

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

Submission No: 2459

Submission By: Bribie Island Environmental Protection Association Inc

From: [BIEPA Management Committee](#)
To: [State Development, Infrastructure and Works Committee](#)
Subject: Fwd: Concerns and Options Regarding Proposed Legislation Changes for E-Bikes in Queensland
Date: Friday, 10 April 2026 12:41:11 PM

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From: BIEPA Management Committee [REDACTED]
Date: Fri, 10 Apr 2026 at 11:16
Subject: Concerns and Options Regarding Proposed Legislation Changes for E-Bikes in Queensland
To: <transportandmainroads@ministerial.qld.gov.au>
Cc: <Pumicestone@parliament.qld.gov.au>

Dear Minister Mickelberg and Ms. Doolan,

We are reaching out on behalf of the Bribie Island Environmental Protection Association (BIEPA) to outline our collective concerns and suggestions regarding the proposed legislation changes for e-bikes and e-mobility devices in Queensland, set to be enacted on July 1, 2026.

While we appreciate the government's efforts to enhance safety and compliance within the e-mobility sector, we believe that certain provisions within the proposed legislation may inadvertently hinder active transport, reduce mobility for vulnerable individuals, and impose excessive penalties on compliant users.

Key concerns we would like to address include:

1. **Age Restrictions:** The proposed minimum age of 16 for e-mobility users may limit access for younger individuals who rely on these devices for commuting to school and other activities. This restriction could disproportionately affect teenagers and limit their independence.
2. **Licensing Requirements:** Mandating a driver's license or learner's permit for e-bike users may isolate individuals who are unable to drive due to disabilities, medical conditions, or age. This could create barriers to mobility for vulnerable groups.
3. **Speed Limitations:** Implementing a blanket speed limit of 10km/h on footpaths and shared paths may disincentivize the use of e-bikes, contradicting the environmental goals of reducing car dependency and promoting active transport.
4. **Increased Penalties:** The proposed fines for infractions, such as \$500 for riding without a license, not wearing a helmet, or for parents of minors, may disproportionately affect compliant users rather than addressing the real issues related to non-compliant, high-powered devices.

In light of these concerns, we advocate for a more balanced approach that focuses on differentiating between legal, low-powered e-bikes and illegal, high-powered mopeds. We suggest the following options to enhance safety while minimizing negative impacts on active transport:

- **Differentiation of Devices:** Clearly define and distinguish between legal, pedal-assisted e-bikes and non-compliant, high-powered devices, reclassifying the latter as motorbikes or mopeds requiring registration and insurance.

- Stronger Enforcement on Non-Compliant Devices: Instead of imposing heavy penalties on riders, regulations should focus on preventing the import and sale of non-compliant devices.
- Safety Standards for Batteries: Implement national safety standards for lithium-ion batteries to mitigate fire risks associated with low-quality devices.
- Targeted Speed Regulations: Enforce speed limits specifically in crowded pedestrian areas while allowing higher speeds on dedicated cycling infrastructure.
- Investment in Infrastructure: Increase funding for high-quality cycling infrastructure to ensure safety for all users, thereby reducing reliance on motor vehicles.

We encourage you to consider these concerns and recommendations as part of the legislative process. We believe that with collaborative efforts, we can achieve legislation that promotes safety while fostering an environment conducive to active transport and mobility for all Queenslanders.

Thank you for your attention to this important matter.

Sincerely,
Angela Armitage BA MICDA
Secretary | BIEPA Management Committee
Bribie Island Environmental Protection Association Inc.

Land and Sea of the Gubbi Gubbi Nation. Recognising the traditional owners of this land, the Joondoburri People, and with respect to their elders past, present and emerging.