

April 2026

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

AMA Queensland thanks the State Development, Infrastructure and Works Committee for the opportunity to make a submission to its inquiry into the above bill. In addition to the feedback provided below, AMA Queensland resubmits that given as part of the committee's previous inquiry into e-mobility safety and use in Queensland.

Overall, AMA Queensland supports the objective of the bill. Injuries and deaths from the use of e-mobility devices, especially of children, have caused immense grief for families, communities and the doctors who treat them. Worse still is the fact that each one is preventable. Our overloaded emergency departments, public hospitals and private practices do not want to treat any more patients harmed from their use.

Active travel infrastructure

Despite generally supporting the proposed reforms in the bill, there is a glaring omission that AMA Queensland urges the committee to address in its report. Queensland has grossly insufficient active travel infrastructure to keep riders and pedestrians safe. The bill must be accompanied by requisite investment in separated cycle- and walk-ways to be effective. Otherwise, the bill risks discouraging active travel and the associated health and environmental benefits.

AMA Queensland has advocated for all government transport budgets to allocate 20% of spending to walking and cycling infrastructure. We urge the committee to review AMA Queensland's Active Travel Position Statement to ensure the bill is accompanied by the necessary policy responses for its success: <https://amaq.com.au/Web/Web/Advocacy/Position-statements/Active-travel.aspx>.

Proposed amendments

AMA Queensland makes the following statements about the broad amendments included in the bill.

Device definitions, standards and 25 km/h design speed

These reforms are supported and in line with AMA Queensland's original submission to the committee.

'Prohibited bike' definition

AMA Queensland has advocated for better enforcement of sales of illegal devices and supports these reforms if it results in the effective removal of unsafe devices. That said, we urge the committee to ensure there is no scope in the amendments for the effective lowering of current motorbike and similar device standards to accommodate devices that are currently illegal.

Minimum 16 year rider age

AMA Queensland has long supported a minimum rider age of 16 and supports these reforms in line with our previous submissions to the committee. Families, communities and doctors do not want to see or treat avoidable presentations of riders, especially children.

Learner licence requirement

AMA Queensland has urged the government to implement a community education campaign for riders, pedestrians, drivers and all road users to improve community safety. As the peak medical body in Queensland, we are not best placed to comment on how such education should be achieved, however, we are aware that other advocacy bodies hold concerns about this requirement for certain vulnerable groups. We urge the committee to consider those views carefully as part of its inquiry.

Hire company obligations

AMA Queensland does not have specific feedback regarding the regulation of e-mobility hire companies, however, we submit that regulations must apply to all devices regardless of ownership status to ensure the safety of all road users. We urge that the committee specifically consider requirements that prevent children under 16 accessing devices, whether through purchase, hire or otherwise.

Prohibition of sales to children under 16 years

AMA Queensland supports the prohibition of sale of devices to children under 16 years. The rapid uptake of these devices among children has been the result of a failure to adequately enforce existing laws and the current amendments will be similarly ineffective if illegal sales are not prevented.

Parent prosecution

AMA Queensland opposes laws that target parents of children under 16 years found riding illegal devices as it misplaces responsibility for such breaches. It is those who profit from illegal sales or who are found to have knowingly purchased devices illegally (including for the use of children under 16, whether they be parents or otherwise) who must be held accountable. Amendments that target parents who do not fall into any of those offending categories would be unjust and disproportionately impact marginalised communities, including parents and carers of disadvantaged or vulnerable children, First Nations and CALD communities. As such, AMA Queensland does not support amendments to introduce a parental responsibility framework.

Footpath and shared path speed limits

AMA Queensland has urged the government to review existing speed limits to ensure they are fit for purpose and protect the safety of all riders, walkers and other community members on shared paths and footpaths. As the peak medical body in Queensland, we are not best placed to comment on the appropriate limits for this infrastructure, however, we are aware that other advocacy bodies hold concerns about the proposed amendments in the bill. We urge the committee to consider those views carefully as part of its inquiry.

Parking

AMA Queensland supports sensible reforms that ensure the safety of all riders, walkers and other road, footpath and shared path users. We urge the committee to consider the views of rider, walker and transport peak bodies regarding these reforms.

Use on roads up to 60 km/h

AMA Queensland does not have a view on the appropriateness of these proposed reforms but submits that urgent investment is needed in separated active travel infrastructure to limit the need for road use by riders. This is critical around busy transport hubs, including schools, hospitals and health campuses. The government must rapidly invest in active travel infrastructure to keep the community safe and increase the health and environmental benefits of reduced vehicle use.

Increased enforcement powers

AMA Queensland generally supports proportionate increased enforcement powers to ensure the object of the bill can be achieved once enacted. The exception is the proposal to target parents of children aged under 16 years found riding illegal devices where the parent has not knowingly purchased or provided the device to the child for that purpose. We urge the committee to ensure the blame for continued use of illegal devices by anyone and all e-mobility devices by children under 16 be laid squarely at the feet of those profiting from sales or knowingly purchasing such devices illegally.