.
- Stunting Awareness of Alternative Travel: Active transport is a vital developmental stage. Encouraging children and teenagers to use active transport through legalised and safe e-bikes and e-scooters provides an alternative perspective to car-dependency and provides teenagers with the freedom to socialise and gain independence without the need to own a car. This is a key requirement to reducing Queenslanders and, more acutely, Southeast Queenslanders over reliance on private motor-vehicles which is not sustainable in a growing region of our size.
- Climate and Health Regress: In a warming climate and amidst a physical inactivity crisis, encouraging children out of the fresh air and into cars is a backwards step for Queensland’s public health goals.

3. Licensing: Economic and Social Exclusion

BTQ views the mandatory licensing requirement as a “pay-to-ride” barrier that disproportionately affects vulnerable Queenslanders.

- Financial Burden: With the current cost-of-living and fuel crises, requiring a 77 learner’s permit and associated testing fees just to ride a bicycle is an unfair tax on affordable transport.
- Systemic Exclusion: Many Queenslanders—including those in regional areas with limited public transport—rely on e-bikes and e-scooters because they are ineligible for a driver’s licence due to medical conditions, visual impairments, or disabilities.

- The “Fit to Ride” Fallacy: As noted by industry experts, many people who are not “medically fit to drive” a heavy motor vehicle capable of speeds in excess of 110 km/h are perfectly capable of safely operating a legal pedal-assist bicycle or e-scooter which already must cut out at 25 km/h under existing regulation. This Bill effectively denies them their only mode of independent mobility.

4. The 10 km/h Limit: Creating Danger, Not Safety

The proposal to limit speed to 10 km/h on shared paths—which make up over 90% of Queensland’s cycling infrastructure—is physically impractical and dangerous.

- **Instability:** Technical data from the Department of Transport and Main Roads (TMR) acknowledges that bicycles become unstable at speeds below 11 km/h. Forcing a 10 km/h limit compromises the rider’s balance.
- **Road Diversion:** To maintain stable, efficient travel (typically 15–25 km/h), lawful riders will be forced off separated paths and onto high-speed roads, significantly increasing the likelihood of dangerous interactions with heavy vehicles in addition to slowing down vehicular traffic due to the additional cyclists sharing the lane.
- **Infrastructure Utility:** This law effectively renders multi-million-dollar investments like the Centenary Bikeway or regional rail trails unusable for practical commuting or tourism.

5. Technical Failures

Enforcement must distinguish between legal pedal-assist cycles and illegal, throttle-driven e-motorbikes.

- **Labelling Trap:** The Bill’s strict reliance on specific EN15194 labelling risks criminalising approximately 95% of safe, legal e-bikes currently owned by Queenslanders. This includes older models and specialised e-trikes used by seniors and people with disabilities, which often do not carry these specific codes.
- **Misplaced Resources:** We are concerned that police resources will be wasted “pinging” compliant commuters for going slightly over walking pace on a downhill path, rather than targeting the high-risk, high-powered illegal devices causing genuine community concern.

6. Conclusion and Recommendations

Better Transport Queensland believes that a better-connected Queensland relies on diverse, accessible transport options. This Bill, as drafted, represents an existential threat to active transport.

BTQ urges the Committee to:

1. Reject the mandatory licensing and minimum age requirements for pedal-assist e-bikes.
2. Remove the 10 km/h speed limit on shared paths, maintaining consistency with regular bicycle regulations.
3. Focus enforcement and legislation solely on the importation, sale, and use of illegal high-powered “prohibited” devices.

We must ensure that e-mobility continues to help Queenslanders travel further and more sustainably, without the burden of unnecessary and exclusionary regulation.