

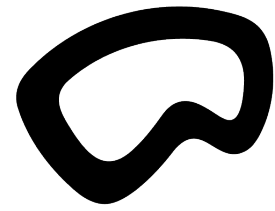
# Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

**Submission No:** 1910

**Submission By:** BikeHero

**Publication:** Making the submission and your name public

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## Submission to the Queensland Government

### Inquiry into E-Mobility Safety and Use in Queensland (2026)

I am the co-founder of an e-bike safety education platform, BikeHero, focused on improving rider behaviour, road rule awareness, and safe use among young riders. I broadly support the position of Bicycle Queensland and provide the following submission. We support the proposed measures to seize and otherwise prevent the use of these illegal devices.

That said, we are extremely concerned about the draft legislation. This draft law cracks down on safe, legal e-bike use despite the fact that all of the evidence presented to the inquiry was that compliant devices are not the problem.

At BikeHero, we urge consideration of the following points and targeted amendments to improve the Bill.

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#### 1. Clear and Workable Definition of Legal E-Bikes

A clear distinction between compliant low-speed e-bikes and illegal high-powered or modified devices is critical to effective regulation.

Queensland already recognises legal e-bikes that operate similarly to bicycles, including:

- pedal-assist e-bikes aligned with EN15194 (250W continuous power, 25 km/h assistance cut-off)
- 200-watt power-assisted bicycles

These devices are fundamentally different from:

- throttle-controlled high-speed devices
- modified e-bikes exceeding legal limits
- motorbike-style vehicles that cannot be registered

Industry data and advocacy submissions indicate rapid growth in legal e-bike ownership in recent years, with imports increasing significantly and estimates suggesting hundreds of thousands of compliant devices now in use nationally.

Failing to clearly separate legal e-bikes from illegal devices risks:

- misdirected enforcement
- penalising compliant riders
- undermining confidence in active transport

#### **Recommendation:**

Adopt and enforce a clear, nationally consistent definition that protects compliant low-speed e-bike users while targeting illegal high-powered devices.

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## 2. Licensing and Age Restrictions for Compliant E-Bikes

Proposals such as:

- mandatory driver licensing
- minimum age of 16

risk creating disproportionate regulation for vehicles that operate similarly to bicycles.

Standard pedal-assist e-bikes:

- have similar speeds to conventional bicycles
- require active pedalling
- operate in the same infrastructure environment

Internationally, low-speed pedal-assist e-bikes are generally regulated more like bicycles than mopeds, while higher-speed models face additional licensing and registration requirements.

There is limited evidence that driver-style licensing improves safety outcomes for low-speed pedal-assist e-bikes. Over-regulation may:

- reduce youth mobility
- discourage active transport
- increase short car trips
- undermine public health benefits

### **Recommendation:**

Remove driver-licence requirements for compliant low-speed e-bikes.

Consider proportionate, education-focused approaches for younger riders instead of heavy regulatory barriers.

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## 3. Prioritise Investment in Safe Active Transport Infrastructure

Infrastructure plays a critical role in rider safety.

International transport research shows:

- separated cycling infrastructure can reduce crash risk by up to ~50%
- protected lanes reduce conflicts with both vehicles and pedestrians
- safer intersections significantly reduce serious injuries

The Parliamentary Inquiry identified infrastructure as a key safety measure and recommended embedding e-mobility into planning and network development.

Without safe infrastructure:

- riders are pushed into mixed traffic
- conflict with pedestrians increases
- enforcement alone cannot deliver safety outcomes

### **Recommendation:**

Commit dedicated funding to:

- protected bike lanes
- safer intersections
- connected active transport networks
- safe school access routes

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## 4. Education for Young Riders – A Critical Gap

While enforcement measures are being strengthened, education is largely absent from the proposed framework.

From direct experience delivering rider safety education:

Many young riders lack knowledge of:

- road rules
- speed management
- hazard awareness
- shared path etiquette

Well-designed road safety education programs are associated with:

- improved compliance
- better hazard perception
- reduced risky behaviours
- safer long-term road use

Early education is particularly effective for:

- building lifelong safe riding habits
- reducing enforcement burden
- supporting parental supervision

**Recommendation:**

Introduce:

- incentivised e-bike safety education programs for minors
- integration with school-based road safety programs
- partnerships with accredited training providers
- parent-supported learning pathways

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## 5. Focus Enforcement Where Risk Is Highest

Inquiry evidence and stakeholder submissions indicate that safety concerns are strongly linked to:

- modified bikes exceeding legal limits
- throttle-controlled high-speed devices
- motorbike-style vehicles
- illegal imports

Targeting compliant low-speed e-bike users diverts attention from higher-risk devices.

Risk-based regulation should:

- prioritise illegal and modified devices
- support clear device identification
- strengthen import controls
- improve enforcement consistency

**Recommendation:**

Strengthen enforcement against illegal and modified devices while maintaining proportionate regulation for compliant low-speed e-bikes.

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## Conclusion

Queensland has an opportunity to adopt balanced, evidence-based regulation that:

- protects compliant low-speed e-bike users
- targets genuinely unsafe devices
- prioritises infrastructure investment
- embeds education as a core safety pillar

Over-regulation of compliant e-bikes risks reducing participation, undermining active transport goals, and failing to address the primary safety concerns.

A more effective approach is:

clear definitions, targeted enforcement, infrastructure investment, and education.

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Thank you for the opportunity to provide this submission and contribute to the development of effective e-mobility policy in Queensland.

A handwritten signature in black ink, appearing to be 'DP' or 'D. Payne', written in a cursive style.

Daniel Payne  
Co-founder, BikeHero