

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

**Submission No:** 1943

**Submission By:** Electric Wheels QLD

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# Submission to the State Development, Infrastructure and Works Committee

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

Submitted by:  
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### 1. Executive Summary

Electric Wheels QLD represents a large and active community of e-bike and Personal Mobility Device (PMD) users across Queensland. Our organisation advocates for practical, enforceable, and proportionate regulation that enhances safety while maintaining these devices as viable transport options.

We do not support the Bill in its current form.

The proposed framework effectively prohibits the majority of devices currently in use, imposes disproportionate regulatory burdens, fails to provide a reasonable transition pathway, and risks significant economic, social, and transport system impacts.

We recommend a regulated inclusion model, not prohibition.

### 2. Legislative Context and Concerns

The Bill proposes that devices exceeding 25km/h be treated similarly to motorcycles under the Transport Operations (Road Use Management) Act 1995 (TORUM), requiring licensing, registration, and compliance with Australian Design Rules (ADR).

Most existing devices cannot meet ADR requirements or obtain VINs, creating a retrospective regulatory burden that renders lawful ownership unusable.

This raises concerns regarding proportionality, enforceability, and fairness to consumers and businesses.

### **3. Impact on Users and Transport Outcomes**

90% of devices owned by our members would become non-compliant. 75% of users indicate they would return to car use.

Approximately 70,000 devices sold in Queensland in recent years may become unusable.

This will increase congestion, emissions, and reduce transport affordability, contrary to stated government objectives.

### **4. Economic Impact on Queensland Businesses**

The Bill will materially impact small and medium businesses.

Retailers and maintenance providers will face closure due to unsellable inventory and reduced demand. This will result in job losses and reduced economic activity in an emerging sector.

### **. Social and Community Impact**

The Bill will significantly disrupt community networks that organise rides, share safety knowledge, and promote responsible use.

These groups, often coordinated via social media, play a critical role in education and compliance. Their loss may reduce safety outcomes.

### **6. Electric Wheels QLD Policy Position**

We propose a proportionate regulatory framework:

- Allow higher-speed devices on roads up to 60km/h
- Introduce a permit or conditional registration system requiring at least a learner licence
- Include grandfathering provisions for existing devices
- Require minimum safety equipment (lights, indicators, horn, brake light)
- Include third party insurance within regulatory schemes
- encourage safe travel by allowing Escooters and Ebikes to travel at speeds up to the permitted speed limit to avoid disparity in speed between other road users

### **7. Key Recommendations**

1. Amend the Bill to allow higher-speed devices on roads up to 60km/h
2. Introduce a permit or conditional registration framework
3. Include grandfathering provisions
4. Avoid ADR requirements for non-motor vehicle devices
5. Mandate basic safety equipment

6. Include third party insurance
7. Conduct transport and economic impact assessment

## **8. Conclusion**

Electric Wheels QLD supports effective regulation but the current Bill imposes disproportionate requirements, risks eliminating a viable transport option, and creates significant economic and social disruption.

A balanced approach is required to achieve safety while maintaining usability and supporting industry.