



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

**Submission to the State Development, Infrastructure and Works Committee,
by the Transport Professionals Association**

About Transport Professionals Association (TPA)

Transport Professionals Association is the peak industry body for transport professionals spanning multiple disciplines, including planning, engineering, modelling, economists, policy specialists, and researchers who work across government, consultancy, industry and academia.

Transport Professionals Association supports members through professional development, networking, advocacy, and knowledge sharing as they deliver safe, sustainable, and thriving transport systems.

To assist with this, Transport Professionals Association has adopted a Policy and Principles Platform that addresses how we will advocate on behalf of the broader transport community for the creation of successful transport systems. The Transport Professionals Association Policy and Principles Platform is provided as Attachment 1 to this submission. See transportprofessionals.com.au for further information.

Introduction

The purpose of Transport Professionals Association is to shape safe, sustainable and thriving communities by championing integrated, future-proof transport solutions. We support and advocate for an equitable transport system that allows all Queenslanders to travel safely, efficiently and sustainably. Therefore, we are compelled to make a submission to the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

This submission was developed by the Queensland Branch Committee of TPA in consultation with members, TPA staff and other organisations with expertise in active travel. It supports some aspects of the Bill that support more effective enforcement on illegal e-bikes and unsafe use of e-scooters. However, we do not support some amendments that, while intended to address safety concerns, will negatively impact the achievement of an equitable and sustainable transport system.

The basis to our submission is that:

- the current community concerns are due to the unsafe use of specific types of e-mobility devices that are currently illegal to use in public places.
- E-mobility devices that are currently legal to use on the transport network provide safe, sustainable, healthy and cost-effective alternatives to the private car.
- Amendments to the Bill will have unintended consequences such as:
 - Pushing riders into unsafe traffic environments
 - Discourage legal e-mobility adoption
 - Increase non-compliance due to impractical rules
 - Undermine the goal of safer, lower emission and affordable transport for all
 - Deny an alternative form of transport for those that are unable to use a car

Overall, the Transport Professionals Association does **not** support the Bill in its current form.

E-mobility device definitions and standards

TPA supports the proposed update of e-mobility device definitions and standards by aligning with the recognised e-bike safety standard and introducing mandatory compliance labelling for e-bikes, and revising the dimensional limits for PMDs (E-scooters and other types of personal mobility devices) and reinstating a maximum design speed for PMDs of 25km/h.

We are concerned that E-bikes that are currently legal (including having a maximum power assisted speed of 25km/h) to use on the transport network may become a "prohibited bike". Our understanding is that the Bill mandates a new e-

bike definition, not EN15194 (as the committee recommended) but EN15194 2017:A1, a newer standard which only came into effect in Europe in August 2025. In the order of 90% of e-bikes that are currently legal would become a "prohibited bike". There seems to be no purpose in penalising people that have been safely using a legal e-bike for many years. The legislation should ensure that e-bikes that are currently legal to use on the public road network do not become a "prohibited bike".

E-mobility rider licencing

TPA supports that all road users, including e-mobility riders, should be aware of the road rules and safe riding practice. However, this amendment is likely to have significant unintended consequences for vulnerable members of our community, people with disabilities, older people, international students and visitors from overseas, who may be unable to obtain a licence. Denying them access to e-mobility would impact their independence, travel choice, health and access to an affordable and sustainable mode of transport.

There may also be people who are capable of obtaining a licence but do not own a car and/or choose not to drive. They should not be forced to go through the process and expense of obtaining a licence simply to ride an e-bike or scooter.

Licensing is not likely to solve the significant safety issue of people riding illegal devices. Education campaigns in the media and at schools may have a more meaningful impact on awareness of road rules and safe riding practice. For these reasons, and the likely unintended consequences of denying some members of the community to use legal e-mobility devices, TPA does not support e-mobility rider licencing.

Minimum rider age limit of 16 years for e-mobility devices

Like the wider community, TPA has concerns about young people that have been responsible for serious and fatal crashes associated with "e-mobility devices". It is evident that the vast majority of these crashes have been associated with devices that are currently illegal and will continue to be illegal if this Bill is implemented.

TPA notes that riders aged under 16 may rely on compliant ebikes for independent travel to school, casual work and activities such as sport, especially where public transport alternatives are limited. This includes young people who may not be able to ride a pedal powered bike due to disability or medical condition. Restricting access risks increased car dependence, school related congestion, and reduced youth independence and wellbeing. Importantly, responsible riders should not be penalised for import, sales and enforcement failures associated with noncompliant devices.

TPA suggests that enforcement of the ability to purchase and use illegal devices (as per other amendments in the Bill) would significantly mitigate the current issues associated with riders under 16 using e-mobility devices.

TPA does not support a minimum age limit of 16 years for e-mobility devices. Education campaigns in the media and at schools would help to address unsafe use of e-mobility devices by riders under-16.

In the event that this amendment is passed, a process must be available to provide exceptions due to medical and other reasons.

Speed limits for e-mobility devices on footpaths and shared paths

TPA recognises that low speeds lead to a lower likelihood of serious and fatal injuries occurring in the event of a crash to both the rider and impacted pedestrians. Low speeds on footpaths are supported, particularly for busy locations such as town centres / high streets, school precincts and around public transport stops and stations.

TPA also supports that this amendment does not include bicycle paths and separated paths. However, much of the off-road bicycle network in Queensland, which may appear to be a bicycle path, is actually currently designated as a footpath or shared path. This amendment will cause confusion and prevent e-mobility riders from using the majority of the off-road bicycle network at the safe and comfortable riding speed that shared paths in particular are designed for.

Further, in suburban and rural areas paths typically have low pedestrian use and a low speed limit of 10 km/h may result in less safe practice, such as e-mobility riders having to use busy roads with traffic speeds as fast as 60km/h.

It is noted the Queensland Government TMR guideline 'Speed management on shared paths'¹ states that:

- On well-design paths and in good conditions, people riding bikes can travel comfortably at speeds of between 14-25km/h with minimum risk of reduced amenity for people walking.
- Studies of bicycle operational stability during the last century have shown that a bicycle can become unstable at speeds below 11 km/h

Enforcement should focus on the rider having "due care and attention" as per section 84AA (*Driving particular vehicles without due care and attention on road-related areas*) of the Transport Operations (Road Use Management) Act 1995.

For these reasons, TPA opposes application of a speed limit on shared paths.

Education and enforcement over restriction

Education, enforcement and compliance at point of sale are far more effective levers for improving safety than blanket age, licensing or access restrictions. School based e bike education programs, supported by police engagement, are demonstrably improving behaviour, rule compliance, situational awareness and courtesy among young riders. These approaches address root causes rather than visible symptoms.

Broader policy alignment

Overall, the Bill is seen as misaligned with broader Queensland Government objectives relating to active transport, healthy lifestyles, congestion reduction, emissions reduction and mode shift away from short trips that burn fossil fuels.

Summary of TPA position

In summary, TPA supports practical reforms that improve safety and compliance while protecting equitable access to legal e-mobility and avoiding unintended consequences.

The Transport Professionals Association:

- Support clearer e-mobility definitions and stronger safety standards, including compliance labelling and a 25 km/h PMD design speed cap.
- Do not support rider licensing, as it is unlikely to address illegal devices and would create inequitable barriers for some legitimate users.
- Do not support a blanket minimum age of 16 – the Government should prioritise enforcement against illegal devices, education, and (if progressed) a robust exemptions process.
- Oppose applying speed limits to shared paths.

TPA welcomes the Committee's consideration of this Bill and urges that the final amendments prioritise safety through standards, education and effective enforcement while avoiding unintended barriers to equitable, sustainable e-mobility access.

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Attachment 1: Transport Professionals Association Policy and Principles Platform

¹ https://www.tmr.qld.gov.au/_/media/busind/techstdpubs/cycling/speed-management-on-shared-paths.pdf?sc_lang=en&hash=549881C8570C1A17C1DCD8F9B25C4AA0