

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

Submission No: 1942

Submission By: Ecotekk Pty Ltd

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I am writing as the owner of ecoTekk Noosa, a small tourism business That has been doing guided e-bike tours, e-bike hire, selling e bikes and sustainable cycling education experiences across Noosa for the last 10 years.

We mostly agree on the recommendations but **deeply concerned** with 3 of them in the recent Queensland Parliamentary Inquiry's draft recommendations. These being

- **Recommendation 11**

That the Queensland Government update state legislation to provide that all e-mobility devices with an electrical power source be defined as a 'motor vehicle', to simplify enforcement.

Recommendation 13

That the Queensland Government amend legislation to provide that:

- e-bikes and PMDs can only be ridden by individuals aged 16 years and over
- riders of e-bikes and PMDs be required to hold at least a Queensland Class C learner licence which requires completion of the PrePL online learning and assessment program

- **Recommendation 14**

That the Queensland Government amend legislation to reduce the speed limits on all footpaths, for all e-mobility devices, to maximum 10km/h.

Recommendation 11

- Compliant, low-powered e-bikes and personal mobility devices (PMDs) that are already legal under Queensland law; and
- High-powered, illegal electric motor bikes and scooters that exceed 250W motor output, 25km/h and Throttle 6km/h – These devices that are already illegal and should simply be enforced against as motor vehicles.

The difference between an legal e bike and an illegal e bike (Motorbike). The current QLD Government Transport safety rules/Wheeled Devices/Electric Bicycle Rules define what a e bike is and its and what an illegal e bike (Motorbike)

What is an e-bike? An **electric bike (e-bike)** is a bike that has pedals as the primary source of power, but has a small electric motor that provides assistance to:

- start riding
- go up hills
- ride against the wind.

Power rulesTo be legal to ride in public places, an e-bike must:

- have a motor with a maximum continuous power output of 250 watts

- be pedal powered with motor assistance up to 25 km/h
- have a motor that stops providing assistance after 25 km/h
- have a motor than can work without pedalling, but only up to 6 km/h.

Most legal e-bikes comply with the standard for Electric Power Assisted Bicycles (EPAC) EN15194.

Where can you ride? You can ride an e-bike on most roads and paths in Queensland, unless signs say bikes are not allowed. You must follow the [bicycle rules](#), including the speed limit, when riding an e-bike.

Do you need a licence or registration? No. You don't need a licence, registration, or insurance to ride a legal e-bike.

Illegal devices The following devices are considered **illegal** to be ridden on public paths or roads in Queensland:

- petrol or other combustion type of engine powered bikes
- bikes with motors over 250 watts maximum continuous power rating
- bikes that only use a throttle (for example, no pedalling required to power the bike)

You can be charged with unregistered, uninsured and unlicensed offences if you or your child/ren are caught using an illegal device on the road. Police can also confiscate and impound illegal devices.

What is the age limit to ride an e-bike? There is no minimum age limit required to ride an e-bike.

Classing all as motorcycle it will have to be registered and have Compulsory Third Party Insurance.

On the Department of Transport and Main Roads 'Quote for Registration / Transport and Motoring/ QLD Government' www.service.transport.qld.gov.au

The quote to register an electric Motorcycle that cost \$2500 from the 10 May 2026 for 12 months is \$633.15. Currently the quote to renew the registration for the 2nd year total is \$548.10

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That the Queensland Government amend legislation to provide that:

- e-bikes and PMDs can only be ridden by individuals aged 16 years and over
- riders of e-bikes and PMDs be required to hold at least a Queensland Class C learner licence which requires completion of the PrePL online learning and assessment program

The committee was presented with no credible evidence that riders of legal, low-powered e-mobility devices pose a greater risk than conventional push bike riders – who require no licence. The report does not establish this evidential threshold yet proceeds to recommend a major and unprecedented licensing regime.

“A licence requirement creates real social barriers.”

- “It excludes:
 - Teenagers working in delivery roles
 - Seniors who no longer drive but stay active on e-bikes
 - People with medical conditions who can ride but can’t hold a licence
 - International visitors who don’t have the right permits”
- “These are low-risk users being unintentionally locked out.”

“The tragic fatalities we’ve seen—particularly involving children and teens—are deeply concerning.”

- “But many of these incidents involve high-powered e-Motorcycles, non-compliant devices, not legal 250W pedal-assist e-bikes.”

Requiring these groups to obtain a Class C learner licence – a process designed for motor vehicle drivers – creates a significant practical and financial barrier. Many users in these categories do not hold or wish to hold a driver’s licence; that is precisely why they use e-mobility. The recommendation was made without any assessment of this impact.

- **Recommendation 14**

That the Queensland Government amend legislation to reduce the speed limits on all footpaths, for all e-mobility devices, to maximum 10km/h.

A 10 km/h limit would render riding a compliant e-bike for transport purposes unviable. Walking pace is approximately 5 km/h; a speed limit of 10 km/h on footpaths would mean e-bike riders are barely faster than pedestrians, making any meaningful journey impossible. The practical effect would be to ban legal e-bikes from footpaths entirely.

For decades we’ve allowed cyclists – including legal e-bikes – to ride on footpaths without such restrictions, without much problem. When other proposed measures remove high-speed illegal e-motorbikes from the path network we should not need a 10km/h speed limit.

Our fleet already fully complies with the current legal framework for electric bicycles. All of our bikes meet the EN15194 standard for pedal-assist e-bikes (250 W maximum continuous power with assistance cutting out at 25 km/h and walk assist 6kmh), which is the legal definition of an e-bike in Queensland. We conduct an effective safety briefing with all our guests, educating them on their responsibilities. We require all riders under 16 to be part of a family group with riding adult supervision.

If all these recommendations are enacted, the changes would discriminate against family groups who enjoy outdoor activities together and would effectively remove a core segment of our customer base. A majority of our bookings involve overseas and interstate visitors on short stays, families, and teenage riders participating together in guided outdoor experiences. Under these proposals, we would be required to refuse dozens of bookings each week, destroying the viability of our operations.

More broadly, these proposals appear to clash directly with Queensland's long-standing vision for sustainable tourism. Queensland's tourism strategies encourage low-impact outdoor activities and nature-based experiences, which e-bike tourism clearly delivers. Introducing additional regulatory barriers risks destroying the business in exactly the types of activities the State has been promoting in Destination 2045.

Importantly,

Under existing law:

- No licence is required to ride these compliant e-bikes.
- Police already have powers to seize illegal high-powered devices.
- Enforcement action can be taken against non-compliant operators and riders.

In practical terms, the safety issue being discussed publicly is primarily related to **illegal high-speed electric motorbikes and modified devices**, not to pedal-assist e-bikes used for tourism and recreation.

Imposing a licence requirement and age restrictions on law-abiding families risks creating a **new bloated bureaucracy** that adds administrative complexity without addressing the actual safety problem. Instead of encouraging safe outdoor recreation, it risks replacing simple community cycling experiences with paperwork and compliance hurdles.

There are also clear economic implications. EcoTekk Noosa estimates that excluding overseas and interstate visitors on short stays and family riders could reduce our quarterly revenue by 30 - 40%, which will be thousands of dollars in lost income. Also the cost to register my fleet of my legal e bikes would be \$10,000 for the first year and about \$8000 the next year. The broader economic impact would extend beyond our business to local accommodation providers, cafés, and tourism operators who benefit from visitors participating in these experiences.

A clear and workable e-trike definition

EN15194 in its generic definition works well for 2-wheeled electric bicycles, encompassing the boundaries of performance for the electric system as well as best practice for the design of the frame and associated componentry. Due to the geometric metrics required to meet compliance, electric tricycles are unable to achieve compliance.

It is recommended that a subset of the EN15194 key electric criteria be adopted for electric tricycles, with compliance being achieved if the trike:

- Has a tamper-proof maximum continuous rated power of 250W;
- Has a tamper-proof maximum pedal assisted speed of 25 km/h;
- Has a tamper-proof maximum assistance walk-assist feature of 6 km/h.

Every Body e bikes offer some insight into how adaptive e-bikes and e-trikes require modification to enable them to be used by a broad spread of riders of all ages and all abilities. To meet the needs of these less-able riders, some suggestions to mitigate 2 major concerns we have of a strict adherence to EN15194. These concerns and suggestions are further explored in the Technical Appendix at the end of this document.

We request that electric tricycles and adaptive tricycles that are unable to achieve full compliance against EN15194 should not be considered a ‘prohibited bike’ if the unit meets these criteria. We request an urgent exemption for 3-wheeled bicycles that does not require an excessively onerous documentation process to obtain a permit. As many of our customers are older, living with disabilities or caring for someone with complex needs, if they have already secured funding or are considered eligible for funding through one of the Federal or State agencies, we request that this “evidence” is considered sufficient to receive a permit without additional overhead.

2. Enabling a legal mechanism to enable exemptions for compliance requirements

There needs to be a framework to enable trike riders, with the documented support of a Medical Practitioner or Allied Health Prescriber, to secure exemptions for one or more of the EN15194 key electric criteria.

The justification for this would be based on age, physicality, geographic terrain conditions and/or health. Where the risk to the individual is greater without the exemption, a qualified professional should be able to recommend exemption that is legally recognised by the judiciary and insurance bodies.

Specifically for children under 16 with a disability, their NDIS or NSIQ funding approval for Assistive Technology that is prescribed by an Allied Health Professional should not have to seek additional permits to recognise their use of the AT is legal both for the judiciary and for insurance cover.

Funding for solutions supplied by EveryBody eBikes is not limited to privately funded e-bikes and e-trikes. They supply to people funded through the National Disability Insurance Scheme (NDIS), older people with Home Care Packages, Veterans and people who have sustained injuries following a traffic accident through the National Injury Insurance Scheme, Queensland (NSIIQ). Over 99% of these solutions involve the use of adapted pedal assist to provide gentle power assistance to people with compromised mobility and if these laws are passed, most of the people requiring assistance will lose their ability to choose movement over sitting in a wheelchair or mobility scooter, thus potentially increasing the burden on the healthcare system.

Regards

Ecotekk Electric Bikes

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