

6th May 2026

NSW is getting e-bike regulation right - don't derail it now

Dear Parliamentarian,

Bicycle NSW, Committee for Sydney, Business Western Sydney and Lime write jointly on an issue that matters to riders, workers and the future growth of our cities and regions.

The cost of living is rising, there is a global fuel crisis, kids are glued to screens. The last thing we need is to increase red tape on bike riding.

When families are already stretched by rising fuel costs, e-bikes offer a genuine alternative. They are affordable, healthy and zero-emissions. Our laws should make e-bikes safer, not harder to ride. A costly licensing and registration system won't improve safety - it will just put people off cycling, hurt household budgets, increase congestion and pile extra costs onto the gig workers who depend on e-bikes to make ends meet.

The NSW Government's e-bike reforms are sensible, well-consulted and the right regulatory fix.

We believe the Government has listened carefully to experts, bicycle riders and the bicycle industry over the last two years. As a result, NSW is fortunate that [sensible, evidence-based policy](#) is being introduced to reduce issues caused by illegal, high-powered devices and strike the right balance between safety and the continued uptake of e-mobility.

However, we are concerned that the progress made to develop appropriate regulations in NSW will be undermined due to confusion caused by:

- (i) the over-zealous e-mobility laws proposed by the Queensland Government
- (ii) the Private Member's Bill recently introduced to NSW Parliament
- (iii) media coverage that often struggles to differentiate between safe, legal e-bikes and illegal e-motorbikes.

One in four NSW adults don't hold a driver's licence. Don't make them get one to ride a bike.

Requiring registration plates or a licence for EN-15194 e-bikes would create significant barriers for people who rely on cycling for everyday transport. It would disadvantage young people, international students, people who ride infrequently, visitors to NSW, and people who can't obtain a licence due to disability or medical conditions. Many people don't realise that 26% of adults in NSW do not hold a driver licence or learner permit.

Additionally, we know that the administration of registration and licensing would be extremely expensive to government, as set out in [an internal RTA review in 2011](#). It would add significant administrative and enforcement workload for Transport for NSW and NSW Police while doing nothing to regulate unsafe devices at their source - the point of import and sale.

Nobody wants to see illegal e-motorcycles masquerading as e-bikes on our streets. Reform to crack-down on and remove these vehicles from public spaces strikes the balance of stopping people doing the wrong thing, while also allowing people to continue to do the right thing.

Calls for registration and licensing are triggered by high-powered, often modified, bikes. But these devices **are already illegal** and should not be used on roads, footpaths and bike paths in the first place. The reinstatement of EN-15194, alongside rider education and community awareness programs and consistent enforcement, will see a decline in the misuse of e-mobility.

Bicycle NSW knows that safe, legal e-bikes that comply with EN-15194 are very similar to an ordinary bicycle and shouldn't be licensed or registered. These e-bikes do not pose additional risks to riders or other road users and do not require any age restrictions. Safe, legal and compliant e-bikes provide vital health and wellbeing benefits for older and less abled Australians. E-bikes connect younger people to education, family, friends and their first jobs. Of course, e-bikes play a critical role in supporting active transport, reducing the cost of living and car dependency, and increasing physical activity.

Committee for Sydney knows that great cities are ones where cycling is a genuine choice for everyone – not just confident riders. E-bikes are finally making cycling a real choice for people who never saw it as one including women, older people, people with disability and families in new communities who live far from public transport. Licensing and registration would reverse progress to make Sydney an easier city to get around.


Business Western Sydney knows that many businesses rely on e-bikes to deliver goods and food to customers. This crackdown puts thousands of businesses who rely on delivery services at risk. E-bikes also have an important role to play in expanded active transport infrastructure across the region.

We urge our Parliamentarians to instead focus attention on:

1. **Promoting the benefits of e-mobility and investing in infrastructure.** Safe, legal e-bikes improve health, reduce emissions, cut household transport costs, and ease congestion. Governments at all levels should be expanding the cycling infrastructure that makes e-bikes viable for more people in more places.
2. **Expanding education and awareness.** Rapidly expanding education and awareness to highlight e-bike safety, responsible behaviour and purchasing. Specifically, this includes point of sale education, parent education and student education such as the [Bicycle NSW Student Bicycle Education Program](#).
3. **Backing the EN-15194 reforms already underway.** EN-15194 is the right definition of a safe, legal e-bike. Enforcing this standard at the point of import and sale is how you target the real problem.

Thank you for your interest in this matter. Should you require any more information, we'd be pleased to meet and discuss further.

Yours sincerely,



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