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MEMBER: Mr KING

 **Mr KING** (Kurwongbah—ALP) (8.06 pm): I rise this evening to speak on the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. A few of us in this place have developed a keen interest in this subject, having been on the committee that conducted the initial inquiry into e-mobility safety and use in Queensland. I would like to start by acknowledging the work that went into this inquiry by parliamentary and departmental staff. I want to thank my Labor colleagues on the committee—I would have thanked others, but we are at loggerheads this evening—and the many individuals and organisations who made submissions and gave evidence at our public hearings.

I want to preface my contribution to this debate with some context. Last year 14 Queenslanders died in incidents involving some form of e-mobility and, as we heard from the health and hospital sector during our inquiry, presentations of people, especially kids, with injuries sustained in e-mobility accidents had been alarmingly climbing, with an almost 100 per cent increase in reported injuries in emergency departments from 2022 to 2025.

In the lead-up to Christmas last year, Labor called on the Crisafulli LNP government to bring forward our committee's report and announce any government intentions to ban or restrict legal e-mobility devices. The government ignored our pleas, and there are families who bought e-scooters and e-bikes for Christmas who could be unable to use them if this legislation passes.

In my community I have had many conversations about e-scooters and e-bikes, and I have found there is some confusion about what differentiates a legal e-bike from a modified or flat-out illegal device. To put it simply, stakeholders got it but the LNP did not seem to. I know that the chair mentioned butcher's paper. We do not need to draw pictures. Chris Cox from Brisbane West Bicycle User Group said it best when he stated—

Electric pedal assist bicycles are bicycles. They do not make you ride faster, they help you ride further.

A motorbike, whether electric or fuel powered, is however a motorbike, and this is what seems to have confused the government.

The challenge of stopping illegal bikes rests not only with the Queensland Police Service in our state but also with the federal government, who control import laws. They have banned a range of noncompliant bikes, but, sadly, they are already prevalent across the country due to changes made by the Morrison LNP government during the pandemic. These vehicles are causing fear on our footpaths and significant angst on our roads. It is these noncompliant bikes that I hear about from locals, as well as kids not wearing helmets and going too fast on e-scooters. Again, it is probably often a case of e-scooter products being illegally modified to achieve the high speeds. It is these illegal devices and poor rider education that Labor wants to stamp out, and that is why we welcomed the parliamentary inquiry into e-mobility safety and use in Queensland.

032

There is one thing I should explain. We have now had two inquiries into e-mobility devices. The first inquiry began on 1 May last year and a report was tabled on 4 March. On 25 March—only 21 days later—the government tabled its response and the transport minister introduced the Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026. Here we are less than two months later being asked to rush through this legislation.

The LNP will probably tell Queenslanders how the bill was sent back to our State Development, Infrastructure and Works Committee for examination, but I will tell them that the Labor members of this committee feel strongly that this legislation is not right in its current form. We listened to stakeholders during the whirlwind inquiry on the contents and impacts of this bill. As I said earlier, the chair said many times publicly, 'We've got to get this right.' We do have to get it right, and I still do not think it is right. In our statement of reservation, the Labor MPs—our deputy chair, the member for Cooper; the shadow transport minister, the member for Aspley; and I—recommended—

That this Bill be withdrawn, and further work undertaken by the government including in-depth consultation with key stakeholders—

they are the ones who ride these things and they are the ones who know—

to ensure that any reforms to the use of e-mobility devices is evidence-based, effective, and strikes the right balance for pedestrians, riders and businesses.

It is too restrictive, punishing families who are doing the right thing and impacting individuals who use e-mobility devices to save money, to save the environment or because they cannot or do not want to drive a car. I understand that there are 122 amendments to the bill. The chair says that there are not, but I have them in front of me. There are 122 amendments.

**Mr McDonald** interjected.

**Mr KING:** I am happy to give the chair some counting lessons. If the amendments do not go through, the bill will discriminate against the disabled and create complexity through the e-mobility device licensing requirements. The bill as tabled sets arbitrary speed limits for footpaths that are not supported by the Department of Transport and Main Roads' standards and modelling and puts the onus on end users to trace back the compliance of their devices with retailers whether in person or online. We heard it loud and clear that if this legislation goes forward in its current form there are businesses that will go bust and kids who will not be able to go to school.

**Mr Vorster** interjected.

**Mr KING:** I heard a snigger from the member for Burleigh, who is sitting in front of me. He was with us at the school where they said that if these kids cannot ride these things they will not come to school. The other thing we heard loud and clear from stakeholders is they were not consulted in the drafting of this bill. I could read out the 10 pages of witnesses and submitters to our inquiry who held reservations about some or all of the provisions in this bill, but I would run out of time.

The LNP may think they got all of the information they needed during our inquiry last year but, just as we have seen with other LNP legislation, when legislation is rushed and based on ideology, not practicality, we end up amending it on loop. That is why we are saying, 'Let's stop this now before we get unworkable, costly and complex laws that are difficult to explain to parents and carers, let alone kids.' These are laws that will cost families hundreds of thousands of dollars in lost assets, not to mention the heartbreak of telling the kids that they cannot ride the rail trail together anymore. I understand that may be fixed, but we will see. These are the stakeholders who should have had a say in the practical aspects of the bill, but that is hard to coordinate in less than two months.

I wrote an article for the local *Times* magazine recently, letting locals know what changes were coming in the e-mobility space. My office has received a stack of emails in response from individuals and families who will be negatively impacted by this bill. I have called these constituents to discuss their concerns, and I will share one of the many stories that I have heard.

**A government member** interjected.

**Mr KING:** I am not taking the interjections of the member sitting in front of me. He is not in his seat.

**Madam DEPUTY SPEAKER** (Ms Marr): I do not need assistance, thank you.

**Mr KING:** Okay. A family that goes out for a ride on a Sunday morning—

**Ms Pease** interjected.

**Madam DEPUTY SPEAKER:** Member for Lytton, I do not need your assistance, thank you. It is happening on both sides of the chamber and I will call it as I see it. Thank you.

**Mr KING:** A family rides scooters on local trails in our area with their kids on a Sunday morning. They love it. The kids are under 12 and under supervision. That will no longer happen. There are many other stories. I hope some of these issues can be fixed with amendments, but why introduce a rule only to bend it and make it unworkable? They should test the amendments with stakeholders or I predict we will be back here fixing this before too long.

This bill is another example of the Crisafulli crusade against cost-of-living relief. They scrapped electricity rebates. They scrapped our car rego discount. They hate the idea of feeding hungry schoolkids. Now they want to make it harder for kids to get to school and families to get active together. The Crisafulli LNP government care more about making big statements than taking the time to consult with the community and get these big changes right from the get-go. As I have said, I predict that if this bill passes this week we will be back here soon for tranche 2 on e-mobility after it becomes clear tranche 1 is not working.