

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

**Submission No:** 1941

**Submission By:** E Bike Safety Australia

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

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We, E Bike Safety Australia, do not support this Bill in its current form.

While improving safety and compliance is important, these measures are overly restrictive, impractical to enforce, and risk creating unintended consequences—particularly for young people and families.

A blanket minimum age of 16, combined with licensing requirements, removes a safe and efficient transport option for thousands of students. This will increase reliance on cars, worsen traffic, raise costs for families during a fuel crisis, and reduce school and sport attendance—negatively impacting youth independence and wellbeing.

The introduction of "prohibited bikes" and expanded seizure powers risks penalising everyday users rather than addressing the core issue of non-compliant modifications. Similarly, placing legal responsibility on parents is unlikely to drive meaningful behaviour change and instead creates unnecessary legal exposure.

There is also a clear enforcement gap. Police resources are already stretched, and expanding offences, penalties, and compliance requirements without practical enforcement mechanisms will not deliver the intended outcomes.

We support sensible safety reforms—such as clear national standards, compliance labelling, and speed limits—but these must be paired with education, retailer accountability, and realistic enforcement.

Education and accountability through schools and communities is already proving effective. This Bill overlooks those solutions in favour of reactive regulation.

We urge a more balanced approach that improves safety without removing access to practical, low-cost transport.