

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

Submission No: 1944

Submission By: Federal Chamber of Automotive Industries

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**FEDERAL
CHAMBER OF
AUTOMOTIVE
INDUSTRIES**

10 April 2026

State Development, Infrastructure
and Works Committee
Transport and Other Legislation (managing E-mobility
Use and Protecting Our Communities Amendment Bill 2026)
Parliament House
George Street
BRISBANE QLD 4000
SDIWC@parliament.qld.gov.au

RE: Queensland Government e-bike Inquiry Submission

The FCAI is pleased to provide input into the Queensland Government Inquiry into e-mobility safety and use in Queensland. Overall, the FCAI commends the Queensland Government for addressing the serious safety issues relating to the current use of e-bikes.

The FCAI is the peak Australian industry organisation representing more than 60 global automotive brands that design, manufacture, import, distribute and sell light duty passenger vehicles, light commercial vehicles, motorcycles and Off Highway Vehicles (OHV) in Australia.

FCAI brings its members together to consider changes to the operating environment, develop industry-wide positions or perspectives, and drive collective initiatives for the benefit of members, consumers and the broader industry. During 2025, FCAI members delivered a total of 92,967 motorcycles and off-highway vehicles to Australian customers. This includes nearly 5,000 scooters and other small capacity motorcycles that are predominantly used in urban areas for commuting in congested traffic situations.

Motorcycles and scooters are part of the solution to traffic congestion and the lack of parking in built up areas. The market for small capacity commuter bikes is highly regulated with riders requiring a licence, safety gear, registration and CTP insurance.

The Queensland Government recognises the benefits in Recommendation 1 – that small e-mobility devices, and by extension PTWs (Powered Two Wheeler) – can play an important role in short trips, reducing car dependence and being environmentally beneficial.



Following a review of the recommendations developed through the Inquiry, the FCAI supports the recommendations with a particular emphasis on:

- Recommendation 1 - PTWs become further integrated into traffic and parking management planning.
- Recommendation 3 - Collect and share data regarding PMD (pedal mobility devices) and e-bike accidents. Unfortunately, due to poor data collection, some e-bikes are incorrectly being categorised as motorcycles.
- Recommendations 9 and 10 – Strong control on importing e-bikes and alignment with international standards including EN-15194.

Recommendations requiring review and clarification

FCAI recommends that consideration should be given to how non-compliant e-bikes are categorised in order to avoid confusion with small commuter motorcycles, scooters and mopeds. This matter is raised in Recommendation 12.

Currently in Queensland there are separate categories for PTWs; mopeds, Learner Approved Motorcycles (LAMS) and full size motorcycles. Additionally, each of these categories have their own defined licencing requirements.

Regulations should also be cognisant that in the future there will be more electric motorcycles in the market with different designs and anticipated uses. Expanding on this point:

- Some will be designed to be used off road with registration.
- Some will be designed and homologated to be used off-road without registration (for example, private property)
- Other electric motorcycles will be imported for road use. In this case, it is likely that bikes intended for small trips in the commuter category will most likely become increasingly popular.

In addition to the complex set of registration types that are likely, consideration also should be given to how new and young riders will be licenced to safely ride in the category of PTW should they choose to do so. This is discussed in recommendation 13.

The FCAI agrees that 16-year-old e-bike riders should be required to hold a Queensland Class C learner licence so they have a basic understanding of road laws. Consideration could be given to allow moped riders the same set of licence requirements as they are a power and speed restricted PTW that is well suited to low-speed roads and new riders. Currently, Queensland requires moped riders to have a C Class licence.



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The FCAI will be pleased to support the ongoing work of the Queensland Government on this issue and will be pleased to provide additional information at any time. Future inquires can be referred to Mark Collins, Motorcycle Manager at FCAI -

[REDACTED]

Yours sincerely

Tony Weber
Chief Executive Officer