

13 October 2025

Energy Safe Victoria
Level 22
2 Southbank Boulevard
SOUTHBANK VIC 3006

By email: consultation@energysafe.vic.gov.au

**RE: ESV Electrical safety requirements for e-transport devices
(Fire Rescue Victoria Officer Level Feedback)**

Fire Rescue Victoria (**FRV**) welcomes the opportunity to contribute to the Electrical Safety requirements for lithium-ion battery powered e-transport devices Consultation – led by Energy Safe Victoria (**ESV**).

FRV is a statutory authority established by the *Fire Rescue Victoria Act 1958* (Vic). Our functions, under the *Fire Rescue Victoria Act 1958*, are to:

- provide fire suppression and prevention services
- provide emergency prevention and response services
- implement the fire and emergency services priorities of the Government of Victoria
- provide operational and management support to the Country Fire Authority (CFA) including support to maintain, strengthen and encourage the capability of volunteers.

Our overarching purpose is to keep Victorian communities safe. We achieve this by:

- delivering safe and sustainable fire and rescue services to the communities we serve
- collaborating and coordinating with CFA and other partner emergency services agencies to best meet the safety needs of the Victorian community
- driving systemic change to the built environment through reforms to building design, regulations and legislation
- educating the community through fire prevention programs that improve community safety and build resilience

We are a workforce of over 4700 professional firefighters, as well as corporate and technical staff, working together to protect communities across Melbourne and Victoria's major regional centres from fires and other emergencies. We deliver our frontline fire and rescue services through a network of 85 fire stations. We respond to fires, complex rescues, road crashes, emergency medical calls and hazardous material incidents.

FRV has reviewed the “Consultation Paper of the Electrical safety requirements for e-transport devices” (**Consultation Paper**). In addition to responding to the specific questions outlined throughout the Consultation Paper, FRV provides a submission that highlights our significant safety concerns regarding the increasing use of lithium-ion batteries—both within Victoria and globally. These concerns reflect FRV’s operational experience and commitment to public safety, particularly in relation to fire risks associated with battery-powered e-transport devices. FRV urges the Victorian Government to adopt a proactive and progressive approach to addressing the growing safety risks associated with lithium-ion batteries in e-transport devices. We encourage consideration of the measures already being implemented by the New South Wales Government, and recommend that similar action be taken in Victoria to mitigate emerging hazards and protect community safety.

FRV’s Submissions

The recent significant uptake of the use of micro mobility devices such as e-bikes and e-scooters, primarily powered by lithium-ion batteries (**LiB**), provides a seemingly convenient option for the community, particularly those in CBD areas however it does come with a level of risk. LiB are an increasingly significant concern for Fire Services globally. At a local level, FRV has experienced a rapid rise in incidents relating to LiB since the beginning of 2024, with crews responding to at least one fire per day, on average, where LiB were the cause or involved in fire.

As the use of these batteries in various products and applications continues to rise, so does the incidence of battery failures.

As described in the Consultation Paper, there are several situations which may lead to LiB failing and catching fire, including:

- Overcharging
- Use of non-compliant or incompatible charging equipment
- Use of non-compliant or incompatible spare batteries
- Overheating and short-circuiting from exposure to heat or extreme temperatures
- Physical damage (e.g. dropping, crushing, piercing and/or vibrations)
- Short-circuiting, battery cell malfunctions or system faults
- Modifying or tampering with battery system
- Installing used batteries into a new or different device, including the use of poor quality, non-genuine or non-compatible batteries and charging equipment
- DIY battery building
- Manufacturing defects
- Improper storage.

When LiB fail, they may enter a process called thermal runaway. Thermal runaway in LiB begins when the battery becomes too hot and creates an exothermic reaction that cannot be stopped. This can lead to fire or an explosion.

A thermal runaway event may result in the violent bursting of battery cells, and the release of toxic, flammable and explosive gases. Violent fire behaviour with sparks and jet-like flames may also occur.

The resulting chemical reaction releases energy that is self-sustaining and is difficult to extinguish. Thermal runaway can occur at any time, and sometimes without any warning. If there are warnings before a thermal runaway event, these can include:

- **Heat:** A rapid rise in the temperature of the battery.
- **Appearance:** Discolouration, blistering, bulging or swelling of the casing.
- **Noise:** Popping, hissing, whistling and crackling sounds.
- **Odour:** Pungent odours or leaking electrolyte can be released.
- **Vapour or smoke:** Production of vapour, smoke and/or fumes.
- **Flames:** intense jet like flame.

During a thermal runaway event, there is rapid discharge of toxic gases such as Hydrogen Fluoride (HF), Hydrogen Cyanide (HCN), Hydrogen Chloride (HCl) and Carbon Monoxide (CO).

These gases are both toxic and flammable and pose immediate risk to any person within proximity to the battery. The release of these gases may cause a Vapour Cloud Explosion (VCE) primarily due to the rapid combustion of the flammable gases released during the thermal runaway process. A VCE involving lithium-ion batteries during thermal runaway can reach temperatures exceeding 1000C within a few seconds.

The gas cloud and potential VCE is likely to limit evacuation paths and block exit doors. The state of charge in the battery directly affects the severity of the VCE, meaning that a fully charged battery is likely to be more severe than one of low charge.

Please find below FRV responses to the questions outlined in the Consultation Paper FRV has responded only to those questions that are directly relevant to our operational responsibilities and areas of expertise.

Consultation Question 1:

Do you agree with our proposal to declare e-transport devices and associated lithium-ion batteries as “controlled electrical equipment” under the Act? Why or why not?

Response:

FRV generally agrees with the proposal to declare e-transport devices and associated lithium-ion batteries as “controlled electrical equipment”.

FRV also agrees with the proposed definition and broadly agrees with the concept.

FRV’s focus in response to this issue is the battery and battery management system, which has been observed to be the predominant cause of LiB failure. It is FRV’s experience that incidents involving charging are less prominent. The research and testing program¹ that is being led by Fire Rescue New South Wales (FRNSW), and the incident data² that has been collected so far, also appears to support this observation.

¹ FRNSW Safety of Alternative Renewable Energy Technologies Research Program
<https://www.fire.nsw.gov.au/page.php?id=9402>

² FRNSW Lithium-Ion Battery Incidents 2022-2023 v1.4 (21 March 2024)
<https://www.fire.nsw.gov.au/gallery/resources/SARET/FRNSW%20LiB%20fire%20data%202022-23.pdf>

In response to the second element of the proposed definition, FRV tenders that the incompatibility of the charging device used in the battery charging, is perceived to be representative of the more prominent issue.

The consideration of proposed definition or terminology that encompasses the terms “approved power supplies”, i.e., power supplies which reflect the use of compliant and fit for purpose use of charging devices, should also be a focus of the final outcomes of ESV’s initiatives.

Consultation Question 2:

Are there alternative approaches you believe would effectively manage the electrical safety risks associated with lithium-ion battery powered e-transport devices?

Response:

Based on FRV’s responses to fire incidents involving lithium-ion battery powered e-transport devices, FRV makes the following submission.

- (a) Regulating the software programming parameters of battery management system (BMS) of every e-transport device.
- (b) In implementing regulatory software controls for BMS, suitable software, and perhaps hardware controls, should exist, which prevent the connection to incompatible charging devices.
- (c) The introduction of time management controls within regulated software programming parameters, which limit the potential for devices to be overcharged.

Consultation Question 3:

If you are a user or potential user of e-transport devices, would knowing the product is independently safety certified impact your purchasing decisions?

Response:

This question is not relevant to FRV.

Consultation Question 4:

Do you agree with our draft definition for e-scooters, e-skateboards, and other e-transport devices?

Response:

FRV contends that the definition(s) contained within the Australian Standard that is referenced by Consultation Question 4 are likely to provide national benefit. The contemporary terminology that is used within the Australian Standard, which refer to other e-transport devices, appears to be satisfactory.

FRV also considers slow moving medical devices, which now appear to be commonly used by individuals who may have a temporary mobility impairment, e.g., an injured leg or

recovering from leg or lower limb related joint surgery, to be categorised as e-transport devices.

Consultation Question 5:

Do you agree with our draft definition for e-bikes and e-bike conversion kits?

Response:

FRV mostly agrees with the draft definition, however, contends that the inclusion of a reference to the use of pedals remains a concern as some e-bikes do not have pedals and rely on button controlled throttles or trigger devices. Having regard to these specific types of e-bikes, FRV suggests that the scope of the definition may need to be modified.

Consultation Question 6:

Do you have any other suggestions for defining e-transport devices, including whether we need to clarify exclusions?

Response:

FRV contends that the consideration of power output, within a Victorian specific setting, is potentially unnecessary as powered transport devices that exceed the 250 Watt and 25 km/h parameters, must comply with Australia's motor vehicle standards. The duplication of any parameters that are considered within Australia's motor vehicle standards, should be avoided.

Consultation Question 7:

If you are a supplier/manufacturer/importer, what standards are your e-transport devices currently complying with?

Response:

This question is not relevant to FRV.

Consultation question 8:

Do you have any comments on the electrical safety shortcomings of AS 15194? How do you think these shortcomings can be best addressed?

Response:

The safety considerations detailed within AS15194 are focused specifically on initial construction and testing of batteries and components. There is limited detail provided on the regulatory component of how these are managed post sales.

With an increase in electrically power assisted cycle (**EPAC**) devices, FRV has observed an uptake of industry support for repair and maintenance of these items, which alter the manufacturers initial design.

To reduce some safety concerns, FRV contends that greater emphasis must be placed on battery management technology within chargers that detect incompatibility and reduce charging capability.

Increased regulation or the imposition of higher technical standards on service provider (repairer) registrations and retailers may also protect larger reputable companies from wearing

this safety burden alone while unregulated small business provide modified items without testing and oversight standards.

Consultation Question 9:

What would be the impact of certification to different standards in different jurisdictions of Australia (e.g. different standards in VIC and NSW)?

Response:

FRV contends that if Victoria was to impose reduced or maintain lesser standards than other Australian jurisdictions, it is likely to raise significant concern.

Importers of e-bikes and other micro-mobility devices are likely to exploit the jurisdictional weaknesses, to supply potentially inferior, non-conforming e-bikes, e-scooters and other e-transport devices throughout Australia, which is potentially damaging to Victoria's reputation.

Consultation Question 10:

What type of guidance would you need, if any, to clarify how to comply with the technical construction requirements of AS/NZS 3820?

Response:

In its capacity as an emergency services agency, FRV does not believe that it can provide a meaningful response to Consultation Question 10.

Consultation Question 11:

What would be the costs and operational impacts to your business of certifying and marking e-transport devices to meet safety standards? Please provide approximate figures or ranges, including any testing, labelling, or administrative costs, and how many product lines you would need to certify.

Response:

This question is not relevant to FRV.

Consultation Question 12:

What factors should we consider when assessing the timing of new electrical safety requirements for e-transport devices?

Response:

FRV contends that the introduction of consumer and community protections via legislative means, should occur within the short term (1-2 years). In the absence of appropriate legislation and referenced technical standards, FRV asserts that property managers and property owners will face increased insurance premiums, as well as consumers being exposed to life threatening conditions as a consequence of poor standards of lithium-ion battery powered e-transport devices entering Victoria.

Consultation Question 13:

If you are a supplier/manufacturer/importer, how much time do you estimate is needed to achieve compliance with new certification and marking requirements for e-transport devices and associated batteries? Please provide as much information and evidence as possible.

Response:

This question is not relevant to FRV.

Additional Information

In addition to the responses to the 12 consultation questions, I wish to share a copy of FRV's submission to the Energy Safety Review in June 2025, which was led by the Department of Energy, Environment and Climate Action (**DEECA**). Whilst I understand the Energy Safety Victoria has been provided with a copy of this submission, I wish to highlight that aspects of this earlier submission consider incidents involving e-bikes and e-scooters.

Should you require clarification in respect of the matters raised within this submission, please contact [REDACTED] or [REDACTED] at your convenience.



[REDACTED]
Deputy Commissioner
Community Safety
Fire Rescue Victoria

Tuesday 10 June 2025

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Fire Rescue Victoria (**FRV**) welcomes the opportunity to contribute to the Energy Safety Review led by the Department of Energy, Environment and Climate Action (**DEECA**).

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FRV has considered the Consultation Paper of the Energy Safety Review, and in addition to answering the questions throughout the paper, FRV has prepared submissions to set out our significant safety concerns arising from the increased use of lithium-ion batteries in Victoria, and around the world. FRV take this opportunity to encourage our government to follow the progressive approach of NSW's government on the issues and address the increasing risks without delay.

FRV addresses the questions set out in the Consultation Paper throughout our submissions.

FRV's Submissions

The recent significant uptake of the use of micro mobility devices such as e-bikes and e-scooters, primarily powered by lithium-ion batteries (**LiB**), provides a seemingly convenient option for the community, particularly those in CBD areas however it does come with a level of risk. LiB are becoming an increasingly significant concern for Fire Services globally. At a local level, FRV has experienced a rapid rise in incidents relating to LiB since the beginning

of 2024, with crews responding to at least one fire per day, on average, where LiB were the cause or involved in fire.

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These gases are both toxic and flammable and pose immediate risk to any person within proximity to the battery. The release of these gases may cause a Vapour Cloud Explosion (VCE). This explosion will be rapid and uncontrolled with temperatures nearing 1000°C within a few seconds.

The gas cloud and potential VCE is likely to limit evacuation paths and block exit doors. The state of charge in the battery directly affects the severity of the VCE, meaning that a fully charged battery is likely to be more severe than one of low charge.

The Australasian Fire and Emergency Services Authorities Council (**AFAC**) is the national council for fire, land management and emergency service authorities in Australia and New Zealand. AFAC represents 33 members and 25 affiliate members comprising permanent and part-time personnel and volunteers, totalling approximately 288,000 firefighters and emergency workers.

AFAC has produced submissions to the following inquiries or reviews of interest on behalf of member agencies (including FRV):

- [The House of Representatives Standing Committee on Climate Change, Energy, Environment and Water will inquire into and report on the transition to electric vehicles \(EVs\)](#)
- [Parliament of NSW Joint Standing Committee on Road Safety \(Staysafe\) inquiry into Electric and hybrid vehicle batteries](#)
- [Federal Government's National Electric Vehicle Strategy](#)
- [ACCC's Lithium-ion Batteries Issues Paper](#)
- [Australian Building Codes Board regarding Electric Vehicles in the Built Environment](#)
- [Australian Government Proposal to improve vehicle occupant safety in side impact collisions relating specifically to Battery Electric and Hybrid Vehicles.](#)
- [Australian Energy Infrastructure Commissioner – Review of Community Engagement Practice.](#)

Fire and Rescue New South Wales response data between 2022 and 2023¹ shows that 44% of the e-micromobility-related fires were related to charging, 17% were not charging at the time and 39% the charging status was not reported. 58% of incidents involved e-bikes, and 27% involved e-scooters.

The growing prevalence of LiB technology in everyday devices from smartphones to mobility devices to electric vehicles, has highlighted the need for improved safety measures and response strategies. Consequently, there is a pressing need for ongoing research and development to enhance battery safety and mitigate the risks associated with these incidents.

Energy storage using LiB's has become widely accepted and utilised across various sectors, including consumer, residential, commercial, industrial, and transportation. The same technology found in portable devices like e-cigarettes, vapes, mobile phones, laptops, and power tools is now being applied to larger applications due to reduced production costs and increased efficiency. LiB technology is commonly used in electric scooters, electric bikes,

¹ FRNSW 2024:

<https://www.fire.nsw.gov.au/gallery/resources/SARET/FRNSW%20LiB%20fire%20data%202022-23.pdf>

electric and hybrid vehicles (**EVs**) and battery energy storage systems (**BESS**).

In May 2025, following its inquiry to these issues, the NSW Legislative Council released [NSW Government's Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options \(NSW Inquiry 2025\)](#), outlining 3 findings and 34 recommendations relating to the use and regulation of the aforementioned devices. FRV supports and endorses the NSW Inquiry 2025, including all recommendations, and in particular Recommendation 10 and 11. We have set recommendations 10 and 11 out below for convenience. We have set recommendations 10 and 11 out before for convenience.

Recommendation 10 of NSW Inquiry 2025:

- a. establish safety standards and protocols for the use, storage and charging of e- mobility device batteries across all relevant settings
- b. develop emergency response protocols for managing battery-related incidents in various environments
- c. implement education campaigns to inform the public about safe battery usage, storage and disposal practices.

Recommendation 11 of NSW Inquiry 2025:

- a. implement extended producer responsibility regulations, requiring manufacturers and retailers to fully fund battery collection, recycling and reuse programs
- b. introduce a deposit-refund scheme for e-mobility batteries, incentivising consumers to return used batteries for safe recycling
- c. strengthen the B-cycle stewardship program by setting specific collection and recycling targets, enhancing infrastructure and collaborating with industry stakeholders to improve battery recovery rates
- d. provide government subsidies or tax incentives to support businesses and local governments in covering the costs of battery collection and recycling
- e. promote innovation in reusable and recyclable battery design through grants and research and development incentives to reduce the financial burden of disposal.

In 2024, AFAC provided a [submission](#) and appearance to the NSW *Parliamentary Inquiry into Electric and Hybrid Vehicle Batteries (NSW Inquiry 2024)* The NSW Inquiry 2024 published its [findings](#) in September 2024.

Following the NSW Inquiry 2024, the [NSW Government Response to the Report of the NSW Parliamentary Inquiry into electric and hybrid vehicle batteries](#) was published in March 2025 (**Parliamentary Report**).

The Parliamentary Report provided support and in principle support to the 10 recommendations as outlined below:

- a. That NSW Fair Trading carry out ongoing inspections of personal mobility devices, to ensure that they comply with relevant safety standards. Supported in principle.
- b. That NSW Fair Trading work with e-commerce platforms to remove listings of personal mobility devices that do not demonstrate compliance with New South Wales safety standards. Supported
- c. That the NSW Government advocate for reform at the Federal level to strengthen the quality control of personal mobility devices and ensure consistent safety standards across all jurisdictions. Supported.
- d. That Building Commission NSW work with the Australian Building Codes Board to review building codes to ensure that EV fire risks are mitigated in new and existing buildings. Supported
- e. That NSW Health work with Fire and Rescue NSW and SafeWork NSW to collect data on injuries and health impacts caused by electric and hybrid vehicle battery fires, to support research and policy development. Supported.
- f. That the NSW Government ensure that all emergency services workers and first responders are provided with targeted, consistent and coordinated training on the safe management of electric and hybrid vehicle battery fires, and that the training is actively promoted to the emergency services sector state-wide. Supported.
- g. That the NSW Government research the impact of EV battery fires on personal protective equipment (PPE) and ensure that the PPE used by emergency services workers effectively protects them from EV battery fires and other hazards. Supported.
- h. That the NSW Government provide emergency services workers with access to industrial cleaning facilities for decontaminating personal protective equipment and personal protective clothing. Supported in principle.
- i. That Fire and Rescue NSW, NSW Rural Fire Service, VRA Rescue NSW, NSW State Emergency Service and NSW Ambulance collaborate to develop and implement standardised emergency response guidelines for responding to EV battery fires and other EV battery incidents. Supported in principle.
- j. That the NSW Government run a co-ordinated safety and education campaign on lithium-ion battery risks, including clear and accessible guidance on purchase, usage, storage and disposal of batteries. Supported.

FRV is supportive of the outcomes of both of the related NSW government Inquiries set out above and seeks to highlight the progress made in in relation to safety risks and LiB in NSW. FRV takes the view that Victoria should take this opportunity to take a similar progressive path and address the increasing risks without delay.

Fire Safety Issues

The storage and charging of devices in residential buildings increases the risk of serious injury or fatality due to fire, particularly when these devices are in bedrooms, living spaces and egress paths.

The carriage of e-micromobility devices on public transport increases the fire risk to passengers in these confined spaces, such as the event on the Metro train network on Saturday 15 March 2025.

The importation and selling of aftermarket, poorly constructed, faulty and modified batteries has been shown to increase the likelihood of battery failure leading to thermal runaway and ignition in other jurisdictions across Australia and internationally such as New York and London.

FRV has responded to numerous fires caused by the failure of batteries built at home by 'enthusiasts', resulting in significant damage and injury to occupants.

The safe disposal and recycling of batteries is critical to preventing fires in waste and recycling facilities and reducing environmental impact. Most local government transfer stations do not accept lithium-ion batteries, particularly if they are damaged or affected by fire, nor do they have the equipment and facilities to safely house or dispose of them.

Implication for FRV

Following any incident where a LiB has sustained damage or is indicating a fault, there is a risk of a secondary ignition event, hours, days or even weeks following the initial incident.

FRV has a legislative responsibility to ensure there is no chance of reignition after attending a premises involved in fire. When LiB are involved, firefighters are required to remove the affected battery from the building. FRV then has a moral responsibility to ensure that the battery does not end up in the traditional waste stream.

To provide a solution for FRV firefighters, FRV will be trialling equipment and procedures to safely remove LiB from high density urban structures such as apartment buildings and have them transported to accredited battery recycling facilities. This will cost between \$████ and \$████ per premises.

Common battery drop-off points managed by the B-Cycle Program such as those outside of supermarkets and other retailers are not appropriate for disposal of LiB that may reignite.

Protective clothing is required to handle damaged batteries to prevent exposure to toxic gases and potential extreme heat. This precludes most members of the community from safely handling and disposing of damaged LiB.

Residential BESS

FRV maintains its concerns around the installation of Li-ion Battery Energy Storage Systems (BESS) designed to store electricity from solar panels or from EVs, principally within residential settings.

These systems are often installed within garages, where very limited fire safety provisions are required by the current statutory building standards. Automatic smoke alarms (or thermal detection as appropriate) in garages and fire separation between the garage and household are not mandated by the National Construction Code (NCC 2022) or Building Regulations 2018 (of Victoria).

Given the fire risks introduced by installation of Li-ion BESS, FRV (in consultation with the Country Fire Authority) has advocated for the establishment of additional fire safety

measures such as interconnected detection devices and fire separation installations, to be installed within attached garages containing Li-ion BESS.

The provision of an interlinked smoke alarm (or thermal as appropriate) system will provide effective early occupant warning in the event of a Li-ion BESS fire in the garage.

BESS and EVs in residential garages continue to become more prevalent and given the recent recalls with Li-ion BESS due to fire hazard concerns, their associated fire risks urgently require appropriate safety mitigation measures to be implemented.

Residential Solar Systems

Residential solar systems create an additional hazard to firefighters when exposed to or consumed by fire. Firefighters are often unable to isolate the energy production from these systems which exposes crews to electrical shock risk.

Whilst commercially available products such as PV Stop are available on the market, the transport and deployment by fire crews is difficult. FRV fire appliances are unable to carry enough of the product to then utilise during firefighting operations.

Hydrogen Fuel Cells

The use of hydrogen fuel cells in the transport industry and other commercial or industrial applications is a new hazard for fire agencies across Victoria.

FRV is aware of a hydrogen refuelling point in Corio, Victoria and other applications such as power generation for the Formula 1 Grand Prix site at Albert Park, Melbourne.

Hydrogen fuel cells provide clean energy, however create additional risk for fire fighters, such as:

- **Electric Shock:** Like any electrical equipment, there is a risk of electric shock when dealing with wiring and electrical components associated with fuel cells. Fuel cell vehicles operate at high voltages (over 350V).
- **Fire Hazard:** In the event of a hydrogen leak or malfunction, a fire hazard may occur because hydrogen gas is highly flammable. the flammability range of hydrogen (4% to 75% in air). Proper ventilation is essential to disperse any accumulated hydrogen gas to prevent fire risks. Hydrogen fires burn with an almost invisible flame, making them challenging to detect.
- **Chemical Exposure:** Fuel cells may contain chemicals like acids and bases that can be harmful on contact or inhalation.

Additional Opportunities

Sustainability Victoria has operated the *Detox Your Home* program for the last 30 years which is due to cease in June 2025. This program does not accommodate LiB.

There is an opportunity to reduce the risk of serious injury or death due to poor quality batteries, chargers and devices by regulating the industry to ensure batteries undergo testing, certification and marking before entering the market.

The adoption of new product standards as planned in NSW will provide increased safety and consumer confidence in micro-mobility devices.

Increasing consumer confidence and safety in this micro-mobility devices provides environmental benefits and alternative transport solutions.

Improving access to safe battery disposal and recycling facilities will reduce the risk of major fires in Victoria's waste and recycling sector, avoiding serious environmental and social impacts.

The continuation of the *Detox Your Home* program, and expansion in remit to accommodate LiB collection / disposal offers a solution to support community needs.

Recommendations

- FRV recommends reform at the federal level to strengthen the quality control of personal mobility devices and ensure consistent safety standards across all jurisdictions.
- FRV supports the NSW Inquiry recommendation that Building Commission NSW work with the Australian Building Codes Board to review building codes to ensure that EV fire risks are mitigated in new and existing buildings. FRV endorses this approach and recommends Victoria also adopt this approach.
- FRV recommends the adoption of the New South Wales safety standards recently introduced relating to micro mobility devices in Victoria.
- FRV recommends that Consumer Affairs Victoria work with e-commerce platforms to remove listings of personal mobility devices that do not demonstrate compliance with (New South Wales) safety standards.
- FRV supports the recommendations in the NSW Legislative Council *Inquiry into and report on the use of e-scooters, e-bikes and related mobility devices*, particularly recommendation 10 and 11 that relate to fire safety for firefighters and community and recommends Victoria also adopts initiatives.
- FRV recommends the development of arrangements to support fire services manage damaged and fire affected LiB using the current FRV trial to develop best practice guidelines.
- FRV recommends the development of programs that support the safe disposal and recycling of LiB that support community needs and fire safety concerns.

Thank you for the opportunity for FRV to submit its position in relation to the Energy Safety Review. Should you require any further information or assistance, please contact Assistant Chief Fire Officer Fire Safety [REDACTED] or me directly.

Yours sincerely

[REDACTED]

Deputy Commissioner
Community Safety Directorate
Fire Rescue Victoria