

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

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WeRide Australia response to the Transport and Other Legislation (Managing Emobility and Protecting our communities (Amendment Bill 2026

Mr Jim McDonald MP, Member for Lockyer
Chair
State Development, Infrastructure and Works Committee

9 April 2026

Dear Mr McDonald,

RE: Transport and Other Legislation (Managing Emobility Use and protecting Our Communities) Amendment 2026

WeRide Australia, as the leading independent voice for cycling in Australia, believes that safe and compliant e-bikes have an enormous role to play in achieving an efficient and effective transport system for Queensland.

The committee was presented with overwhelming information that we have an opportunity to benefit significantly from the growth in the use of safe and compliant e-bikes.

The benefits of e-bikes are currently being reinforced through the current costs of living crisis, with many families benefiting from the ability to achieve their transport tasks utilising e-bikes as a cost-effective substitute reducing the requirement for a primary or secondary motor vehicle.

With around 50% of all trips in metropolitan areas 5km or less, and 50% of trips in regional cities 4.5km or less, distances easily covered by e-bikes and bicycles, the transition to active and sustainable transport will have a significant beneficial impact on household spending. Replacing trips by motor vehicles reduces congestion, increases safety and health and should be encouraged and supported by the QLD Government.

WeRide is supportive of many of the recommendations that have been accepted by the Queensland Government but is extremely concerned that several recommendations will have a negative impact the Queenslanders, many of those considered vulnerable, and will not help on key issues that the Inquiry was designed to address.

We are deeply concerned that the committee and associated bill has unintended consequences that punish the majority of e-Bike riders while attempting to address the impact of poor-quality e-bikes and unroadworthy motorbikes masquerading as e-bikes.

Our primary concern is that the draft laws make it harder for safe, legal e-Bike use and put significant barriers in the path of locals and visitors using e-bikes for transport, health and tourism, despite the fact *that all the evidence presented to the inquiry was that compliant devices are not the problem.*

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The current bill will –

- Make little impact on the sale and supply of overpowered and unsafe e-Bikes to consumers due to the continued ‘loophole’ for use on ‘private land only’.
- Create barriers for the most vulnerable in our community to access affordable, cheap active transport solutions due to licencing requirements.
- Create the situation that Queenslanders will be forced to ride on roads as travelling at 10kmh or under will effectively make the entire shared path network unsafe and impractical.
- Reduce the capacity of e-bikes to provide a legitimate transport solution for many Queenslanders, and
- Place a significant financial and resource burden on local governments forced to sign and manage shared paths and e-Bike parking.

It is expected that there will be a large number of ‘exemptions’ required for specific populations, including people with a disability, seniors, international tourists, interstate and international athletes, specific medical conditions, learning difficulties and those with socio-economic barriers.

With such an extended list of exemptions immediately required, it is clear that many individuals will directly suffer as a result of the bill. If not corrected, this has the potential to create a significant economic drain on the Queensland economy.

WeRide Australia in working with our allies, Bicycle Queensland and Bicycle Industries Australia is seeking urgent changes to the bill to ensure that it addresses the issues, without the unintended consequences for safe and legitimate users.

- **All e-bikes that feature assisted speeds over 25kmh** must be treated as motorcycles, even if sold ‘for private use only’ including strict sales controls.
- **A clear and targeted approach to the sale** of e-bikes and after-market kits ‘for private land use only’
- **Dropping all licensing, shared path/footpath speed limits and age bans for legal e-bikes** – they are an unreasonable imposition, supported by absolutely no evidence, and are unnecessary if we get rid of the illegal devices.
- **Investment in the active transport infrastructure Queensland needs** – as not one additional dollar has been committed to this, despite the Parliamentary Inquiry’s recommendation.

We look forward to providing in-person evidence to the committee.

Yours sincerely



Peter Bourke
Executive Officer

