

Speech By

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

Ms BOURNE (Ipswich West—ALP) (6.08 pm): I rise today to speak on the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. At the outset I want to say that this bill and its handling has been truly abysmal. The minister put forward a bill so fraught with issues that now he is forced to rush it through with last-minute sweeping and substantial amendments to an already significant bill. This minister and this government have no respect for our parliament. This bill and its now 122 amendments must be given due process and put to the committee for consideration and scrutiny and to stakeholders for consultation. This needs to happen because the subject matter is so serious. The tragic deaths and serious injuries we have seen connected to e-mobility incidents have deeply concerned communities across Queensland. Fourteen Queenslanders lost their lives in e-mobility related incidents in 2025 alone.

Good governments do not respond to complex and serious issues with rushed legislation—rushed legislation that has not been properly consulted on, is not supported by the evidence before the committee and risks creating even more problems than it solves. That is ultimately why the Queensland Labor opposition cannot support this bill in its current form.

Labor supports safe and responsible e-mobility use because we recognise the important role that e-bikes and e-scooters play. For many people in communities like mine in Ipswich West, these devices are not a novelty, they are affordable and practical ways of getting to work, going to school, accessing public transport and staying connected with family, community and critical services. Throughout this process my office was inundated with emails, calls and messages from constituents who were deeply worried that this legislation would drastically impact their ability to travel affordably. One constituent wrote to me saying—

Without my e-scooter, I wouldn't be able to do my shopping, and I wouldn't be able to see my family and friends. I have a disability, I don't drive, and I need my scooter to get from A to B.

Communities like mine in Ipswich West understand exactly what it means to commute long distances, sit in congestion and watch transport costs eat into the household budget. This government should be supporting affordable transport options and encouraging active transport use, particularly during a fuel affordability crisis. Instead they are taking us backwards. The government says this bill is about safety. However, the overwhelming evidence presented to the committee was that this legislation fails to properly address the core issue identified by experts, stakeholders and Queenslanders themselves. That issue is illegal devices. The evidence repeatedly showed that Queenslanders support stronger enforcement against dangerous and illegal e-mobility devices. They support cracking down on reckless behaviour. They support stronger penalties and greater enforcement powers. Labor supports many of those measures as well. We support stronger controls around the sale of devices, requirements that devices comply with speed limitations and stronger police powers to enforce helmet laws and drink-riding offences. We also support increased penalties for dangerous behaviour and measures to

improve accountability for hire operators, but what we cannot support is legislation that unfairly punishes responsible riders while failing to properly address already illegal devices causing many of the serious incidents.

Nearly 5,000 submissions were made to the committee inquiry and an overwhelming number raised concerns with some or all aspects of this legislation. When so many stakeholders are telling the government they have got it wrong, a responsible government should listen and work collaboratively to fix the legislation. One of the clearest examples of this bill getting the balance wrong is the proposed speed limit changes. After the minister's original bill attempted to introduce a speed limit of 10 kilometres per hour, which went against TMR's guidelines for speed management on shared paths, the minister is now saying that a speed limit of 12 kilometres per hour will only apply near pedestrians in high pedestrian areas. I ask the minister how amendments Nos 107 to 116 actually look in practice? What will constitute a high pedestrian area?

I am also unsure if this is actually the case because at a recent press conference the minister said it would be 25 kilometres per hour on shared paths. If the minister is unsure about his own laws then how are Queenslanders expected to understand. Brisbane West Bicycle User Group told the committee that maintaining a speed below the natural momentum of a bicycle requires extensive engagement of the body's core muscles to keep balance and control. The bill also allows e-mobility devices to be ridden on roads with speed limits up to 60 kilometres per hour. This will see people pushed away from safer shared paths and onto busy roads alongside cars, trucks and heavy vehicles. For the already congested roads that my community drive on to and from Brisbane, this will only put more users, as well as drivers, at risk.

Another deeply concerning aspect of this bill is the proposed licensing regime. The proposed licensing requirements risk unfairly excluding vulnerable Queenslanders from participating in community life. Many older Queenslanders who have voluntarily surrendered their licence for medical reasons now rely on e-bikes and e-scooters for exercise, independence and social cohesion. Many Queenslanders living with a disability rely on specialised e-mobility devices to participate in everyday life and many of those Queenslanders do not hold a driver's licence. The Public Advocate gave compelling evidence to the committee about the importance of these devices for social inclusion and independent living and now this minister has put forward further rushed amendments, such as amendment No. 76, which will require people with a disability to apply for an exemption to licensing requirements and obtain a separate label for their disability specific device. Stakeholders have already raised concerns with the special circumstances permit process under the first draft of the bill saying that it risked adding layers of red tape and bureaucracy for disadvantaged people.

Labor approached this bill constructively. We were prepared to work with the government and support sensible reforms that genuinely improve safety outcomes for Queenslanders, but after hearing the evidence presented to the committee it became clear that the problems with this bill are not minor drafting issues. The problems are fundamental, and this LNP government has recognised that considering the amendments rushed into this parliament last night which are devoid of any due process. Queenslanders deserve legislation that actually targets dangerous illegal devices and improves enforcement that protects pedestrians while still supporting affordable and active transport. Queenslanders deserve legislation that does not unfairly punish older people, people living with a disability or law-abiding riders simply trying to get to work, school or the shops. This bill should be withdrawn and redrafted following genuine consultation with stakeholders, experts and the broader community. What is in front of us today is proof that under the Crisafulli LNP government Queensland is being dragged backwards by a government that is paralysed by its own failures. The Queensland Labor opposition cannot support this bill in its current form.