



UNITED STATES
CONSUMER PRODUCT SAFETY COMMISSION
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CHAIR ALEXANDER D. HOEHN-SARIC

Remarks of Chair Alexander D. Hoehn-Saric

Closing Statement at CPSC's Lithium-Ion Battery Safety Forum

**Thursday, July 27, 2023
2:30 PM Eastern Time**

I don't have any more questions for this panel but want to make use of this time to share some concluding thoughts.

This has been an informative day. All the panelists have raised important issues, provided useful data, and shed light on paths each of us can and should take to improve the safety of lithium-ion batteries.

With respect to the current crisis facing us – deadly fires from e-bikes and scooters – there are a few take aways that jumped out at me.

First, the voluntary standards on the books today set a good foundation that manufacturers should be following. But they are not perfect, and need to be improved. CPSC staff – and many of you in this room – have been working to strengthen them. That work must continue and continue at a faster pace.

Second, voluntary standards are not enough. I appreciate the broad support expressed here today for a mandatory standard for batteries and electrical systems in e-mobility devices. Such a standard would make CPSC enforcement simpler and provide a baseline level of safety for consumers.

Unfortunately, as many of you are aware, developing mandatory standards under CPSC's statute is a burdensome and slow process. For that reason, I am supportive of legislation that would streamline the process, strengthen our authority, and enable us to move rapidly toward establishing mandatory standards. I greatly appreciate Senator Schumer, Senator Gillibrand and Rep. Torres' participation in today's forum and their leadership on the issue. And stand ready to work with them.

Third, all of us need to act now to protect consumers.

Here at CPSC, we will work with stakeholders to strengthen standards for e-bikes and scooters, including aftermarket batteries and chargers. And monitor the marketplace for defective products to prevent fires from happening in the first place.

But the first line of protection must rest with micro-mobility device and battery manufacturers and importers, as well as the retailers and online marketplaces that sell their products.

Manufacturers and importers should step up and bring to the market e-bikes, scooters, batteries, and chargers that comply with applicable voluntary standards. Given the hazards, there is no excuse for not meeting the current baseline level of safety.

Retailers and online marketplaces should protect their customers by requiring that any products they sell or offer for sale comply with those same standards. And have in place systems to identify products that don't meet these standards and remove them before they get to consumers.

Moreover, all of industry should be vigilant and should cease work with suppliers and sellers that skirt safety standards.

Honestly, this should be standard practice for all manufacturers, importers, retailers, and online marketplaces across the board with all products, not just micro-mobility devices. But this is an urgent moment and particular attention should be paid here.