



**CORRESPONDENCE FILE 1**

**(Pages 1 – 9)**

**GP&P Meeting**

**11 Gorffennaf / July 2024**

## ATC Deputy Clerk

---

**From:** ATC Clerk  
**Sent:** 14 May 2024 15:36  
**To:** ATC Deputy Clerk  
**Subject:** FW: Safety of Lithium ion Batteries and e-bikes and scooters  
**Attachments:** the-safety-bill-updated ESF.pdf; Fires May 2024.xlsx; Logos May 2024.mhtml

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Ryan

Can you add this to your next GP&P please

Kind regards

*Mandy*

Mandy Evans  
Clerc y Dref/Town Clerk  
Cyngor Tref Abergele Town Council

**I have a new email address – please save this email address for future use**

Os ydych wedi derbyn yr e-bost hwn ar gam, anfonwch o a [info@abergeletowncouncil.gov.wales](mailto:info@abergeletowncouncil.gov.wales)  
If you have received this email in error, please forward it to [info@abergeletowncouncil.gov.wales](mailto:info@abergeletowncouncil.gov.wales)

 Peidiwch a printio'r neges yma os nad oes angen - Please don't print this e-mail unless you really need to  
 Lleihau Ailddefnyddio Ailgylchu ✓ Reduce Re-use Recycle 

**From:** BAILEY, Ron <ron.bailey@parliament.uk>  
**Sent:** 14 May 2024 13:39  
**To:** aberfeldycc@hotmail.com; aberffrawcc.clerk@gmail.com; clerk@aberford-pc.gov.uk;  
clerk@abergavennytowncouncil.gov.uk; ATC Clerk <clerk@abergeletowncouncil.gov.wales>; clerk@abergwilicc.org;  
clerccaber@gmail.com; llandyssilcommunitycouncil@yahoo.co.uk; abernantcommunitycouncil@gmail.com;  
Abernethycommunitycouncil@outlook.com; Abernethycommunitycouncil@outlook.com;  
clerk@aberporthcommunitycouncil.gov.uk; clerk.alcc@gmail.com; council@aberystwyth.gov.uk;  
enquiries@abingdon.gov.uk; abingerpc@hotmail.com; clerk@abovederwent.org.uk;  
abthorpeparishclerk@gmail.com; abypc.clerk@gmail.com; parish.clerk@acastermalbis-pc.gov.uk;  
acharaclecouncil@gmail.com; acharaclecouncil@gmail.com; acklingtonpc@gmail.com;  
clerk@ackworthparishcouncil.gov.uk; clerk@acolparishcouncil.org.uk; clerk@actonbridgeparishcouncil.org;  
clerk@actonburnellparishcouncil.org.uk; clerk@actoncommunitycouncil.gov.uk; clerk@actonparishcouncil.gov.uk;  
actonrussell.clerk@yahoo.co.uk; actonturvillepc@aol.com; clerk.actonpc@googlemail.com;  
adbastonpc@gmail.com; adderburyypc@hotmail.com; clerk@adderleyparish.co.uk;  
adderstonewithluckerpc@gmail.com; addlogccsecretary@gmail.com; addlogccsecretary@gmail.com;  
clerk@addingham-pc.gov.uk; clerk@addingtonpc.onmicrosoft.com; addlethorpeparishcouncil@gmail.com;  
clerk@adisham-pc.gov.uk; adlestropparishmeeting@gmail.com; adlingtonpc@gmail.com;  
clerk@adlingtontowncouncil.co.uk; warkspclerk@gmail.com; clerk@adstockvillage.info;  
clerk@adwickupondearneparishcouncil.org.uk; affpuddleandturnerspuddleclerk@outlook.com;  
agdenparish@gmail.com; Aiktonclerk@gmail.com; clerk@ailsworth-pc.gov.uk; clerk@ainstable-pc.gov.uk;  
clerk@aintreevillageparishcouncil.gov.uk; airidhantuimcc@gmail.com; airmynpc@gmail.com;  
airthparishcc@gmail.com; airthparishcc@gmail.com; clerk@aiskewleemingbar-pc.gov.uk;

parishclerk@akeleyparishcouncil.gov.uk; akenhamparish@gmail.com; clerk2parishcouncil@yahoo.co.uk;  
albournepc@gmail.com; clerk@albrightonparishcouncil.gov.uk; alburgh@btinternet.com;  
alburyparishclerk@hotmail.co.uk; clerk@alcester-tc.gov.uk; alcistonparishmeeting@gmail.com;  
tracy.gilbert@alconburyparishcouncil.gov.uk; parishclerk@alconburyparishcouncil.gov.uk;  
parishclerk@alconburyweston-pc.gov.uk

**Subject:** Safety of Lithium ion Batteries and e-bikes and scooters

**Mae'r Neges hon Gan Anfonwr Allanol / This Message Is From an External Sender**

Daeth y neges hon o'r tu allan i'ch sefydliad / This message came from outside your organization.

Dear Local Council

I am writing to ask your Council to support our campaign to improve the safety of lithium batteries (used in e-bike and e-scooters) and their disposal.

Let me begin by introducing myself. I am the researcher for Lord (Don) Foster (hence my email address), who has been campaigning on this issue in the House of Lords. I am also the parliamentary advisor to Electrical Safety First, a UK Charity dedicated to reducing the deaths and injuries caused by electricity.

As you will probably know lithium battery fires are on the increase – there have been over 1000 in the past few years, nearly 200 injuries and a dozen fatalities. Homes have been destroyed. The cost to the UK runs into £billions. You will doubtless know of examples in your area. I attach a spreadsheet of some recent fires – as you will see there have been some in your area.

Lord Foster and Electrical Safety First are promoting the attached Bill (a summary of which is included at the end of this email) to ensure greater safety in the use and disposal of lithium batteries and are aiming to get it into law as soon as possible. It has its First Reading on 5th June.

We have the support of many national organisations, as the attached logos show – including the National Fire Chiefs Council, the Association of Ambulance Chief Executives, the Royal Society for the Prevention of Accidents and the Royal Society for Public Health. In addition 2 coroners have called for the law to be tightened to ensure greater safety.

We are now contacting more locally based organisations, and it would be great if your Council was able to support this campaign. It would be a great boost.

Please do get in touch if you require any further information.

I look forward to hearing from you,

Yours sincerely,

Ron Bailey

**Clause 1** would require third party *independent* approval-testing for e-bikes, e-scooters and their batteries before entering the UK market.

**Clause 2:** incidents of fires and harmful fumes resulting from lithium-ion batteries in waste vehicles and landfills are increasing. There are reportedly more than 200 landfill fires annually, making up 48 percent of all fires, costing £158 million and contributing significantly to pollution. This clause requires the government to establish regulations for the safe disposal of used lithium-ion batteries.

**Clause 3** addresses specific fire concerns, ensuring safer access, charging, and storage of lithium-ion batteries. While an outright ban is suggested by some, conversion kits remain a financially practical solution, especially for gig economy workers reliant on sustainable transportation. Implementing a standardised approach to kits could establish design and installation controls, mitigating foreseeable risks.

UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.



## **The Safety of Electric-Powered Micromobility Vehicles and Lithium Batteries Bill**

A Bill to make provisions regarding the safety of electric-powered micromobility vehicles and of lithium batteries; to give duties to the Secretary of State regarding those matters; and for connected purposes.

### **1. The safety of electric-powered micromobility vehicles and secondary lithium-ion batteries used to power such vehicles**

(1) No person shall after 31<sup>st</sup> August 2025 place on the UK market any electric-powered micromobility vehicle or a secondary lithium-ion battery used to power such vehicles unless –

(a) conformity assessment procedures have been carried out by a conformity assessment body ('CAB') authorised by the Secretary of State to carry out such assessments; and

(b) the manufacturer has drawn up the technical documentation and declaration of conformity; and

(c) the electric-powered micromobility vehicle and the battery used to power such vehicles bear the CE or UKCA mark to demonstrate conformity with designated or harmonised standards.

(2) The Secretary of State must within 6 months of the passing of this Act publish a list of CABs recognised as being able to carry out conformity assessment procedures pursuant to subsection (1).

(3) Where in the opinion of a CAB, a product covered by this Act has successfully met the essential safety requirements of applicable regulations, it shall issue a certificate of conformity to the manufacturer.

(4) Where a certificate of conformity has been issued pursuant to subsection (3) a manufacturer must display a CE or a UKCA mark on any product covered by this Act before it is placed on the UK market.

(5) No person shall display a CE or a UKCA mark on any product covered by this Act unless a certificate of conformity has been issued for the product given in accordance with this Act.

### **2. Disposal of Secondary Lithium-ion Batteries**

(1) The Secretary of State must, within 6 months of the passing of this Act, make regulations regarding the safe disposal of lithium batteries.

(2) The regulations made pursuant to subsection (1) may include a requirement for sellers of such batteries to:

(a) Display a prominent warning about the dangers of improper disposal of lithium batteries not in accordance with those regulations; and

(b) Attach as part of the sale

(i) Information regarding the cell chemistry of lithium batteries and;

(ii) information regarding the safe disposal of such batteries.

### **3. Duties of the Secretary of State**

(1) (1) The Secretary of State must, within 12 months of the passing of this Act, make regulations

(a) Specifying safety standards for micromobility vehicle conversion kits and associated components; and

(b) Requiring that all micromobility vehicles have either

(i) a non-proprietary charging system with a communications protocol;  
or

(ii) a proprietary charging system with a matched charger

and such regulations may include details of the means by which those standards will be enforced and the penalties for failing to comply with those standards.

(2) The Secretary of State must within 6 months of the passing of this Act consult such persons as he considers have an interest in this matter on whether to implement an interim measure which prohibits the sale of universal chargers for electric-powered micromobility vehicles until such time as the regulations detailed in (1) (a) or (1) (b) come into force.

### **4. Offences**

Any person who fails to comply with the terms of this Act commits an offence.

### **5. Interpretation**

In this Act, the following terms have the following meanings:

- 'Electric-powered micromobility' means electric scooters or electric bicycles powered by secondary lithium-ion batteries, as defined in the Department of Transport 2020 publication 'Future of Transport Regulatory Review Moving Britain Ahead Call for Evidence'.
- 'A lithium battery' is a non-rechargeable battery with lithium as an anode.
- 'A secondary lithium-ion battery' is a type of rechargeable battery in which the main reaction is the transport and intercalation of lithium ions into the cathode and anode respectively as defined in the BEIS Research Paper No 2020/037 entitled 'Domestic Battery Energy Storage Systems A Review of Safety Risks'.
- 'A proprietary charging system' comprises of a manufacturer specified plug and socket system designed only to operate in combination with each other.

- 'A non-proprietary charging system' comprises of a non-manufacturer specified plug and socket system consisting of a standardised plug and socket and a communications protocol.
- 'A communications protocol' is a set of formal rules describing how to transmit or exchange data.
- 'A CE marking' means a mark consisting of the symbol "CE" set out in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A 'UKCA' marking is a UK Conformity Assessed marking displayed in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A conversion kit is the electrical drive train, battery and charging system, that is fitted to a regular pedal bicycle to convert it to an electric bike.

## 6. Regulations

(1) The Secretary of State must, within six months of the passing of this Act, make regulations specifying:

(a) Any amendments to the definition of the term 'electric-powered micromobility' that, in the Secretary of State's opinion, are necessary.

(b) The penalties that shall apply to breaches of this Act.

(2) Regulations under this Act shall be made by statutory instrument pursuant to the negative resolution procedure.

## 7. Extent, Commencement, and Short Title

(1) This Act extends to the whole of the UK, subject to resolutions being passed by

- (a) The Scottish Parliament;
- (b) Senedd Cymru;
- (c) The Northern Ireland Assembly

applying it to their respective countries.

(2) This Act comes into force on the day on which it is passed.

(3) This Act may be cited as the Safety of Electric-Powered Micromobility and Lithium Batteries Act 2023."





CFI Pg 7





CF1 Pg 8







# Y Mownt: Amddiffynfeydd hanesyddol a modern

## The Mount: Historic & Modern Defences



Credir y bu adeilad canoloesol sylweddol ar domen y Mownt. Wyddom ni ddim sut ch'wg yn cael ei adeiladu, na'i ddebu, ond cred archeolegydd fod tystiolaeth ynghylch hyn wedi ei gloddio yma.

It is believed that a medieval castle was built on the site of the Mount, but we do not know how it was built, nor how it was destroyed. However, archaeologists believe that there is evidence of this here.

This earthwork known as 'The Mount' is believed to be the site of a significant medieval building. We cannot be certain what that building looked like, or what it was used for, but archaeologists believe that clues to its origins lie buried here.



abergele