



Speech By
Hon. Andrew Powell

MEMBER FOR GLASS HOUSE

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TRANSPORT AND OTHER LEGISLATION (MANAGING E-MOBILITY USE AND PROTECTING OUR COMMUNITIES) AMENDMENT BILL

 **Hon. AC POWELL** (Glass House—LNP) (Minister for the Environment and Tourism and Minister for Science and Innovation and Acting Minister for Sport and Racing and Minister for the Olympic and Paralympic Games) (12.26 pm): I rise to speak to the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. This bill has relevance across a number of my responsibilities as the Minister for the Environment and Tourism and Minister for Science and Innovation as well as in my acting role as the Minister for Sport and Racing and Acting Minister for the Olympic and Paralympic Games. It is also important to me as the member for Glass House where I represent both local operators who use e-mobility devices and residents who want to know that our streets, footpaths and shared spaces are safe.

At the outset, I acknowledge the feedback received through the committee process. The State Development, Infrastructure and Works Committee received significant community input and the government has listened. That feedback has helped shape amendments to this bill, which the Crisafulli government has approached in a calm, methodical and evidence-based way, informed by what we have heard from Queenslanders and guided by practical reform. Queenslanders have made it clear that they want change. They want practical action. They want dangerous illegal and high-powered devices off our streets. They want safer footpaths and safer shared spaces for children, for pedestrians, for families, for older Queenslanders and for people with a disability. They have continued to make that message clear. Enough is enough.

As I said, the Crisafulli government is delivering that change through a calm, methodical and evidence-based approach. We are not banning responsible use. We are not targeting people who do the right thing. We are dealing with the unsafe and illegal behaviour that has been allowed to go on for too long. This bill is about setting clear rules and giving police the powers they need to restore accountability and reinstate community confidence in how e-mobility devices are used in Queensland.

In my capacity as Minister for Tourism, I spend a substantial amount of time listening to tourism operators so I want to acknowledge the constructive concerns raised by the tourism industry, including the Queensland Tourism Industry Council. Those concerns are not about defending dangerous behaviour. They are not about giving anyone a free pass to ride illegal, modified or high-powered devices through public spaces. They are about ensuring that responsible tourism operators who may be running guided, supervised, low-speed and well managed experiences are not treated the same as reckless or unlawful riders. It is an important distinction because Queensland is, as members would know, the home of the holiday. We want families to come here. We want international visitors to visit. We want people to experience our regions, our trails, our bikeways, our coastlines and our tourism destinations in a way that is safe, accessible and enjoyable.

The Crisafulli government has listened. One concern raised by industry was that the original framework could have prevented children from participating in family tourism experiences. The amendments respond to that. Children aged 12 to 17 who cannot or do not yet hold a licence will be

able to continue riding under the direct supervision of a parent or guardian. That is a commonsense amendment to address concerns raised by industry. It means we are not shutting children out of appropriately supervised experiences. We are ensuring those experiences happen safely.

Another concern raised was that the bill needed to distinguish between low-risk tourism activity and high-risk public use. Again, the amendments respond to that. The bill allows for exemptions in specific declared areas, including rail trails and mountain bike trails. In many parts of Queensland, these tracks are not just transport routes, they are visitor experiences. They support regional communities, they support small businesses and they support accommodation providers, cafes, hire operators, tour guides and local jobs.

The bill also includes a head of power so exemptions can be prescribed by regulation. That gives the framework flexibility. It means the government can continue to respond to safety data, stakeholder feedback and the way e-mobility is being used on the ground.

I also acknowledge the concern raised about international visitors. Many visitors who come to Queensland want simple, safe and accessible ways to experience our destinations. That is particularly important as we look toward 2032. The entirety of Queensland is expecting a high volume of international visitors during the 2032 Olympic and Paralympic Games, and this bill ensures we have the e-mobility laws that will keep our visitors and locals safe during the games. This bill protects spaces where Queenslanders are most active in their day-to-day lives, not to mention the spotlight that the Paralympic Games will shine on accessibility. People with disabilities deserve safe shared spaces, free from high-powered, unregistered devices that are being used dangerously. There is no doubt that e-mobility and active transport will have a role to play in Queensland's visitor economy, both now and during 2032, but that role has to be safe and has to be well managed. It has to give confidence to pedestrians, families, operators and visitors alike. Queensland's competitive advantage will be built on safe, well-managed, visitor-ready experiences.

The amendments to shared path speed limits also strike a more practical balance. A 12-kilometre-per-hour limit will apply on footpaths and when passing pedestrians on shared paths, but on higher quality shared paths, bikeways and rail trails with lower pedestrian volumes, riders will not be constrained in the same way. That is common sense. It protects pedestrians without shutting down responsible use.

Tourism operators are not the problem this bill is trying to fix. A guided tourism operator providing safety briefings, supervision, controlled speeds and duty of care is not the same as someone riding an illegal, modified or high-powered device through a public space. This bill backs responsible operators, it backs responsible riders and it gives police the tools they need to deal with those who do the wrong thing. That is the balance Queenslanders expect and that is the balance this bill delivers.