

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

**Submission No:** 1951

**Submission By:** Urban Wheelz

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

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## Executive Summary – Key Recommendations

Urban Wheelz supports stronger e-mobility regulation to improve safety outcomes across Queensland. However, regulation must remain practical, targeted, and support accessibility, particularly in regional communities.

The intent of the inquiry into »Managing.E\_mobility.Use.and.Protecting.Our.Communities« appears to be primarily focused on addressing the increasing use of illegal modified e-bikes and electric motorbikes, which in many cases meet the definition of motorcycles and are being used unlawfully.

We acknowledge that the proliferation of these devices, particularly in urban areas, has created enforcement challenges for police and contributed to unsafe behaviour. However, the current review extends broadly across all personal mobility devices (PMDs), many of which are compliant and used responsibly.

It appears that existing legislation governing PMDs has evolved from frameworks originally intended for motorised mobility aids, without sufficient consideration of their modern use as legitimate transport devices.

While the use of PMDs has grown rapidly, some of the proposed changes do not appear to be balanced, practical, or proportionate, and risk negatively impacting compliant users, retailers, and regional communities.

Urban Wheelz has operated for over five years in a regional market and has observed both significant industry growth and challenges — particularly relating to warranty systems and the importation of substandard devices, which are not adequately addressed in this Bill.

The proposed framework increasingly treats PMDs as motor vehicles, yet does not introduce equivalent upstream controls such as:

- Dealer licensing requirements
- Clear national construction standards
- Mandatory electrical compliance frameworks

This creates a regulatory imbalance, focusing heavily on end-user enforcement rather than addressing supply chain and product quality issues.

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## Part 1 – Preliminary

- Establishes the name of the Act and commencement dates
- Most provisions commence 1 July 2026

Comment:

The proposed timeline appears short given the scale of regulatory change. Greater clarity is required regarding staged implementation, particularly for retailer and provider obligations.

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## Part 2 – Police Powers and Responsibilities Act 2000

### Expanded Police Powers

- Police may search persons and vehicles without a warrant in expanded circumstances
- Authority to seize devices where offences are suspected

Comment:

While enforcement is important, the expansion of warrantless search powers should be carefully considered to ensure proportionality and prevent misuse.

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### Sale to Minors

- Offence to sell controlled vehicles to persons under 16

Comment:

This raises practical concerns for retailers, including:

- Requirements for age verification
- Legal authority to request identification from minors
- Obligations for data handling and storage

Clear guidance is required to ensure compliance is practical and lawful.

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### Prevention of Offences

- Police may confiscate devices from minors to prevent continued unlawful use

Comment:

This measure is reasonable; however, it should be supported by education initiatives, particularly in schools, to ensure long-term behavioural change.

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## Chapter 4A – Prohibited Bikes

### Seizure and Enforcement

- Police may seize prohibited bikes in public areas
- Applies to both attended and unattended vehicles

Comment:

Strongly supported. This targets the primary safety issue — illegal high-powered devices.

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### Part 3 & 4 – Penalties and Enforcement

- Updates to fines and enforcement mechanisms
- Includes application to children

Comment:

Alignment of penalties is appropriate; however, clarity is required regarding enforcement consistency.

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### Part 5 – Summary Offences Act 2005

#### Hooning Laws

- Expanded definitions of dangerous behaviour

Comment:

Strongly supported. Targeting unsafe behaviour is critical.

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#### Sale to Minors

- Additional obligations for businesses and employees

Comment:

Further clarity is required to ensure obligations are reasonable and enforceable in a retail setting.

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#### Licensing Requirements

- Requirement for riders to hold a valid licence

Comment:

This creates inconsistencies, including:

- A 15-year-old can legally ride a bicycle on public roads

- The same rider would be prohibited from using an e-bike

This requires further consideration to ensure fairness and practicality.

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## Part 6 – Transport Operations (Road Use Management) Act 1995

### Licensing, Provider and Parental Responsibilities

- Licensing requirements introduced
- Providers responsible for user compliance
- Parental liability for offences

Comment:

There is a risk of shifting responsibility away from users and onto retailers and providers, which may not be appropriate or practical.

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### Drug and Alcohol Laws

- Extends drink and drug driving laws to e-mobility users

Comment:

Supported.

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### New Offences and Compliance

- Offences for prohibited bikes and misleading labelling
- Introduction of testing and evidence provisions

Comment:

Supported, particularly where it targets non-compliant imports and unsafe devices.

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## Part 7 & 8 – Road Rules and Operational Changes

### Speed Limits and Road Use

- Introduction of specific speed limits across different environments

Comment:

A tiered approach is appropriate, however:

- High-quality infrastructure (e.g. dedicated corridors) should support higher speeds

- Blanket low speed limits risk undermining infrastructure investment
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## Infrastructure Considerations

Infrastructure such as the Gordonvale to Cairns (G2E) corridor has been designed to safely remove riders from highways.

Restricting these pathways to very low speeds would:

- Reduce usability
  - Undermine public investment
  - Discourage adoption of safer transport options
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## Part 9 & Schedule 1 – Miscellaneous Amendments

- Minor and consequential legislative updates
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## Key Recommendations

### 1. Target Unsafe Behaviour, Not Compliant Users

Focus enforcement on dangerous and antisocial behaviour, rather than restricting compliant devices.

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### 2. Maintain Speed Limits, Not Motor Restrictions

- Retain a 25km/h speed limit
  - Do not restrict motor output
  - Ensure accessibility for heavier riders and regional terrain
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### 3. Address Illegal Electric Motorbikes

- Strengthen enforcement
  - Target importation and sale
  - Clearly classify as motor vehicles
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### 4. Protect Regional Access to Transport

E-mobility is essential in regional areas where:

- Public transport is limited
- Fuel costs are high

Over-regulation risks reducing access to employment and independence.

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#### 5. Allow Supervised Use for Under-16 Riders

- Encourage supervised use rather than outright prohibition
  - Support education-based safety outcomes
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#### 6. Align Regulation with Infrastructure Investment

- Allow appropriate speeds on dedicated pathways
  - Avoid undermining major infrastructure projects
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#### 7. Strengthen Upstream Regulation

Consider:

- Dealer licensing requirements
- National construction standards
- Electrical compliance frameworks

This will address the root cause of unsafe devices entering the market.

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#### Key Message

Effective regulation should improve safety without restricting responsible users, limiting access to transport, or undermining regional investment.

E-mobility is a practical, affordable, and essential transport solution for many Queenslanders. Balanced, well-considered regulation will ensure it remains safe, accessible, and sustainable into the future.