UNITED STATES
CONSUMER PRODUCT SAFETY COMMISSION
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COMMISSIONER MARY T. BOYLE

STATEMENT OF COMMISSIONER MARY T. BOYLE TO ADVANCE PROPOSED RULEMAKING ON LITHIUM-ION BATTERIES IN MICROMOBILITY PRODUCTS
APRIL 30, 2025

First, I want to extend my heartfelt thanks to all of the staff who have worked on this package in particular and to the entire staff of this agency who have continued to perform their jobs with dedication and professionalism in extraordinarily difficult circumstances.

Today we took an important step forward to protect consumers from a well-documented safety hazard: fires caused by lithium-ion batteries found in e-bikes, e-scooters, hoverboards, and other micromobility products that continue to proliferate on our streets and roads. We voted to seek public comment on a proposed safety standard that is rooted in industry consensus and expert evaluation by Commission staff. Our action underscores the critical imperative that safety keep pace with innovation. There is no reason for delay.

Dozens of fatalities and scores of injuries have occurred as a result of electric shock, fires, explosions, burns, overheating, and smoke inhalation from the lithium-ion batteries in these micromobility products. Not only that, many of the victims were not direct users of the products. Unsuspecting residents of apartment buildings, for example, have perished in fires started by an e-bike in a neighboring unit. People using these products range from seniors who are choosing e-bikes over traditional bicycles to delivery workers to children and teens who are embracing the battery-powered devices to get to school or to hang out with friends.

I am proud to have voted in favor of the proposed rule, and believe this action represents a common-sense safety solution that embraces a new technology while at the same time imposing needed guardrails for its safe use.

I began urging the Commission to take decisive action on lithium-ion battery fires early in my tenure as a CPSC Commissioner. On December 9, 2022, I issued a statement about the urgent need to address this issue, calling specific attention to the lithium-ion battery fires occurring in e-bikes and micromobility devices in my native New York City and across the country. On the heels of my call to action, CPSC enforcement staff issued a letter later that month to more than 2000 manufacturers and importers urging compliance with UL safety standards. Although that action was a step in the right direction, fires continued apace. Unfortunately, it is clear that industry did not heed staff's message urging compliance with the UL standards. Two years after the letter was issued, CPSC staff found a

compliance rate of just 45% across all micromobility products and a dismal rate–below 11%–for e-bikes.

Central to the proposed rulemaking the Commission advanced today are these same UL standards, recommended by our technical staff along with several other elements to bolster safety. As always, the development of voluntary standards plays an important role in the CPSC rulemaking process and today's proposal reflects the importance the Commission places on those standards. But the industry obligation is twofold: not only must industry develop strong standards, it must comply with them.

The CPSA compels the Commission to rely on a voluntary standard if the standard would adequately reduce the risk of injury and there will be substantial compliance with the standards. Absent compliance, a strong standard amounts to no standard. Here, even if the voluntary standards committee were to adopt the additional elements the Commission proposes today, the evidence in the staff package demonstrates an abysmal level of industry compliance with the voluntary standard, necessitating mandatory action by the Commission

The rulemaking process we have followed historically—and today—is designed for fairness to all stakeholders as we seek to apply legal, scientific and policy expertise to decisions that are laser-focused on the CPSC mission: protecting people from injury and death.