

Impact Analysis Statement

Summary IAS

Details

Lead department	Department of Transport and Main Roads
Name of the proposal	Regulatory amendments to support implementation of the <i>Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Act 2026</i>
Submission type	Summary IAS
Title of related legislative or regulatory instrument	<i>Transport Operations (Road Use Management – Road Rules) Regulation 2009</i> <i>Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015</i>
Date of issue	August 2026

Proposal type	Details
Minor and machinery in nature	Part 6 of the <i>Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Act 2026</i> (the Act) amended the <i>Transport Operations (Road Use Management) Act 1995</i> (TORUM) for e-mobility related purposes. One of those purposes was to introduce a head of power into TORUM, through new section 78B, to enable regulations to be made, from commencement of these changes on 31 August 2026, that exempt certain groups (for example, children) in prescribed circumstances (for example, riding under adult supervision) from the e-mobility usage laws that would otherwise apply to them under new sections 78B, 78C and 78D of TORUM. The Act also establishes a legacy and special purpose Electrically Power-Assisted Cycles (EPACs) scheme under new part 7B of TORUM, including a head of power to prescribe some of the elements of the scheme by regulation. The goal of the proposed amendments is to reduce or remove some of the regulatory barriers that limit access to e-mobility devices, in a proportionate and practical manner, consistent with stakeholder feedback. Key measures include the introduction of targeted exemptions to age and licensing requirements. These exemptions allow riders aged 12–17 to operate e-mobility devices under the supervision of a responsible adult; provide an alternative pathway for individuals aged 16 and over with a medical condition or disability to be exempt from licensing requirements through an exemption certificate process; and support full exemptions in certain low-risk or controlled environments such as rail trails, mountain bike trails and private property bicycle facilities. These measures are designed to ensure regulatory requirements remain proportionate to risk while improving accessibility, equity and participation. The amendments will also implement key components of an e-bike assurance scheme to support the continued lawful use of certain e-bikes that comply with current technical specifications or support continued accessible mobility. This includes defining eligible categories of legacy EPACs that meet established safety performance settings but cannot be retrospectively certified to new standards, and special purpose EPACs designed or modified for individuals with a disability or medical condition. The framework provides

	a practical pathway for these devices to be verified through inspection and labelling processes. Regulatory provisions will define eligible device types, prescribe conditions of use, set a capped fee for verification and labelling activities to limit compliance costs, and establish targeted offences to support pricing integrity and safety compliance. These measures are proportionate, consumer-focused and designed to minimise regulatory burden while enabling continued access to legacy and special purpose EPACs. Targeted stakeholder consultation indicates differing views for the proposed approach. Consultation on licensing exemptions confirmed stakeholders support the design of the exemptions, noting they minimise impacts on affected individuals, particularly by avoiding reliance on a fulsome medical fitness to ride process that may be costly, time-consuming or inaccessible. While some stakeholders expressed broader concerns with the underlying age and licensing settings established by the Act, they acknowledged that the proposed exemptions represent a practical and proportionate response to minimise unintended impacts. Consultation on the e-bike assurance pathway indicated broad support, particularly for clear and durable compliance labelling, while emphasising the importance of minimising costs, ensuring feasible verification processes, and addressing access challenges in regional and remote areas. The Department of Transport and Main Roads will continue to consult on administrative and operational elements as these are further developed. On balance, the proposal delivers a net reduction in regulatory burden by operationalising flexible exemption and assurance mechanisms that reduce the impact of otherwise restrictive baseline requirements. While some minor administrative and compliance requirements are introduced, these are targeted, low-cost and substantially less onerous than the baseline obligations (including full licensing requirements or loss of lawful access to e-bikes). The proposal does not increase overall costs for business, the community or government; and improves accessibility, equity and participation in e-mobility. Accordingly, the proposal is minor and machinery in nature as it involves a routine update involving no substantive regulatory change and therefore no further Regulatory Impact Analysis is required under the Queensland Government Better Regulation Policy.
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Signed



Sally Stannard
Director-General
Department of Transport and Main Roads



Brent Mickelberg MP
Minister for Transport and Main Roads

Date: 5 / 8 / 2026

Date: 06 / 08 / 2026