



New South Wales

Road Legislation Amendment (E-Bike Regulation) Bill 2026

Explanatory note

This explanatory note relates to this Bill as introduced into Parliament.

Overview of Bill

The object of this Bill is to provide for the regulation of the sale, ownership and use of e-bikes, including to permit the making of statutory rules for the licensing of e-bike riders and the registration of e-bikes.

Outline of provisions

Clause 1 sets out the name, also called the short title, of the proposed Act.

Clause 2 provides for the commencement of the proposed Act.

Schedule 1 Amendment of Road Transport Act 2013 No 18

Schedule 1[2] amends the definition of *motor vehicle* to exclude e-bikes. **Schedule 1[1]** makes a consequential amendment to insert definitions of *bicycle* and *e-bike*.

Schedule 1[3] prohibits the modification of an e-bike that would allow electric power supply to continue to power the e-bike—

- (a) at a speed above 6km/h without the rider of the e-bike pedalling,
- (b) at a speed above 25km/h with the rider of the e-bike pedalling.

The amendment also prohibits persons from riding an e-bike modified in this way.

Schedule 1[4] requires the Minister for Transport to—

- (a) collect information relating to deaths and injuries sustained in e-bike crashes, including the location of the crash, the age of the e-bike rider involved and the person at fault, and
- (b) each calendar year, prepare a report summarising the information collected, and
- (c) table the report in each House of Parliament.

Schedule 1[5] inserts statutory rule-making powers for an e-bike rider licensing system.

Schedule 1[6] inserts statutory rule-making powers for an e-bike registration system, including e-bike standards, e-bike inspections and e-bike testing.

Schedule 1[7] inserts a statutory rule-making power for the regulation of the sale, ownership and use of e-bikes.

Schedule 2 Amendment of Road Rules 2014

Schedule 2 amends the *Road Rules 2014* to insert a maximum speed limit of 10km/h for riding e-bikes on footpaths and shared paths.



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This PUBLIC BILL, originated in the LEGISLATIVE ASSEMBLY and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

Legislative Assembly

Clerk of the Legislative Assembly



New South Wales

Road Legislation Amendment (E-Bike Regulation) Bill 2026

No. _____, 2026

A Bill for

An Act to amend the *Road Transport Act 2013*, the *Road Rules 2014* and other legislation to provide for the regulation of the sale, ownership and use of e-bikes; and for related purposes.

The LEGISLATIVE COUNCIL has this day agreed to this Bill with/without amendment.

Legislative Council

Clerk of the Parliaments

Tabling copy

The Legislature of New South Wales enacts—

1

1 Name of Act

2

This Act is the *Road Legislation Amendment (E-Bike Regulation) Act 2026*.

3

2 Commencement

4

This Act commences on the date of assent to this Act.

5

Schedule 1 Amendment of Road Transport Act 2013 No 18

[1] Section 4 Definitions

Insert in alphabetical order in section 4(1)—

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears, whether or not it has an auxiliary motor, and includes a pedicab, penny-farthing and tricycle but does not include—

- (a) a wheelchair, wheeled recreational device or wheeled toy, or
- (b) a vehicle with an auxiliary motor capable of generating a power output over 200 watts, whether or not the motor is operating, other than a vehicle referred to in the definition of **e-bike**, paragraph (a) or (b), or
- (c) a vehicle that has an internal combustion engine or engines.

e-bike means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears, with an auxiliary motor, that is—

- (a) a power-assisted pedal cycle within the meaning of national road vehicle standards, as amended from time to time, determined under the *Road Vehicle Standards Act 2018* of the Commonwealth, section 12 other than a cycle that has an internal combustion engine or engines, or
- (b) an electrically power-assisted bicycle that has a maximum continued rated power of 500 watts, if the power output—
 - (i) progressively reduces as the bicycle's speed increases above 6 kilometres per hour, and
 - (ii) is cut off when—
 - (A) the bicycle reaches a speed of 25km/h, or
 - (B) the rider of the bicycle stops pedalling and the speed is more than 6km/h.

[2] Section 4(1), definition of “motor vehicle”

Omit the definition. Insert instead—

motor vehicle means a vehicle, other than a bicycle or an e-bike, that is built to be propelled by a motor that forms part of the vehicle.

[3] Section 148AA

Insert after section 148—

148AA E-bikes must not be modified to increase power

- (1) A person must not modify an e-bike in either or both of the following ways—
 - (a) so electric power continues at a speed above 6km/h without the rider pedalling,
 - (b) so electric power continues at a speed above 25km/h with the rider pedalling.Maximum penalty—20 penalty units.
- (2) A person must not ride an e-bike that has been modified in a way described in subsection (1).
Maximum penalty—20 penalty units.

[4] Section 281

Insert after section 280—

281 E-bike death and injury information collection and reporting	1
(1) The Minister must, for each calendar year, collect information relating to deaths and injuries sustained in e-bike crashes, including the location, the age of e-bike rider and the person at fault.	2 3 4
(2) The Minister must prepare a report summarising the information collected for each calendar year under this section.	5 6
(3) The report must be tabled in each House of Parliament within 3 months after the end of each calendar year.	7 8
(4) In this section— <i>e-bike crash</i> includes—	9 10
(a) a collision between 2 or more vehicles if one or more of the vehicles is an e-bike, and	11 12
(b) another accident or incident involving an e-bike in which—	13
(i) a person is killed or injured, or	14
(ii) property is damaged, or	15
(iii) an animal in someone’s charge is killed or injured.	16
[5] Schedule 1 Examples of statutory rule-making powers	17
Insert after Part 1—	18
Part 1A E-bike rider licensing	19
1A E-bike rider licensing system	20
(1) The establishment and administration of a system of licensing riders of e-bikes that are used on roads to—	21 22
(a) provide a way of authorising riding e-bikes on roads, and	23
(b) enable the identification of persons as licensed riders of e-bikes.	24
(2) Without limiting subclause (1), to provide for—	25
(a) the issue or refusal to issue e-bike rider licences and the renewal or refusal to renew e-bike rider licences, and	26 27
(b) the imposition of conditions on e-bike rider licences, and	28
(c) the replacement of and refusal to replace e-bike rider licences, and	29
(d) the cancellation, variation and suspension of e-bike rider licences, and	30
(e) the fixing of the periods for which an e-bike rider licence or renewal remains in force, and	31 32
(f) the giving of specified information by—	33
(i) applicants for e-bike rider licences or the renewal or variation of e-bike rider licences, or	34 35
(ii) holders of e-bike rider licences, and	36
(g) the use of a digital e-bike rider licence, including prescribing circumstances in which a digital e-bike rider licence must not be used, and	37 38 39
(h) Transport for NSW to exempt a person or class of persons from the requirement to hold an e-bike rider licence or an e-bike rider licence of a particular class, whether or not subject to conditions imposed by Transport for NSW, and	40 41 42 43

(i)	the maintenance of a NSW e-bike rider licence register and matters relating to the NSW demerit points register, and	1 2
(j)	the form in which Transport for NSW must issue evidence of the authority to ride an e-bike provided by an e-bike rider licence and the circumstances in which the evidence must be surrendered or returned to Transport for NSW, and	3 4 5 6
(k)	Transport for NSW to correct a mistake, error or omission in the NSW e-bike rider licence register, and	7 8
(l)	the establishment and conduct of competency based assessment schemes relating to e-bike rider licensing, and	9 10
(m)	a requirement that the following persons submit to tests or re-testing or medical or other examinations to assess fitness to hold, or to continue to hold, an e-bike rider licence or a varied e-bike rider licence—	11 12 13
(i)	applicants for e-bike rider licences or the renewal or variation of e-bike rider licences,	14 15
(ii)	holders of e-bike rider licences, and	16
(n)	the establishment and conduct of e-bike rider training schemes, and	17
(o)	without limiting paragraph (m) or (n), e-bike rider education courses to be undertaken by holders of e-bike rider licences who have exceeded the threshold number of demerit points.	18 19 20
[6]	Schedule 1, Part 2A	21
	Insert after Part 2—	22
	Part 2A Registration of e-bikes	23
4A	E-bike registration system	24
(1)	The establishment of a system of registration for e-bikes that are used on roads to—	25 26
(a)	provide a way of authorising the use of e-bikes on roads, and	27
(b)	enable the identification of—	28
(i)	each e-bike used on a road, and	29
(ii)	the person responsible for the e-bike.	30
(2)	Without limiting subclause (1), to provide for—	31
(a)	the fixing of the periods for which the registration of e-bikes may be effected or renewed, and	32 33
(b)	the calculation of taxes, charges and fees for the registration of e-bikes for the periods prescribed by the statutory rules, and	34 35
(c)	the form, issue, use, surrender and transfer of plates and registration labels, registration certificates and other registration documents, and	36 37
(d)	the creation of offences in relation to—	38
(i)	the forgery or alteration of plates and registration labels, registration certificates and other registration documents, and	39 40
(ii)	the use of a forged or altered plate, label, certificate or document.	41

4B E-bike standards and inspections	1
(1) General	2
E-bike standards, inspection or testing of e-bikes and the production of e-bikes for inspection and testing.	3 4
(2) E-bike standards	5
Without limiting subclause (1), to provide for—	6
(a) requirements for the supply of information or documents to purchasers and prospective purchasers of e-bikes relating to compliance with e-bike standards, and	7 8 9
(b) the identification of a part, including a motor or part of a motor, of an e-bike and the use of the identification, and	10 11
(c) authorising Transport for NSW to exempt a particular e-bike or class of e-bikes from an e-bike standard prescribed by the statutory rules.	12 13
(3) Inspections of e-bikes	14
Without limiting subclause (1), to provide for—	15
(a) authorising entry in or on an e-bike, whether or not on a road, and	16
(b) authorising entry into or on premises—	17
(i) ordinarily used for the sale of an e-bike, or	18
(ii) where an e-bike may be held in possession for sale, and	19
(c) requirements to be observed for the use and disposition of e-bikes that—	20 21
(i) do not comply with the e-bike standards prescribed by the statutory rules, or	22 23
(ii) are subject to inspections, and	24
(d) requirements for lodgement, and for the forfeiture of, security for the performance of obligations specified by or under this Act on persons involved in carrying out inspections, and	25 26 27
(e) charges relating to inspections carried out by Transport for NSW or by persons authorised by Transport for NSW to carry out inspections.	28 29
[7] Schedule 1, Part 3	30
Insert after Part 3, clause 12—	31
12A E-bike ownership and safety	32
The regulation of the sale, ownership and use of e-bikes and other electrically-powered bicycles.	33 34

Schedule 2	Amendment of Road Rules 2014	1
Rule 250–1A		2
Insert after rule 250—		3
250–1A	NSW rule: speed limits for e-bikes on a footpath or shared path	4
(1)	A person must not ride an e-bike at a speed greater than 10km/h on a footpath or shared path.	5
	Maximum penalty—20 penalty units.	6
(2)	In this rule—	7
	<i>e-bike</i> means an electrically power-assisted bicycle.	8
	Note 1— <i>Shared path</i> is defined in rule 242.	9
	Note 2— This rule is an additional NSW rule. There is no corresponding rule in the <i>Australian Road Rules</i> .	10
		11
		12