

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

**Submission No:** 2454

**Submission By:** Queensland Advocacy for Inclusion (QAI)

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10 April 2026

State Development, Infrastructure and Works Committee

Parliament House, George Street, Brisbane QLD 4000

Delivered via email: [SDIWC@parliament.qld.gov.au](mailto:SDIWC@parliament.qld.gov.au)

Dear Committee members,

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

Queensland Advocacy for Inclusion (**QAI**) welcomes the opportunity to provide a submission in response to the consultation of the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 (**the Bill**).

QAI is an independent, community-based advocacy organisation and community legal service that provides individual and systems advocacy for people with disability. QAI provides individual advocacy assistance in the areas of human rights, disability discrimination and National Disability Insurance Scheme (NDIS) appeals. It is with our frontline experience supporting hundreds of people with disability navigate community access and social participation that we write to you with our feedback to the proposed Bill.

We acknowledge the excellent work of Queensland Disability Network Report prepared for the Inquiry. See [here](#).

There are **serious safety issues** and community concerns regarding unsafe and inconsiderate use of e-scooters, e-bikes and particularly the very large and fast devices which are more akin to a motorcycle. Safe use in shared spaces is critical for people with disability, who may not see, or hear these devices or may not be able to physically move out of the way quickly.

We welcome the Bill's amendments to protect pedestrians by improving the use of footpaths; to enhance enforcement powers and offence regimes to deter unsafe and illegal behaviour.

However, the Bill in its current form creates significant barriers to safe use of e-bikes and e-scooters for people with disability – impacting their ability to independently access the community, the outdoors and spend time with family and friends.

For many people with disability, e-mobility is not a luxury, it provides independence to access their community, enjoy the outdoors and participate in life in a way that their disability would otherwise prevent. People with disability who ride their e-mobility bike or device can do so at their own pace, alongside family and friends. E-bikes and mobility devices are also a cost-effective means of transportation.

Our significant concerns with aspects of the Bill include:

1. **Mandatory driving licencing** creates four significant barriers:
  - a. People who due to their disability or long-term medical condition, who are able to ride an e-bike or an e-scooter, not be able to obtain a medical certificate to drive a car, will be arbitrarily and unfairly excluded from use of these devices.
  - b. The cost of obtaining both a licence (even just a learner’s licence) together with any necessary medical certificate disappointedly impacts those with disability who often have significant medical costs and are statistically more likely to be unemployed or under employed.
  - c. A requirement to complete a written test similarly creates a barrier for people who have limited reading or writing skills.
  - d. A further administrative barrier to attend a place that issues licence every three years.

There are no jurisdictions in Australia that require licensing.<sup>1</sup> During their recent inquiry into e-mobility, the New South Wales Government stated that doing so

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<sup>1</sup> State Development, Infrastructure and Works Committee, Inquiry into e-mobility safety and use in Queensland (2026), p 16.

“would increase the administrative burden and costs for both riders and for government”.<sup>2</sup>

2. **Discriminatory for children:** The 16 year old age limit will have greater impacts on children with a disability who may have greater physical barriers to regular bikes and scooters.
3. **Community access as a human right:** Restricting access to legal e-scooters and e-bike through the restrictions above significantly impacts on people with disability in the context of human rights to participation, dignity and autonomy.
4. **Existing e-bikes and e-scooters:** The Bill’s definitions are not clear and will significantly impact people who have purchased a legal device to now find that they are no longer legal or cannot use because of the barriers created through the licencing provisions.

### **Cost impacts**

The introduction of the restrictions above goes beyond the loss of independence and autonomy, it will **increase costs with transport and travel** that are funded by other government agencies, for **example the NDIS and the State Funded Taxi Subsidy Scheme**.

Removing access to e-mobility will consequently increase the need of support worker assistance for people to travel from places to places, in vehicles with **increasing fuel costs**.

Reducing access to the community for people with disability will also impact their health and wellbeing and affect people’s psychological wellbeing.

### **Community access as a human right**

We consider that the introduction of mandatory licensing will limit basic human rights of people with disability, particularly the right to freedom of movement (s 19 of the *Human Rights Act 2019 (HRA)*) as it will restrict the ability of individuals who are not able to hold a valid driver license to use an e-mobility device as a means of travel.

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<sup>2</sup> Parliament NSW Legislation Council, *Use of e-scooters, e-bikes and related mobility options* (2025), p 47.

Similarly, s 15 of the HRA provides that every person has the right to recognition as a person before the law, that every person is equal before the law, and that laws should not be discriminatory. In our view, introducing mandatory licensing will discriminate against individuals who are unable to hold a drivers license because of their impairments.

Ensuring people with disability are treated equally is about understanding some people need different treatment to achieve equitable outcomes and protect their human rights. This approach is central to the Convention on the Rights of Persons with Disabilities (*CRPD*).

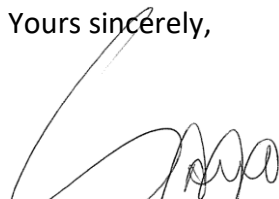
### **Our recommendations**

We call for:

- a. Investment in the **active transport infrastructure** Queensland needs – as not one additional dollar has been committed to this, despite the Parliamentary Inquiry’s recommendation.
- b. A **clear and workable definitions** for ‘electrically power-assisted cycle’ and ‘personal mobility devices’ which covers the 200,000+ safe, legal e-bikes currently owned by Queenslanders.
- c. **Drop licensing and age bans** for legal e-bikes and e-scooters as they are an unreasonable imposition, supported by absolutely no evidence, and are unnecessary if we get rid of the illegal devices.
- d. **Improve education and public awareness** campaigns for safe use of e-bikes and e-scooters, including with schools.

If you would like to discuss any of the above recommendations, we would be pleased to speak with you.

Yours sincerely,



**Sara Martins**

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