




Speech By
Hon. Brent Mickelberg

MEMBER FOR BUDERIM

Record of Proceedings, 25 March 2026

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

Message from Governor

 **Hon. BA MICKELBERG** (Buderim—LNP) (Minister for Transport and Main Roads) (7.55 pm): I present a message from Her Excellency the Governor.

Mr SPEAKER: The message from Her Excellency recommends the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill. The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

TRANSPORT AND OTHER LEGISLATION (MANAGING E-MOBILITY USE AND PROTECTING OUR COMMUNITIES) AMENDMENT BILL 2026

Constitution of Queensland 2001 section 68

I, DR JEANNETTE ROSITA YOUNG AC PSM, Governor, recommend to the Legislative Assembly a Bill intituled—


A Bill for An Act to amend the Police Powers and Responsibilities Act 2000, the State Penalties Enforcement Act 1999, the State Penalties Enforcement Regulation 2014, the Summary Offences Act 2005, the Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015, the Transport Operations (Road Use Management) Act 1995, the Transport Operations (Road Use Management—Road Rules) Regulation 2009 and the legislation mentioned in schedule 1 for particular purposes

GOVERNOR

Date: 25 March 2026

Tabled paper: Message, dated 25 March 2026, from Her Excellency the Governor, recommending the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 [397](#).

Introduction

 **Hon. BA MICKELBERG** (Buderim—LNP) (Minister for Transport and Main Roads) (7.56 pm): I present a bill for an act to amend the Police Powers and Responsibilities Act 2000, the State Penalties Enforcement Act 1999, the State Penalties Enforcement Regulation 2014, the Summary Offences Act 2005, the Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015, the Transport Operations (Road Use Management) Act 1995, the Transport Operations (Road Use Management—Road Rules) Regulation 2009 and the legislation mentioned in schedule 1 for particular purposes. I table the bill, the explanatory notes and a statement of compatibility with human rights. I nominate the State Development, Infrastructure and Works Committee to consider the bill.

Tabled paper: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 [398](#).

Tabled paper: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026, explanatory notes [399](#).

Tabled paper: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026, statement of compatibility with human rights [400](#).

I rise tonight to introduce the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. The Crisafulli government was elected with a clear mandate to restore safety for all Queenslanders. In recent years we have seen a steady proliferation of illegal, high-powered devices on our roads and footpaths—devices that are not only noncompliant but also dangerous. Across the country, high-powered e-devices are now flooding the market, putting lives at risk.

Between 2022 and 2025, more than 6,300 injuries related to e-scooters were reported at emergency departments across 36 Queensland hospitals. Tragically, 12 people lost their lives in e-device related incidents last year alone—several of them children. Eight of these fatalities involved personal mobility devices, known as PMDs. These are not just statistics; they are lives lost, families shattered and communities left grieving. It is therefore only natural that many Queenslanders are fearful about their safety on our footpaths and streets.

The community has been clear in its message: enough is enough. Queenslanders are tired of unsafe and illegal e-device use. They are tired of dodging speeding e-scooters on footpaths, of seeing children on dangerous devices and of witnessing reckless behaviour that puts lives at risk. They are tired of the lack of accountability for riders who break the rules, and the police are fed up that they have not been provided with the tools they need to address these issues.

Let's be honest: the rise in popularity of these e-mobility devices is a challenge for governments around the world and, unfortunately, there is no silver bullet. There are no simple answers, but sticking your head in the sand, using taxpayer money to encourage the uptake of illegal devices or making promises to fix RBT loopholes but failing to act are options that no reasonable government should take. That is why our government asked the parliament to task the State Development, Infrastructure and Works Committee to undertake an inquiry into e-mobility safety and use in Queensland. We needed a thorough investigation into this complicated issue. We also needed to allow Queenslanders to participate in the process, using local knowledge to understand and to then craft a response.

I thank the member for Lockyer as the chair of that committee as well as all of the committee members, including the member for Mulgrave and the member for Cook, for their hard work and deliberations. The inquiry received over 1,200 submissions from individuals, organisations and stakeholders. Some of the testimony the committee heard was heartbreaking. Parents spoke of the devastating loss of their children in preventable accidents. Pedestrians, including vulnerable path users like those with low vision, described near misses and injuries caused by reckless riders. Medical professionals shared their experiences of treating serious injuries, including traumatic brain injuries, caused by unsafe e-device use. These stories reinforced the urgent need for action to address the risks associated with e-devices and to protect all road and path users.

We also heard from the police. As the frontline agency responsible for enforcing the law, they have been hamstrung in their ability to respond to this growing menace. It is fair to say that the committee heard many different viewpoints and positions, and it is therefore impossible to deliver recommendations that everyone will be happy with. Through a lens of public safety it is clear that the committee has come up with a series of commonsense and nation-leading recommendations that will make our streets and footpaths a safer place for everyone. That is what we promised this process would deliver. I now table the Crisafulli government's response to the State Development, Infrastructure and Works Committee's report highlighting our strong support for all of the recommendations.

Tabled paper: State Development, Infrastructure and Works Committee: Report No. 21—Inquiry into E-mobility Safety and Use in Queensland, government response [401](#).

This bill will put these recommendations into action. This bill delivers the strong, decisive action that Queenslanders have been calling for. It introduces a suite of nation-leading reforms to address the challenges of e-device use and ensure the safety of our communities. These reforms are comprehensive, evidence-based and practical. They strike the right balance between preserving the benefits of e-devices and addressing the risks they pose.

A minimum age of 16 years and a requirement to hold a valid licence is a key reform under this bill. This change recognises that operating an e-device requires a certain level of skill, knowledge, maturity and being medically fit to drive. By setting age and licensing requirements, we can ensure that riders have the necessary understanding of road rules and the ability to operate them safely and interact with other road and path users in a safe and respectful manner.

Illegal high-speed e-devices continue to cause significant safety concerns across Queensland. To address this issue, the bill significantly strengthens police powers, allowing officers to seize and destroy high-powered e-bikes and e-scooters that exceed speed or power limits. This will ensure that dangerous e-devices are removed from our roads and footpaths for good, reducing the risk of accidents and injuries. This approach may seem tough, but it is a necessary change that will enable our police to have the right powers to start cleaning up the streets and making our communities safe again. The community continues to be shocked by the reckless behaviour of young hooners on illegal devices partaking in rideouts across Queensland. This behaviour will not be tolerated by the Crisafulli government, and that is why this bill introduces new hooning-related offences for e-devices to aid police in targeting behaviours like organising, filming, promoting, encouraging and spectating at hooning activities.

The Crisafulli government will ensure that young offenders cannot escape the consequences of dangerous driving or riding behaviours. This reform will be particularly important in an environment of increasing road trauma. The bill ensures that 16- and 17-year-olds are held accountable for road safety offences like speeding and careless driving. Currently, unpaid fines issued to 16- and 17-year-olds for vehicle related offences are not enforceable. This creates a gap in accountability and diminishes young people's abilities to establish lifelong safe driving habits.

Under this bill unpaid fines will no longer be ignored and young drivers will face the same consequences as adults. However, parents and guardians will also be held accountable under this bill. Any parent who allows a minor under 16 to ride an e-device or illegal device will face significant penalties. Similarly, retailers who sell e-devices to children under 16 will be subject to strict penalties just as they would for selling knives to minors. These measures send a clear message that everyone has a role to play in ensuring the safe use of e-devices.

We will also be holding shared e-device providers accountable under this bill. Companies offering hireable e-devices will be required to take reasonable steps to ensure their riders meet age and licence requirements. Providers who fail to comply will face significant penalties, ensuring accountability across the industry.

The Crisafulli government will not continue to allow riders of e-devices to flout the rules without consequence. This bill ensures that the seriousness of offending directly matches the severity of the penalty. Penalties for speeding, carrying passengers, riding without a helmet and riding on prohibited roads are significantly increasing under this bill. This approach is designed to deter dangerous conduct and protect all road and path users.

The bill introduces several new offences to curb the new behaviours that are concerning the community. Riding without due care and attention such as weaving, riding too closely to other road and path users, and failing to alert others before overtaking are some of the behaviours which will not be tolerated and will be met with a fine of \$500. Similarly, parking e-devices in a hazardous or obstructive manner will attract fines, and local government officers are empowered to issue these fines as well as police.

Let me be clear: there is no place for drink-driving or riding under the Crisafulli government. Drink riding puts the most vulnerable path users at risk and inebriated riders suffer more significant injuries, often to the face or head. The bill enables police to random breath-test any e-device or bike rider over the age of 16 in any public place, with fines starting at \$500 for riding while intoxicated. This will allow police to respond efficiently to the community's concerns about intoxicated riders and the dangers they present to themselves and others.

Another key reform in the bill is the modernisation and simplification of e-device definitions. The bill aligns Queensland's definition for e-bikes with the European standard, which is internationally recognised as the best practice approach for pedal-assisted bikes. The bill also reintroduces the requirement for personal mobility devices, the most common of which is an e-scooter, to be limited to 25 kilometres an hour by design. The previous framework attempted to operate under a behaviour-based enforcement model for personal mobility device speed regulation, but it ultimately failed and has resulted in the proliferation of high-speed devices in Queensland. This bill will return the framework to a device-based compliance model and ensures that riders, parents and retailers are acutely aware that personal mobility devices cannot legally go faster than 25 kilometres an hour.

To assist police with its identification of illegal devices, the bill creates a new clear definition to capture noncompliant devices. Any device which exceeds the strict new requirements for e-bikes and personal mobility devices is considered to be a prohibited bike and will be the focus of targeted police enforcement. These changes will provide clarity for riders, retailers and enforcement agencies, ensuring

that everyone understands what is legal and what is not. By adopting these clear and consistent definitions we can stem the rampant use of illegal devices and ensure that only safe, compliant devices are used on our roads and footpaths.

The bill also introduces measures to improve safety on footpaths and roads. It establishes a 10 kilometre an hour speed limit for e-devices on footpaths, reducing risks to pedestrians. It expands road access for personal mobility devices to roads with speed limits of up to 60 kilometres an hour, encouraging riders to move off footpaths and on to roads as appropriate to suit the needs of riders and pedestrians. These measures will help create a safer environment for all road and path users.

The benefits of this bill are clear. By addressing unsafe and illegal e-device use we will reduce injuries and fatalities, making our roads and footpaths safer for everyone. With stronger enforcement powers, our police will have the tools they need to crack down on dangerous devices and behaviours. By holding riders, parents and retailers accountable we will create a culture of responsibility and compliance. By aligning our regulations with national and international standards we will provide a clear and enforceable framework for e-device use that is harmonised with other jurisdictions.

These reforms will also support the safe integration of e-devices into Queensland's transport network into the future. By providing clear rules and expectations for riders, we can promote responsible use and reduce the risks associated with them. This will help ensure that e-devices remain a viable and safe transport option for Queenslanders.

This bill is not just about addressing the problems of the past; it is about setting a vision for the future. It is about creating a safer, stronger Queensland where everyone can enjoy the benefits of e-devices without fear for their safety. It is about ensuring that our roads, footpaths and public spaces are safe for everyone—from pedestrians and cyclists to e-device riders and motorists.

The Transport and other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 is a comprehensive, evidence-based response to the challenges of e-device use. It addresses the concerns of our communities, empowers our police and delivers the strong reforms needed to keep Queenslanders safe. These are nation-leading reforms, and they will set the benchmark for e-device regulation across Australia. I commend the bill to the House.

First Reading

Hon. BA MICKELBERG (Buderim—LNP) (Minister for Transport and Main Roads) (8.10 pm): I move—

That the bill be now read a first time.

Question put—That the bill be now read a first time.

Motion agreed to.

Bill read a first time.

Referral to State Development, Infrastructure and Works Committee

Madam DEPUTY SPEAKER (Ms Marr): In accordance with standing order 131, the bill is now referred to the State Development, Infrastructure and Works Committee.