



9th April 2026

State Development, Infrastructure and Works Committee
Parliament House
George Street
BRISBANE QLD 4000

Email – SDIWC@parliament.qld.gov.au

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

Outdoors Queensland is the peak body for the outdoor sector in Queensland.

We represent outdoor organisations and individuals in Queensland, consisting of a range of outdoor industry stakeholders, covering the five broad pillars of outdoor activities:

- outdoor and environmental education,
- outdoor health (including adventure therapy),
- outdoor tourism (adventure/ nature-based tourism), and
- associated support services (e.g. land and water management, infrastructure, sector training and development, other support services, retail sales).

The mission of Outdoors Queensland is to ensure that Queensland's outdoor sector is empowered, supported and valued. Our vision that everyone can enjoy the health and well-being benefits of the outdoors through a thriving Queensland outdoor sector.

We understand that the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026 (the Bill) has been referred to the State Development, Infrastructure and Works Committee for detailed consideration.

The explanatory notes state that the objective of the Bill is to provide for reforms that respond to community concerns arising from the use of e-mobility devices in Queensland and implement the transport-related reform recommendations of the committee.

Outdoors Queensland understands the serious safety concerns presented by illegal electric motorbikes being used on roads and footpaths. However, we suggest that the Bill in its current form goes beyond what is required to address community concerns regarding the use of e-mobility devices particularly illegal electric motorbikes. The Bill moves into the unwanted territory of drastically impacting the use of safe, legal e-bikes and e-scooters.



We refer to the submission to your committee dated 2 April 2022⁶ by Bicycle Queenslandⁱ, an Outdoors Queensland member.

In their submission, Bicycle Queensland makes the following points:

If this Bill is passed in its current form –

- Queensland will become the world’s hardest place to ride a safe, legal e-bike;
- Safe, legal e-bike riders will be forced off bikeways built for cycling and onto dangerous on-road environments;
- Police resources will be diverted to chasing older people riding legal e-bikes;
- The illegal devices will remain on sale because unscrupulous retailers will still be allowed to sell high powered, high speed devices “for private property use only.”

Bicycle Queensland seeks urgent changes to the Bill including –

1. A clear and workable e-bike definition – that covers the 200,000+ safe, legal e-bikes Queenslanders own now
2. Dropping all licensing, speed limits and age bans for legal e-bikes – they are an unreasonable imposition, supported by absolutely no evidence, and are unnecessary if we get rid of the illegal devices.
3. Investment in the active transport infrastructure Queensland needs – as not one additional dollar has been committed to this, despite the Parliamentary Inquiry’s recommendation.

Bicycle Queensland notes in their submission that the bicycle industry estimates that since 2017, 230,000 e-bikes have been sold in Queensland, with an approximate value of \$920 million. The Bill will impose drastic restrictions on the use of those 230,000 e-bikes, affecting the quality of life of the riders of these bikes.

Speed limits

We understand that the committee recommended a speed limit for e-bikes and e-scooters of 10 km/hour on footpaths, however the Bill extends that speed limit to footpaths and shared paths.

Queensland should be proud of its shared paths that allow people to walk, run, ride horses, and ride bikes/scooters (including e-bikes and e-scooters). Millions of dollars have been spent on establishing and maintaining this infrastructure by predominantly State and Local governments. There is always more that could be done to enhance our shared path networks to ensure they meet the needs of our communities, however imposing a blanket 10 km/hour speed limit for e-bikes and e-scooters unless otherwise signed is not a step forward for the safety of users of shared paths.

The proposed 10 km/hour default speed limit effectively prevents e-bikes and e-scooters from being used on most shared path networks such as fire trails and rail trails. We understand that local governments and other land managers will be able to post speed limits for shared paths under their control, however we question the practicality, and indeed the desirability, of having speed limit signage and path markings on shared path networks across the state.



Practicality – we suggest it is not practical to expect every Queensland local government and every other land manager responsible for shared paths on public land to assess appropriate speed limits for every section of every shared path, install signage and path markings, and then maintain the signage and path markings. Local government authorities may see this as another example of cost-shifting by the State government, even if it is an unintended consequence of this Bill.

We submit that the costs involved in signage and path markings would outweigh any possible community benefit derived from a speed limit for legal e-bikes on shared paths.

The Bill imposes a speed limit of 25 km/hour for e-scooters, even on shared paths that may be signed or marked with a higher speed limit. So, even if a shared path had speed limit signage or marking saying that the limit is 40 km/hour, that signage would not apply to e-scooters, which will be confusing for all users of those paths.

Desirability – we suggest it is not desirable to have speed limit signage scattered throughout the trail networks in natural areas such as national parks and conservation parks, which contain significant shared path networks. The installation at all junction-points and trailheads of signage such as that depicted in the following AI-generated image would significantly detract from the experience of visitors to the natural space through what could only be described as sign pollution:



(AI generated image)



Outdoors Queensland submits that investment would be better placed in more and improved trail networks, rather than spending money on unnecessary speed limit signage and markings across the existing trail network due to the overreach of the provisions of this Bill.

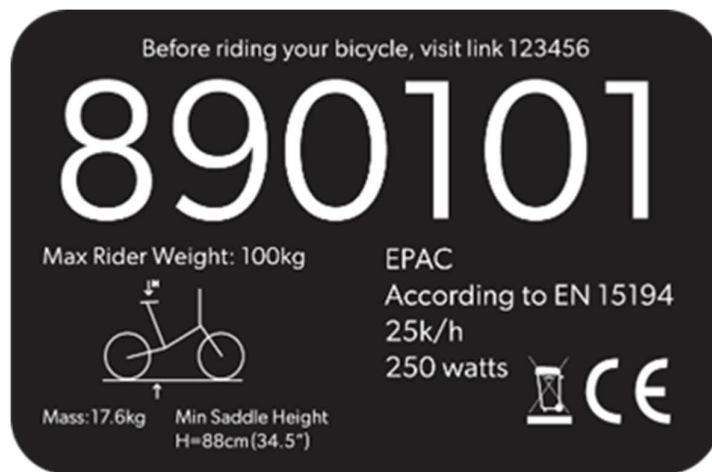
In addition, signage imposing a speed limit on shared paths/trails would apply to all cycles, not only the e-bikes that it is intended to regulate. This would mean that people riding non-electric bikes would be affected by a Bill that is intended to manage e-mobility.

From the public briefing on 2nd April 2026, we understand that the Bill would apply to shared paths on all public land across Queensland, but it would not apply to trails on private land. We believe this will lead to significant confusion on trails located on multi-tenure lands, where sections of the trail are on public land and sections are on freehold land. For example, the significant trail network west of Brisbane that links Mt Coot-tha, D'Aguilar National Park and land owned by Seqwater around Lake Manchester, Gold Creek Dam and Enoggera Reservoir. What speed limits would apply where and who is responsible for enforcement in what sections could become anyone's guess, making it difficult to provide legal certainty to those seeking to ensure they comply with the law.

Compliance with EN15194

We understand that the Bill has the effect that to be considered an “electrically power-assisted cycle”, each e-bike must have a sticker or other marking stating that it complies with EN15194:2017+A1.

The following is the example of a compliance sticker provided on the Queensland Government website regarding e-bike rules in Queenslandⁱⁱ:



We are concerned that the vast majority of the 230,000 e-bikes that are currently legal in Queensland will be made illegal by this component of the Bill, rendering worthless a \$920 million investment by Queenslanders.

We submit that the Bill should be amended to allow for compliance with “EN15194” as the *EPAC standard*, rather than the more onerous EN15194:2017+A1.



We support Bicycle Queensland's call for the establishment of a simple and free pathway for safe, legal e-bike owners to secure post-sale compliance markings acceptable under law, rather than relying on markings provided by manufacturers at point of sale.

Licensing

We understand that there has been community concern expressed regarding "young hooligans" riding illegal electric motorbikes, and that the committee has proposed licensing requirements of a minimum of a learner's license to ensure that people could only operate legal e-bikes and e-scooters if they are over 16 years of age.

The requirement that a person must hold a driver's license will exclude anyone who is medically unable to hold a driver's license, even temporarily, from using an e-bike or e-scooter.

The license requirement excludes families with children under 16 years of age from doing organised e-bike or e-scooter tours with a tour guide, which will affect Queensland's tourism businesses that focus on family experiences. The license requirement will also affect international travellers, who will be prevented from using an e-bike or e-scooter while visiting Queensland if they do not hold the appropriate drivers license. This outcome appears to run counter to the stated aim of the Destination 2045 tourism plan "The Queensland Government's Destination 2045 plan will position our state as a global leader in tourism, supporting richer visitor experiences, more jobs and better infrastructure."

The license requirement appears to also have the effect of excluding the use of e-mountain bikes for people under 16 years of age on public lands across the state, where many young people develop skills that can later be translated to road safety skills. Outdoors Queensland calls for a specific exclusion to be inserted into the Bill for trail networks on public land across Queensland.

The driver's license system appears to be included in the Bill to impose an age-limit requirement on users of e-bikes and e-scooters. If riders of e-bikes and e-scooters are required to hold drivers' licenses, a logical next step is to require drivers' licenses for all cyclists, which could be justified by the fact that it will assist with enforcement of laws that apply to cyclists. Perhaps drivers' licenses for horse riders and pedestrians will follow, not to mention licences for kayaks and canoes.

Outdoors Queensland members have advised that currently children as young as 12 years of age routinely accompany parents/carers on guided e-bike and e-scooter tours, with guides ensuring that those tours comply with speed restrictions and other safety requirements.

We support the calls being made for exemptions to the licensing and age provisions for guided e-bike and e-scooter experiences, whether in tourism, recreation, education or health sectors. We suggest that having a responsible person such as a tour guide or outdoor leader present during the activity would



more than outweigh any risks associated with people being under 16 years of age or being unlicensed.

Based on the above, Outdoors Queensland submits that the committee should recommend significant changes to the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026.

Outdoors Queensland looks forward to further involvement in this important process. We would be pleased to appear at the scheduled public hearing on Wednesday 22nd April 2026.

We understand that this submission may be published as part of the consultation process. If you have any queries, please contact Executive Officer, Dom Courtney, on 0419 976 800 or eo@outdoorsqueensland.com.au.

Yours sincerely,



Dom Courtney
Executive Officer / Company Secretary

ⁱ Accessed on 9th April 2026 at <https://bq.org.au/wp-content/uploads/2026/04/260402-BQ-Draft-Submission-For-Members-to-Use.pdf>

ⁱⁱ Accessed on 9th April 2026 at <https://www.qld.gov.au/transport/safety/rules/wheeled-devices/electric-bicycle-rules>

