

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

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**Submission By:** Queensland Nurses and Midwives' Union

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# Submission to

State Development, Infrastructure and  
Works Committee

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

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## 1.0 Introduction

The Queensland Nurses and Midwives' Union (QNMU) thanks the State Development, Infrastructure and Works Committee (the Committee) for the opportunity to provide feedback on the *Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026* (the Bill).

The QNMU is Queensland's largest and only registered union for nurses and midwives, representing over 79,000 members. The QNMU is a state branch of the Australian Nursing and Midwifery Federation (ANMF) with the ANMF representing over 345,000 members.

Our members work in health and aged care including public and private hospitals and health services, residential and community aged care, maternity services, mental health, general practice, and disability sectors across a wide variety of urban, regional, rural, and remote locations.

The QNMU is run by nurses and midwives, for nurses and midwives. We have a proud history of working with our members for over 100 years to promote and defend the professional, industrial, social, and political interests of our members. Our members direct the QNMU's priorities and policies through our democratic processes.

The QNMU expresses our continued commitment to working in partnership with Aboriginal and Torres Strait Islander peoples to achieve health equity outcomes. The QNMU remains committed to the Uluru Statement from the Heart, including a pathway to truth telling and treaty. We acknowledge the lands on which we work and meet always was, and always will be, Aboriginal and Torres Strait Islander land.

Queensland nurses and midwives witness firsthand the injuries associated with e-mobility devices. At the same time, as members of the community, they may depend on these devices for travel and appreciate their many benefits. Our submission emphasises the need to balance the safety risks arising from the illegal and unsafe use of devices with the opportunity to support low cost, non-fossil fuel, environmentally transport options, ensuring they are accessible and safe for the community.

## 2.0 Executive Summary

The QNMU acknowledges that e-mobility devices contribute to transport sustainability, support active travel and provide environmental and health benefits for the community. Aligned with our goals of promoting community safety and the optimal functioning of the Queensland health system, we consider that local, Queensland and federal governments all have a role to play in implementing strategies that encourage the use of sustainable transport options while preventing and reducing e-mobility related fatalities and injuries.

In our 2025 submission to the *Inquiry into e-mobility safety and use in Queensland*, we advocated for the implementation of strategies that aim to reduce e-mobility related accidents and injuries and we continue to uphold this position. The QNMU welcomes the Committee's report and many of its recommendations which recognise the benefits and promote the safe use of e-mobility devices while deterring unsafe and illegal behaviour. The evidence presented by experts in the report was compelling and nurses and midwives on the front line are caring for people with preventable injuries in Queensland's hospitals.

The QNMU supports proportionate measures to enhance safety for users of e-mobility devices, reduce preventable injuries and protect health system capacity. We note that it is important to ensure that efforts to address unsafe behaviour and the use of illegal and non-compliant e-mobility devices do not discourage people from using electrically powered-assisted cycles (EPACs) and personal mobility devices (PMDs) safely. The QNMU recommends that the Government prioritise ongoing community education campaigns and investment in targeted infrastructure to create a safer e-mobility system in Queensland.

## 3.0 Recommendations

The QNMU recommends:

<b>Recommendation 1</b>	The Queensland Government prioritise investment in safe, separated infrastructure to protect pedestrians and e-mobility device riders, while ensuring protection from motor vehicles.
<b>Recommendation 2</b>	The Queensland Government collaborate across all levels of government to improve data collection and evaluation of e-mobility device activity and safety outcomes.

## 4.0 General Comments

The QNMU's perspective is grounded in the prevention of avoidable harm and maintaining the sustainability of the Queensland health system. The following comments are provided to support consideration of a balanced approach that facilitates the safe use of e-mobility devices while recognising and preserving their broader community benefits.

### 4.1 Improving Safety Outcomes

Access to contemporary e-mobility related injury data, which separates classes of devices is reasonably difficult to obtain. We support the Committee's recommendation that the Queensland Government work with relevant state, national and local government agencies and shared e-mobility companies to improve the collection and sharing of data. The development of a nationally consistent framework for recording e-mobility device related injuries and associated costs would facilitate improved data collection and better inform decision making.

As outlined in the Committee's report, the number of e-mobility related emergency department presentations is significantly rising, and figures may underestimate the true number of incidents. Evidence highlights that many incidents involve risky rider behaviour including riding with more than one person, not wearing helmets, exceeding the maximum speed limit and alcohol use (Clanfield and Sharman, 2025; Haworth, Schramm & Twisk, 2021; Vallmuur et al., 2023; Mehranfar and Jones, 2024). The QNMU supports measures which deter riders from engaging in illegal and risky behaviour that contribute to preventable injuries.

We also strongly urge the Government to implement community safety education campaigns to improve community awareness of all road users and overall road safety for both riders and drivers. The Queensland Government may also consider updating the PrepL program content to include information on non-motor vehicle road users and providing more funding through the Queensland Government Community Road Safety Grants Scheme for the provision of training and education throughout Queensland, with a targeted focus on Queensland schools.

## 4.2 Legal E-Bike Considerations

Illegal, modified high powered e-bikes that do not meet Australian standards pose a significant safety risk that must be addressed. In contrast, legal e-bikes when used safely provide Queenslanders with an accessible, low-cost and environmentally sustainable transport option, and offer many health benefits (Anderson, et al., 2022). Legal e-bikes offer an important transport and mobility option to many individuals including older adults and people with disabilities or medical conditions who can safely ride but who may not be able to drive or obtain a driver's license.

The proposed minimum license requirements for riders of e-mobility devices should be informed by evidence and designed to minimise preventable harm while preserving access for people who depend on legal e-bikes for travel. We ask that the Government ensure that measures are carefully implemented to avoid unintended barriers for people who can safely ride but are unable to drive and may rely on e-bikes for safe transport.

## 4.3 Promoting Active Transport with Safer Infrastructure

E-mobility devices offer an effective solution for short-distance travel and bridging the gap between public transport and final destinations, particularly in urban or suburban areas which contributes to alleviating traffic congestion and reducing greenhouse gas emissions (Mehranfar & Jones, 2024). E-mobility devices may also improve access to travel options for people living in areas that are not well served by public transport services and offer a more cost-effective option than private vehicles. Amid climate change challenges and the current fuel crisis, the environmental benefits of e-mobility transport should be recognised and supported.

In addition to risky rider behaviour, other contributing factors to injuries include inadequate infrastructure and unfavourable road conditions (Mehranfar & Jones, 2024). We urge the Government to prioritise investment in safe, separated, infrastructure, including dedicated cycle ways and lanes for e-mobility devices, wider shared pathways and suitable parking spaces to protect both riders and pedestrians.

In 2025, there were 307 fatalities as a result of crashes on Queensland roads, greater than the previous five-year average (Queensland Government, 2026). While we recognise the need for changes to improve footpath safety for pedestrians, we are concerned that allowing PMDs to be used on any road up to 60 km/hr could shift the risk onto the road.

The Government must prioritise investment in well-connected and well-maintained micromobility networks which provide more space for safe rides and keeps riders away from pedestrians while simultaneously ensuring protection against motorised vehicles.

## 5.0 References

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