



Solid-state battery technology

Capital Markets Day 5th December 2019

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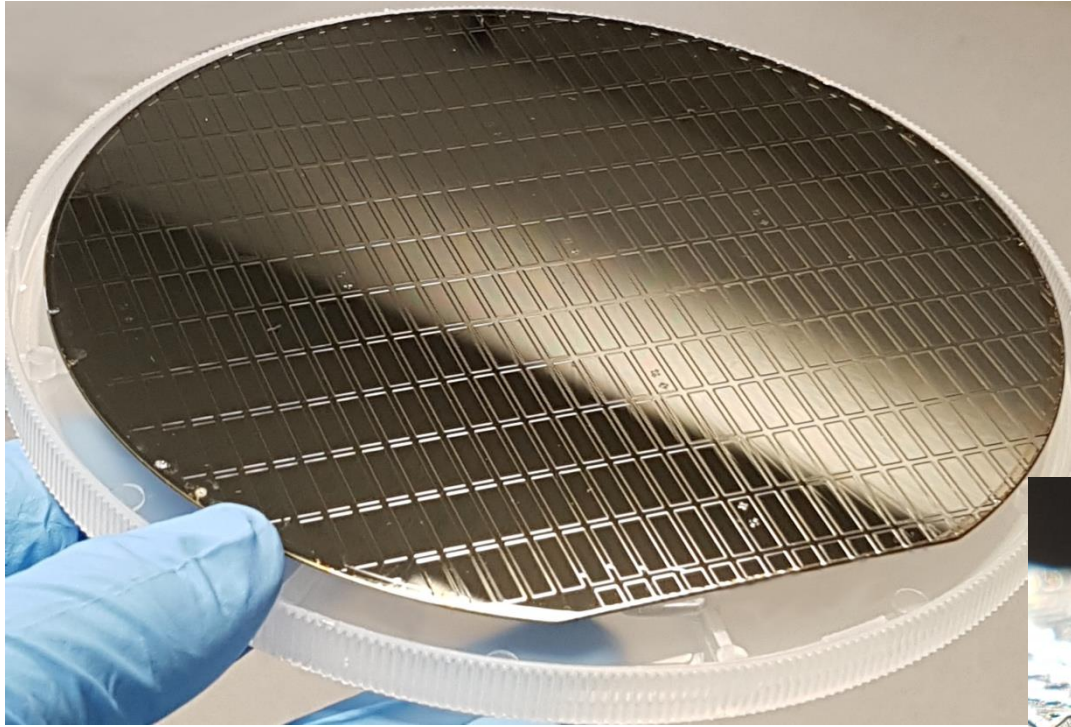
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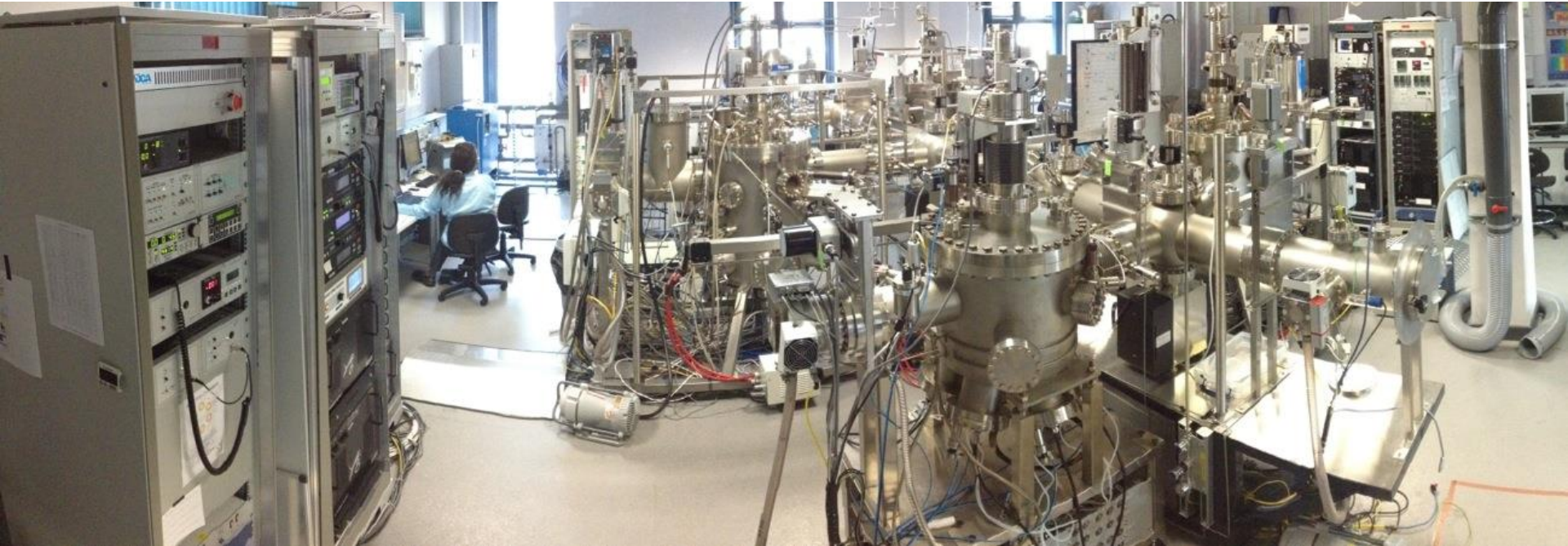
Business overview



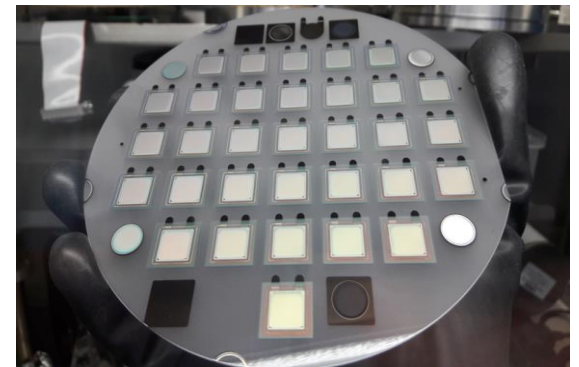
Iluka is a pioneer in solid-state battery technology



Ilika history



- **15 years in rapid materials innovation**
 - Significant early work with Toyota
 - Created & launched mAh scale SSB technology
 - Now developing single cells and pouch cells for EV
 - Automotive Programme (Goliath) Auto industry partners & UK Government funded

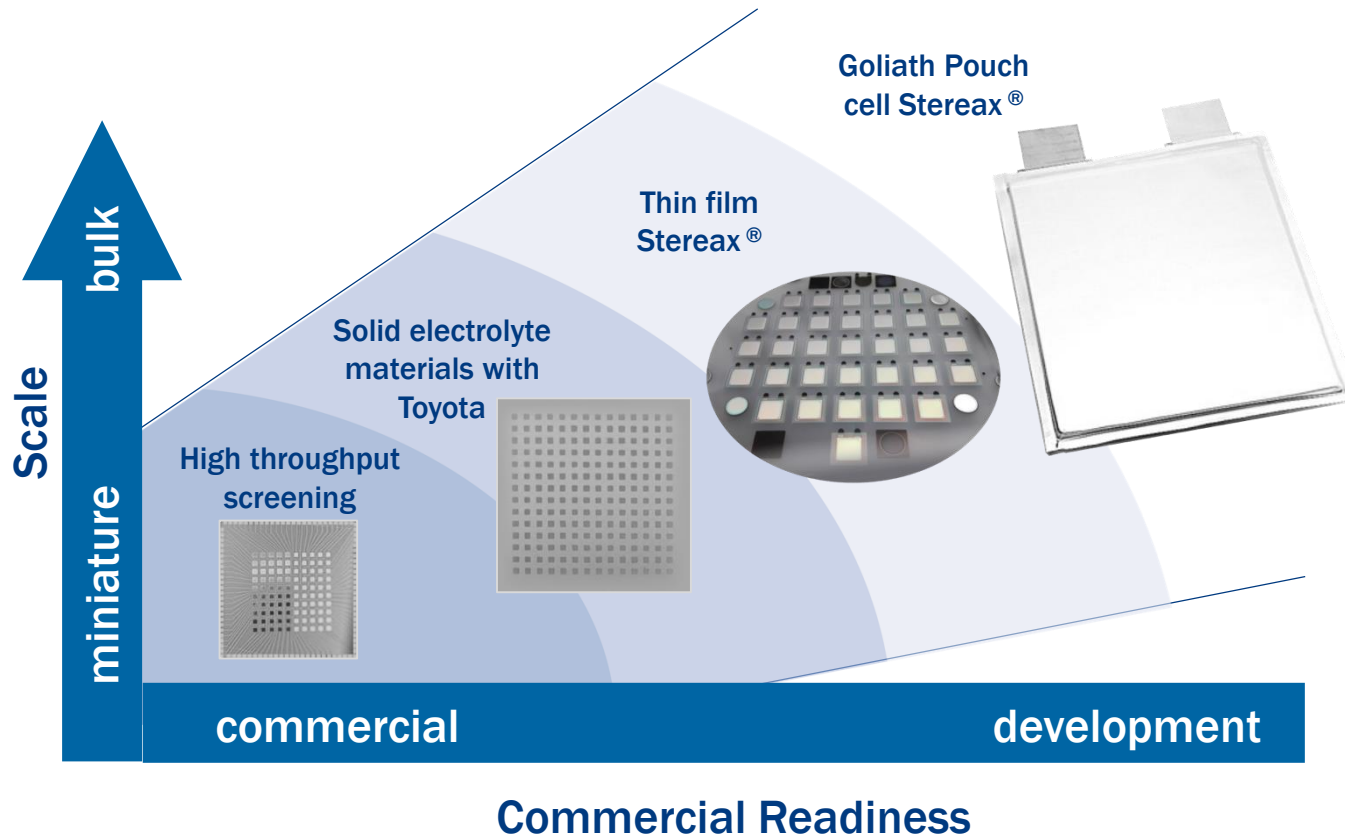


Energy storage solutions

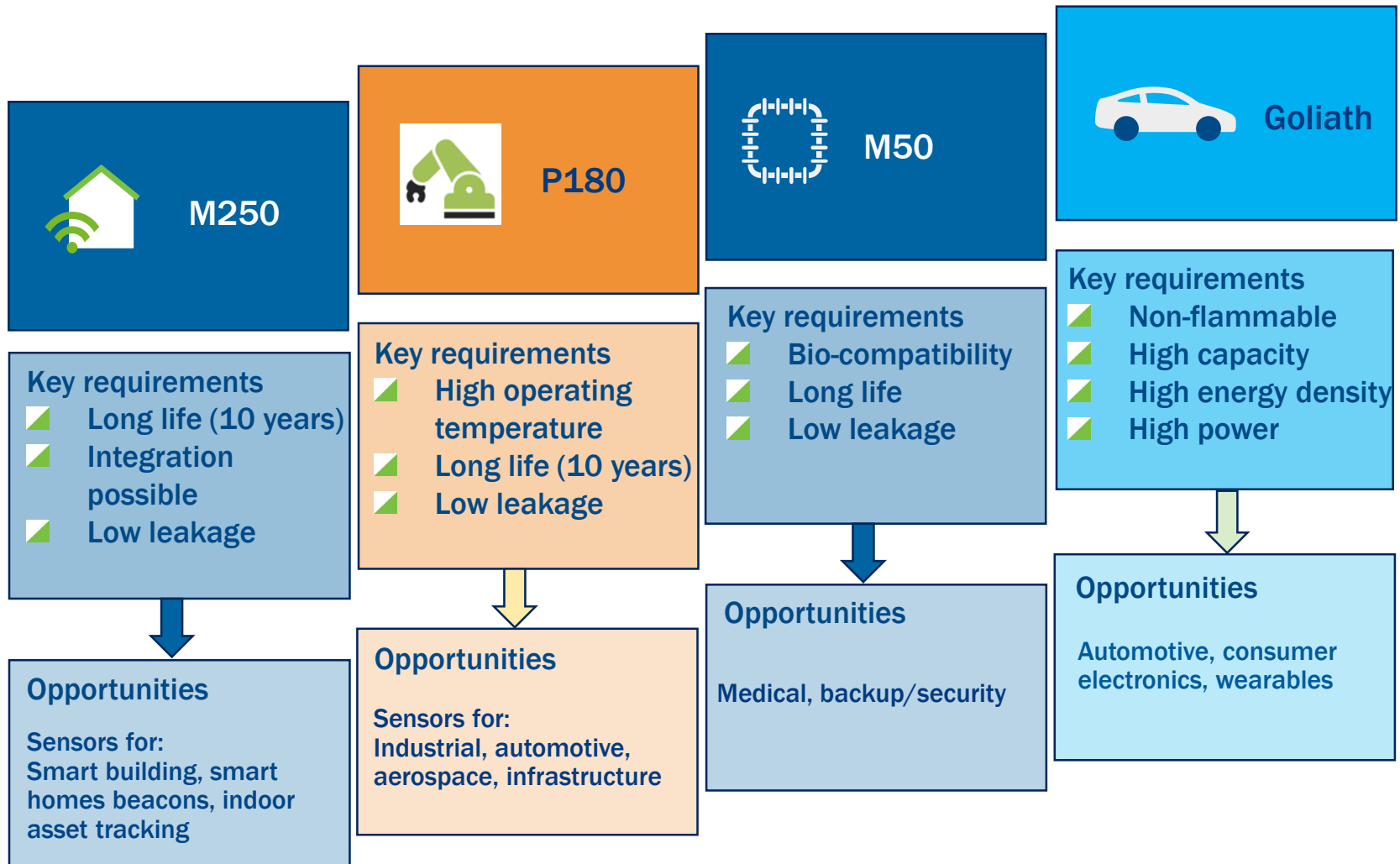


	Conventional Li-ion	Supercapacitors	Ilika Solid-State Batteries
Temperature range			
Trickle-charging/ Low Leakage			
Fast charging			
Ultra-compact			
Safety Profile			

Stereax[®] product evolution



Stereax[®] product to market mapping



Stereax[®] commercial highlights



- ▲ Delivering a perpetual beacon for high value asset tagging
 - ▲ Developing a condition monitor for wind turbine blades
 - ▲ Designing a rail-track strain gauge
 - ▲ Designing an autonomous environmental sensor card
 - ▲ Dispatching batteries for evaluation in miniature medical implants



Stereax[®] development partners



▲ Asset tagging



▲ Wind turbine condition monitoring



▲ Track monitoring

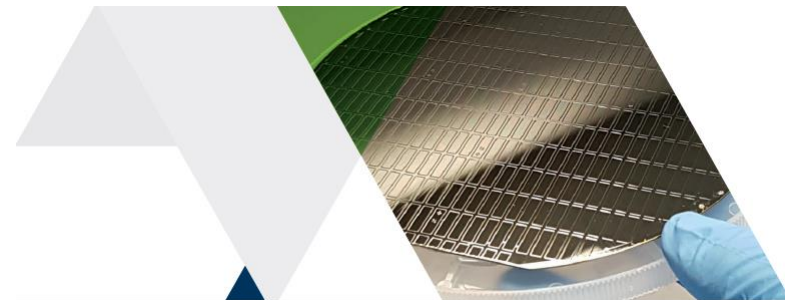
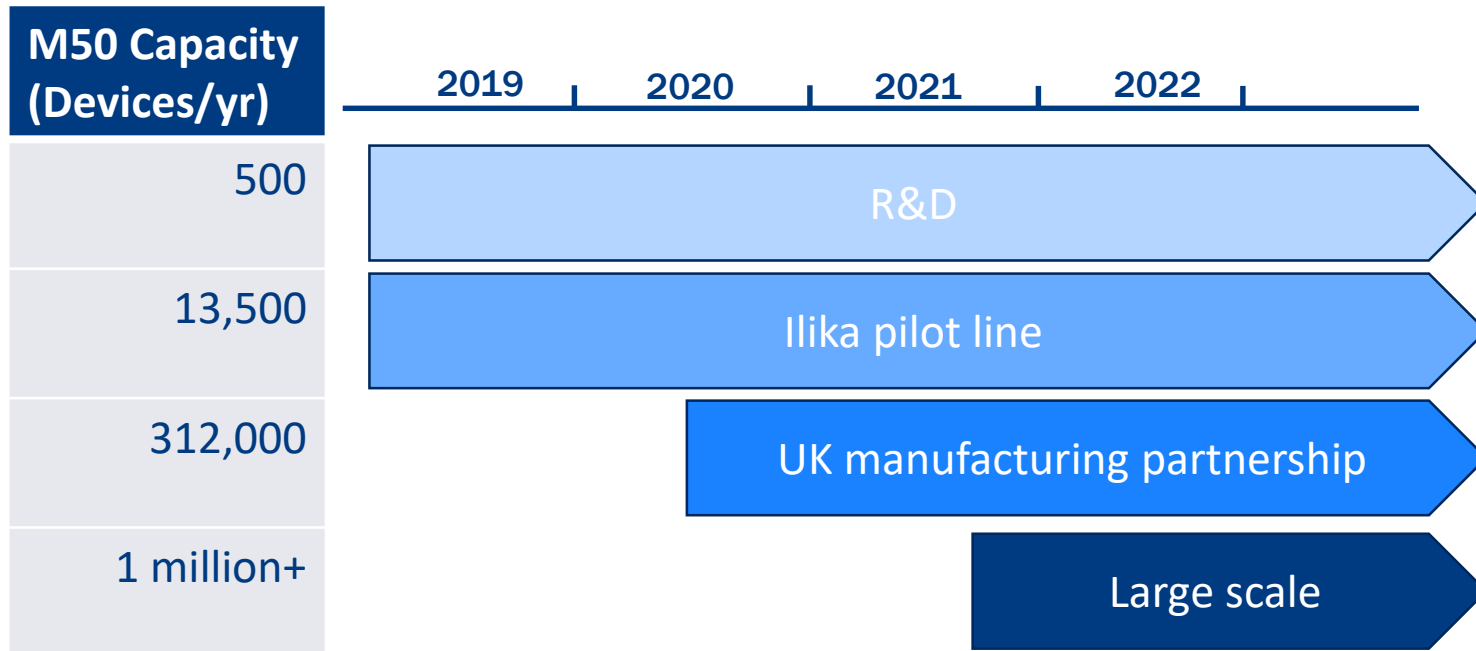


▲ Environmental monitoring

Biomedical partner

▲ Powering medical implants

Stereax[®] manufacturing partnerships



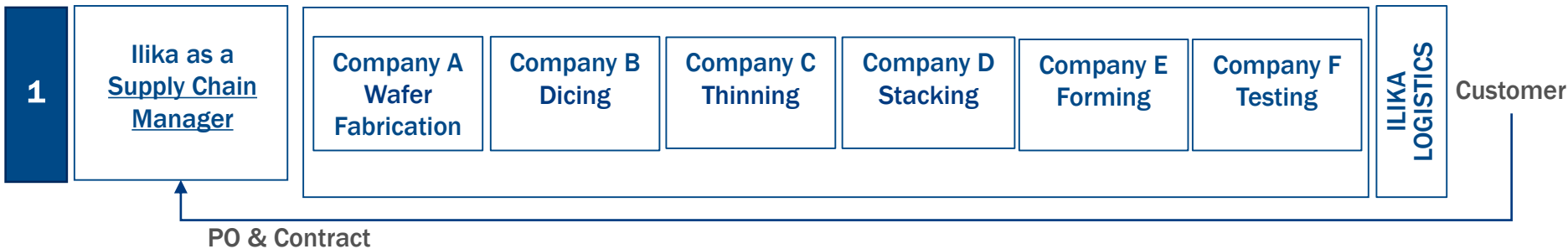
Ilika Business Model



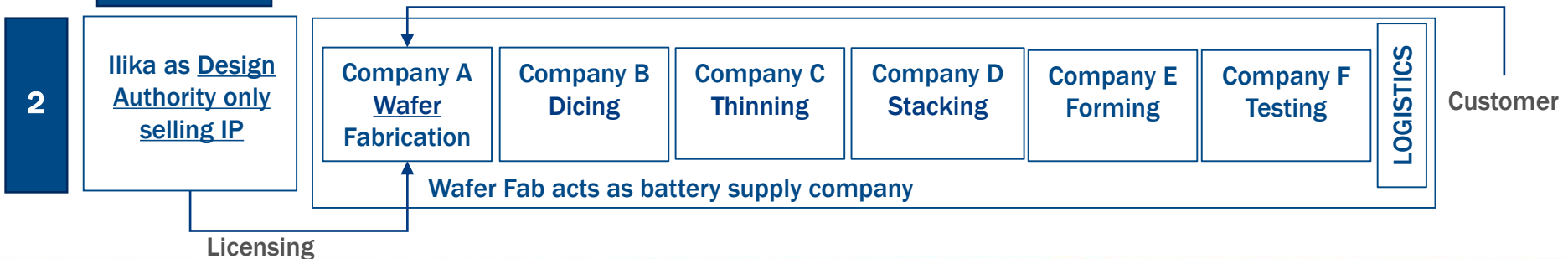
Pilot



Partnership



Licensing



Ilika is developing the Goliath solid-state battery product line to address the growing demand for safe, high performance batteries for Electric Vehicles



Market needs

Cost



Now \$130/kWh (cell)
\$280/kWh (pack)
2035 \$50/kWh (cell)
\$100/kWh (pack)

Energy Density



Now 700Wh/l,
250Wh/kg (cell)
2035 1400Wh/l,
500Wh/kg (cell)

Power Density



Now 3 kW/kg (pack)
2035 12 kW/kg (pack)

Safety



2035 eliminate thermal runaway at pack level to reduce pack complexity

1st Life



Now 8 years (pack)
2035 15 years (pack)

Temperature



Now -20° to +60°C (cell)
2035 -40° to +80°C (cell)

Predictability



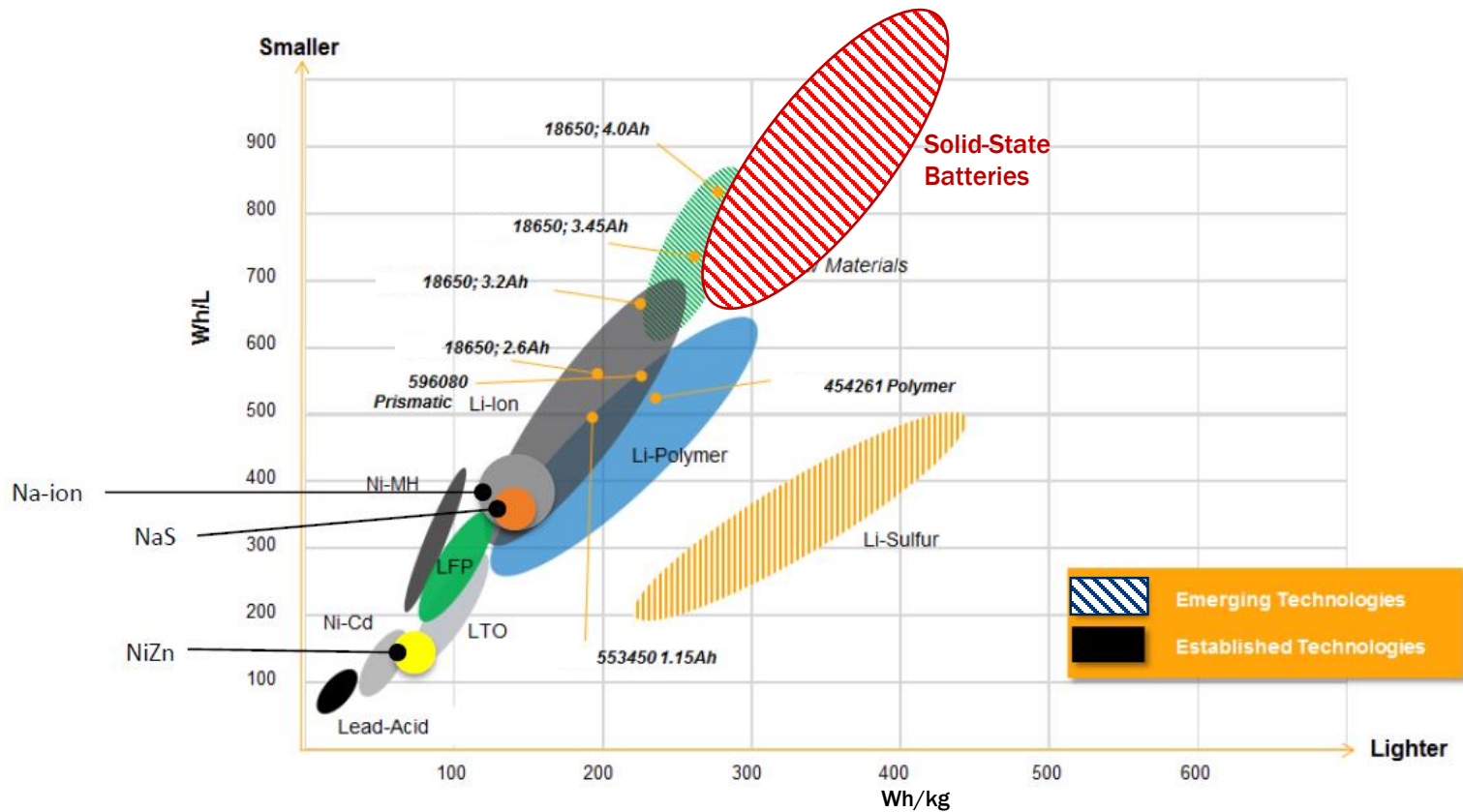
2035 full predictive models for performance and aging of battery

Recyclability



Now 10-50% (pack)
2035 95% (pack)

Battery technologies: size and weight



Source: Christophe Pillot - Avicenne

Solid-state batteries

Advantages

Safety

Durability

Fast charge / discharge

High energy density (Wh/L)

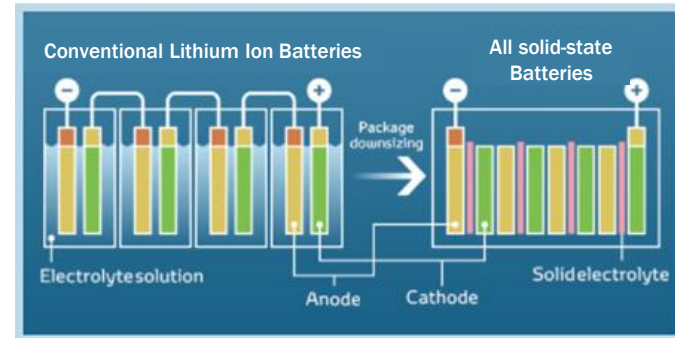
High energy density (Wh/kg)

Thermal stability

Simple construction

Low self-discharge

Efficient packaging



Source: Toyota

Challenges

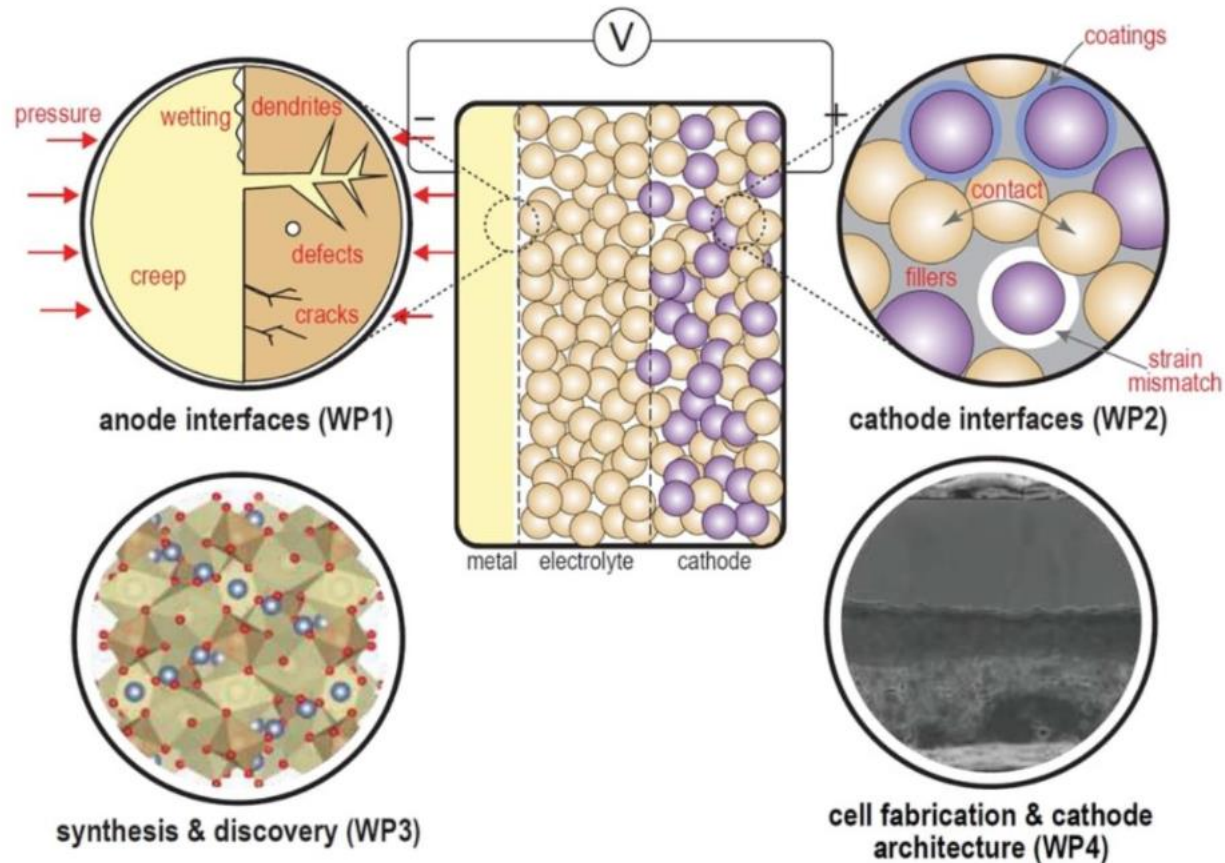
Materials conductivity

Interface reactions and resistance

Manufacturing Methods

Electromechanical Stability

Challenges facing SSB technology



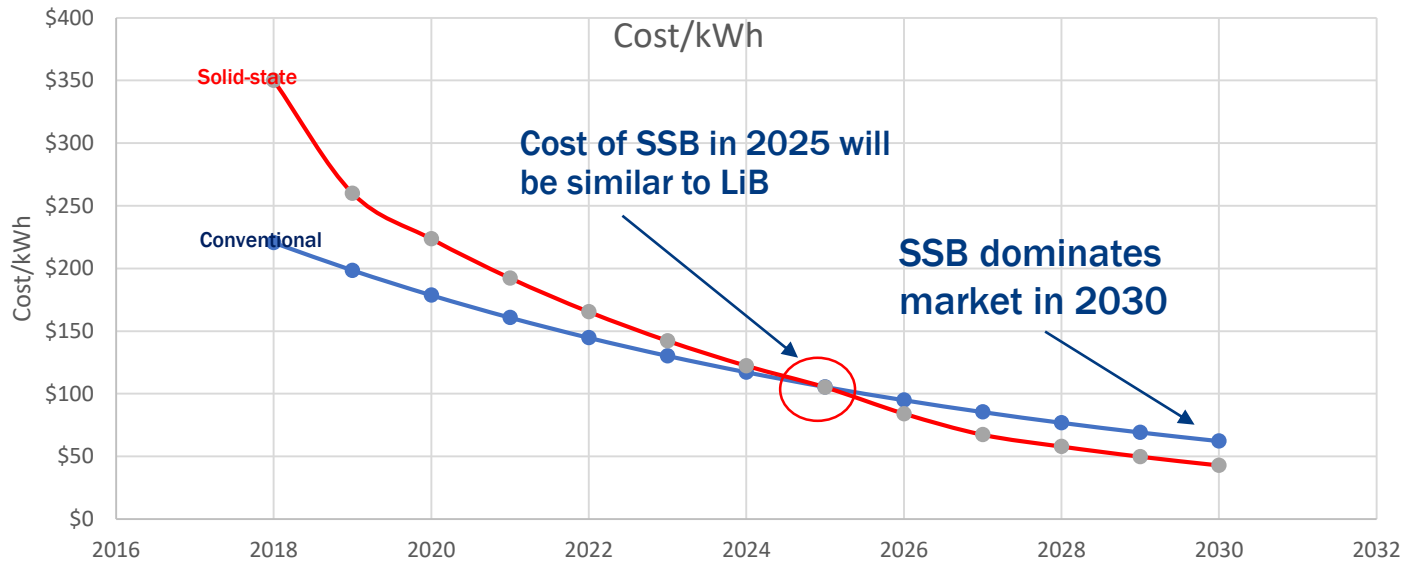
Source: University of Oxford and Faraday Institution

The solid-state battery technologies



Company	Electrolytes	Features
Iluka/Honda/McLaren	Oxide-based electrolyte	Room temp operation (-50°C-150°C), excellent environmental adaptability, scalable printing tech at low cost
Dyson / Sakti 3		Flash evaporation processing, custom equipment, cost appears high
BMW / Solid Power	Sulfide-based electrolyte	Sulfide-based material is toxic and difficult to handle, processing equipment and package are expensive and complicated
Toyota		
Solid Energy	Polymer (PEO)-based electrolyte	Solid polymer ionic liquid, could have some safety issues?
Bathium / Bolloré		Pre-heat to 60°C-80°C for operation, needs complicated and expensive heat management system.
Fisker		

Unit cost analysis (cost/kWh)



- ▲ The unit cost of SSB is around 30-40% higher than LiB in 2021
- ▲ Cost expected to be similar to LiB in year 2025
- ▲ SSB will dominate market in 2030, taking over 70% market share.

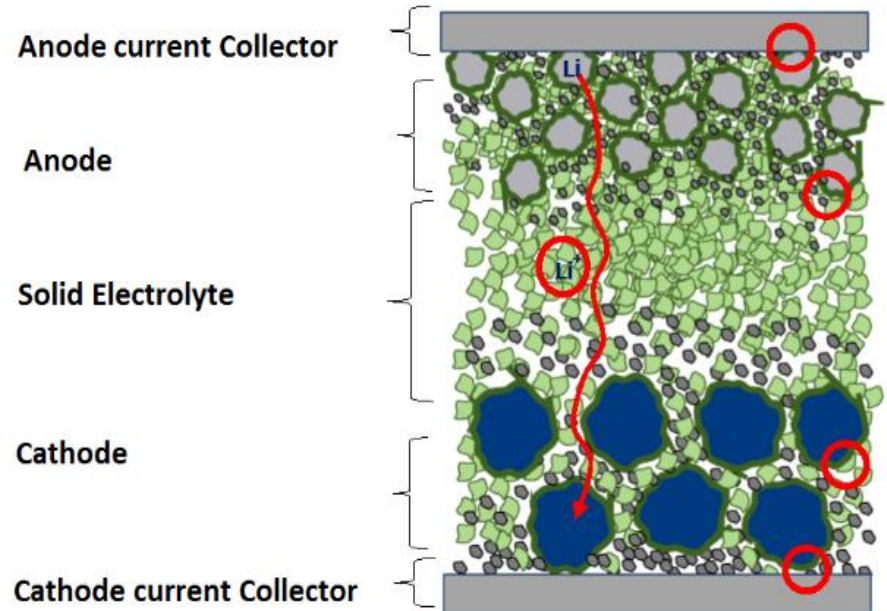
What differentiates Ilika's Goliath programme?



- ▲ **Use of silicon as anode material**
 - ▲ Experiences gained from Stereax[®] SSB programme
- ▲ **10 years of materials innovation on solid electrolytes**
 - ▲ Extensive testing around sulphides and oxides
 - ▲ Selection of oxides
 - ▲ Development of specific oxides
- ▲ **Flexibility to use best in class cathode material**
 - ▲ Supply of advanced NMC grades will evolve over next 5-10 years and Ilika is positioned to take advantage of this

Lessons from Stereax[®]

- ▲ How to deploy a silicon anode
- ▲ How to manage interface resistances
- ▲ Use of oxide electrolytes
- ▲ Formulation of composite structures
- ▲ Development of manufacturing processes

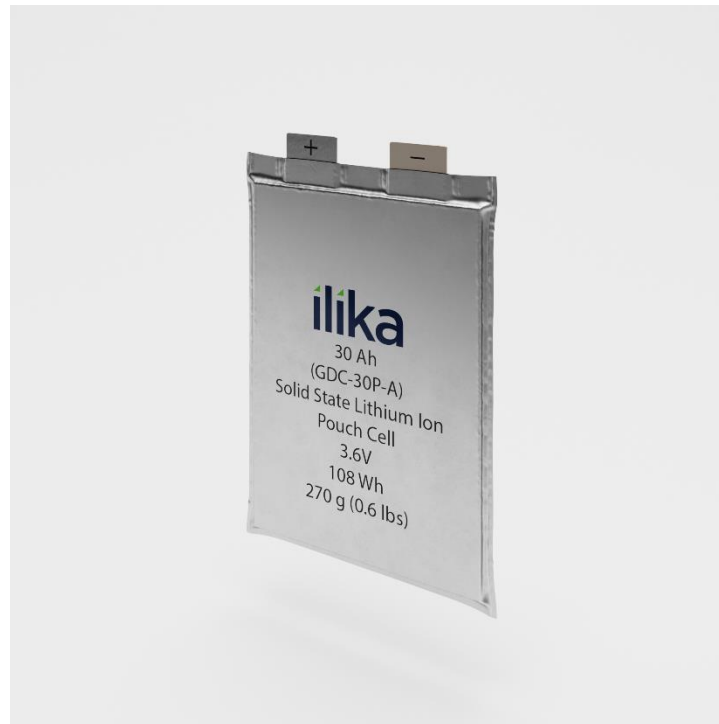


Pouch Design

Selected due to non flexible nature of the ceramics



Single α cell

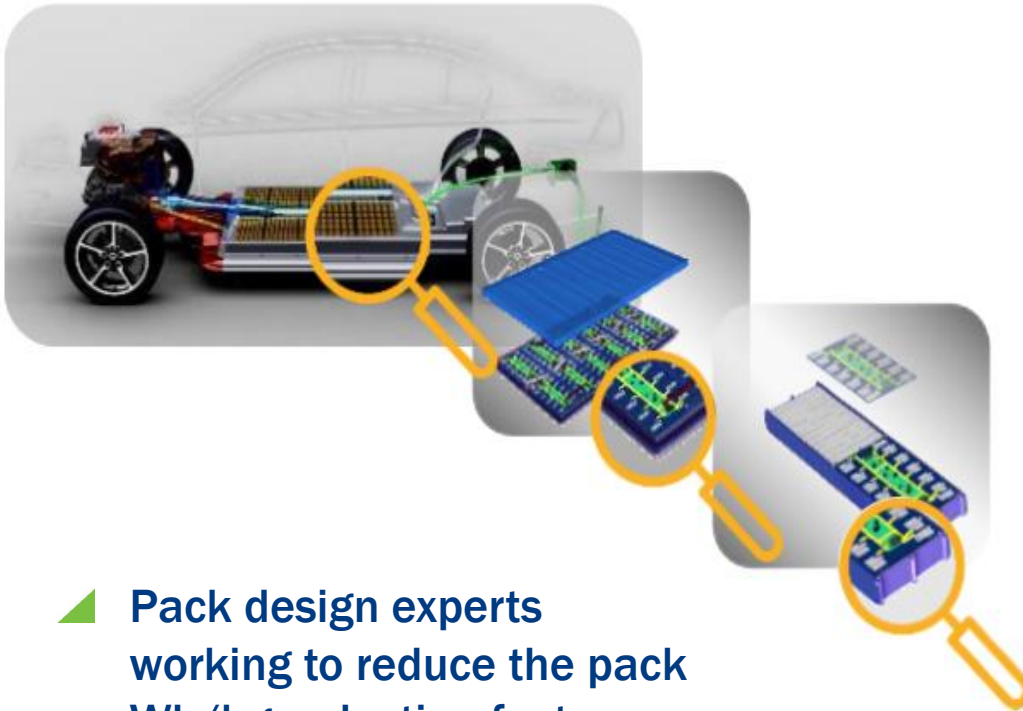


Multi-Cell Pouch



Zoom on stack

A6 , 30Ah solid-state pouch cell

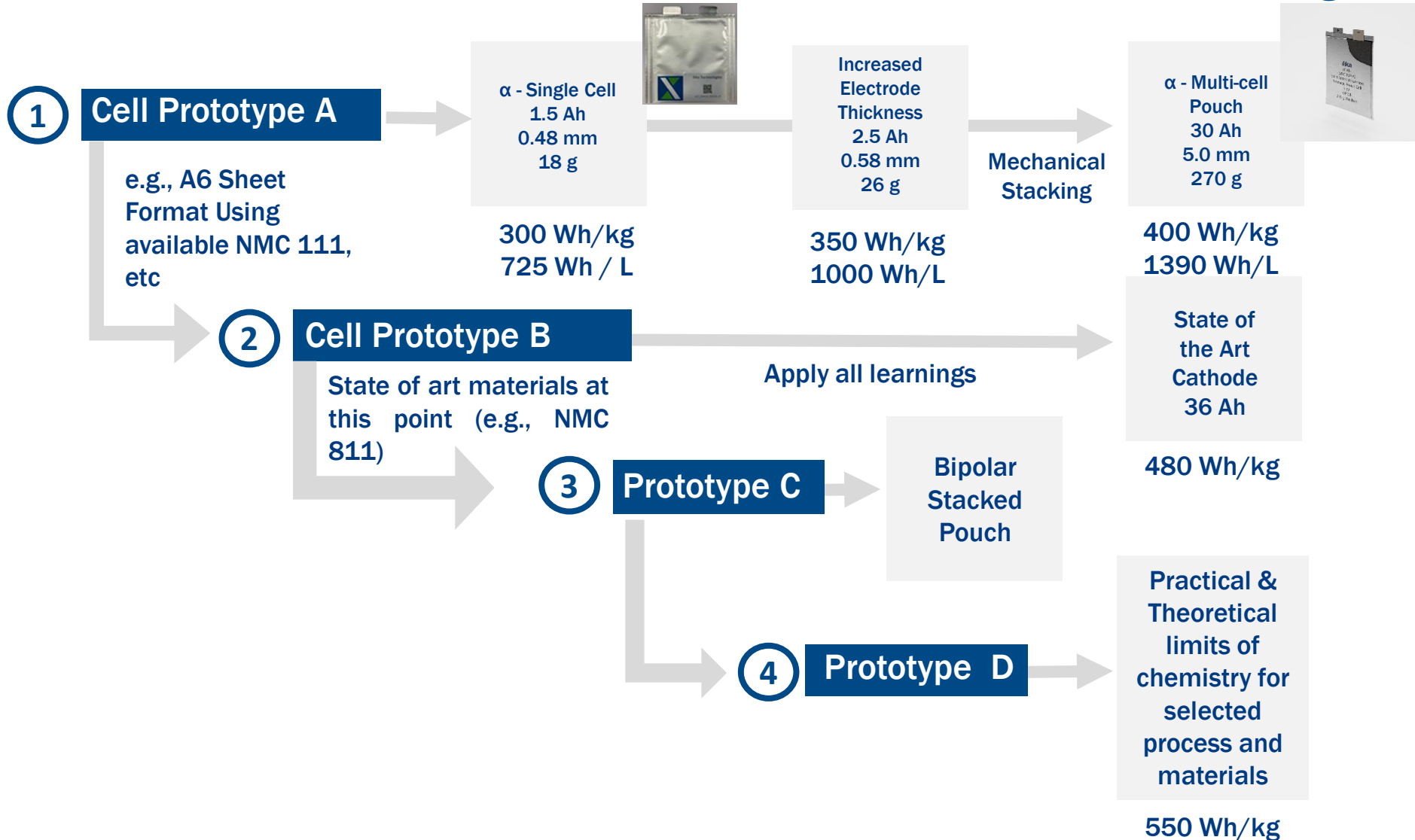


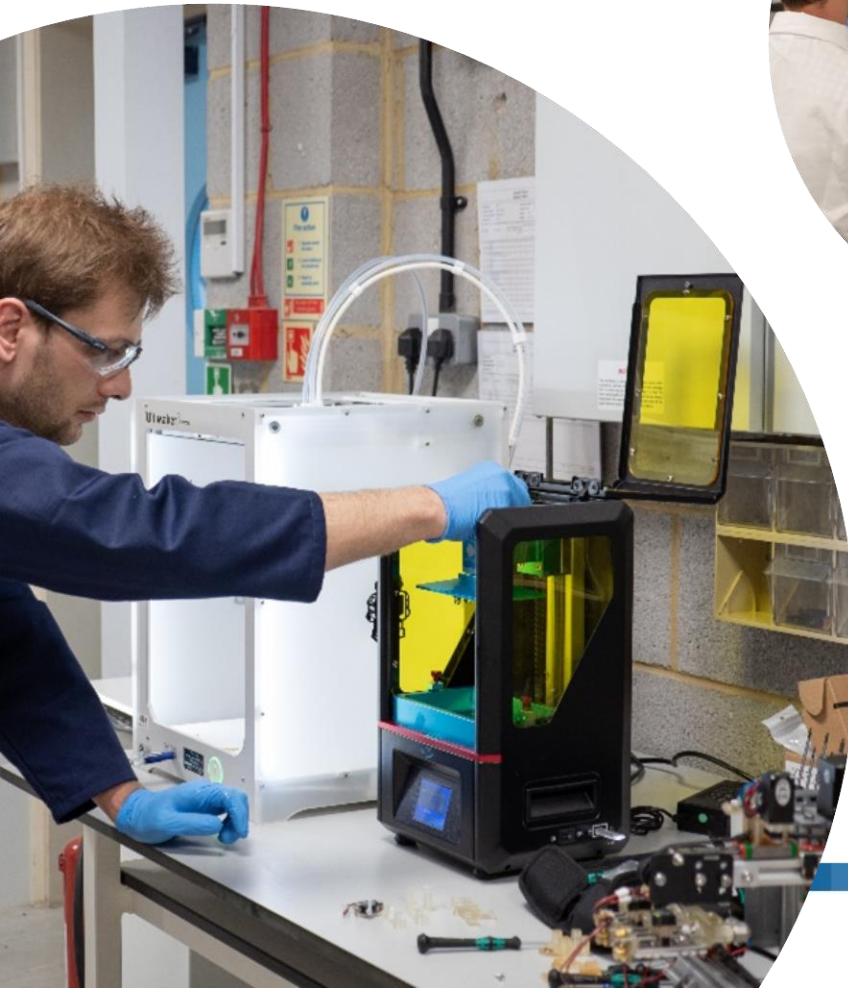
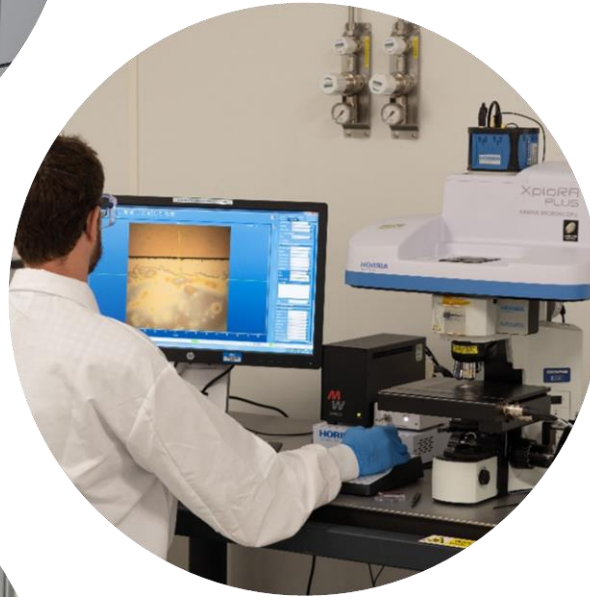
- ▲ Pack design experts working to reduce the pack Wh/kg reduction factor based on the outputs of a solid-state pouch cell

- ▲ Ilika working with pack design experts to establish the optimum format for a solid-state pouch cell



Goliath development programme targets





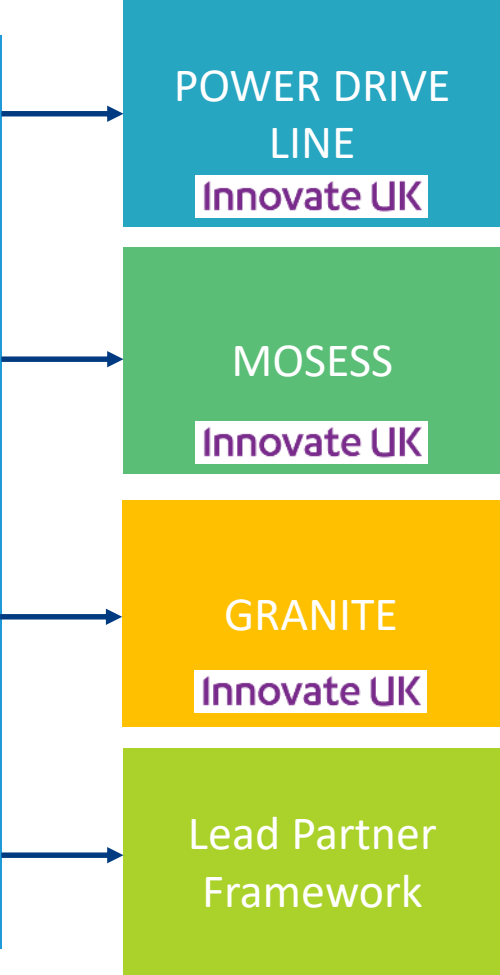
Ilika pre-pilot line facilities

Goliath Development Partnerships



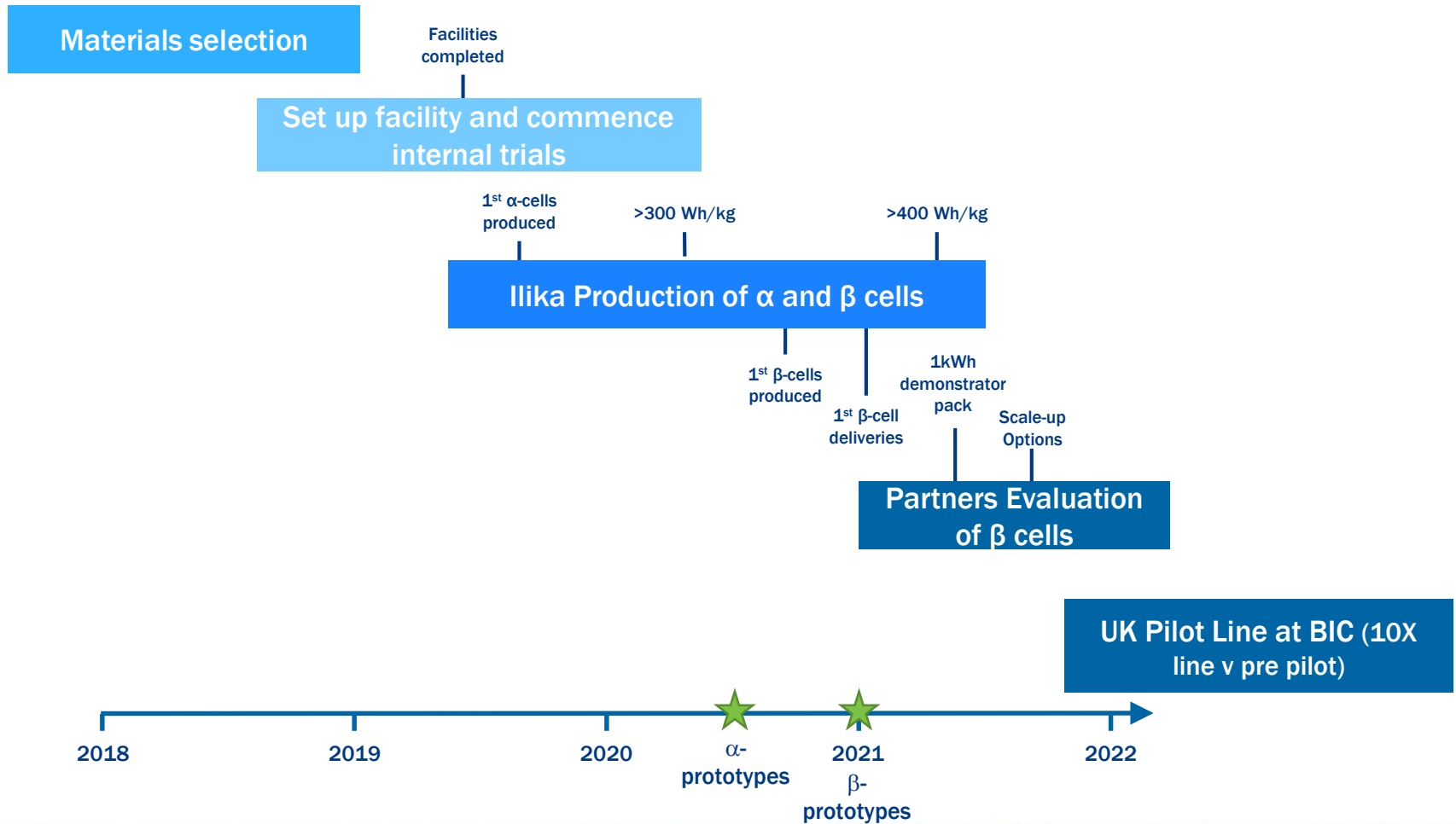
Goliath Development Programme:

- Establish Ilika as leader in development of manufacturing methods for production of solid-state batteries
- Commercialise the large format solid-state battery (Goliath)



Including consumer cells

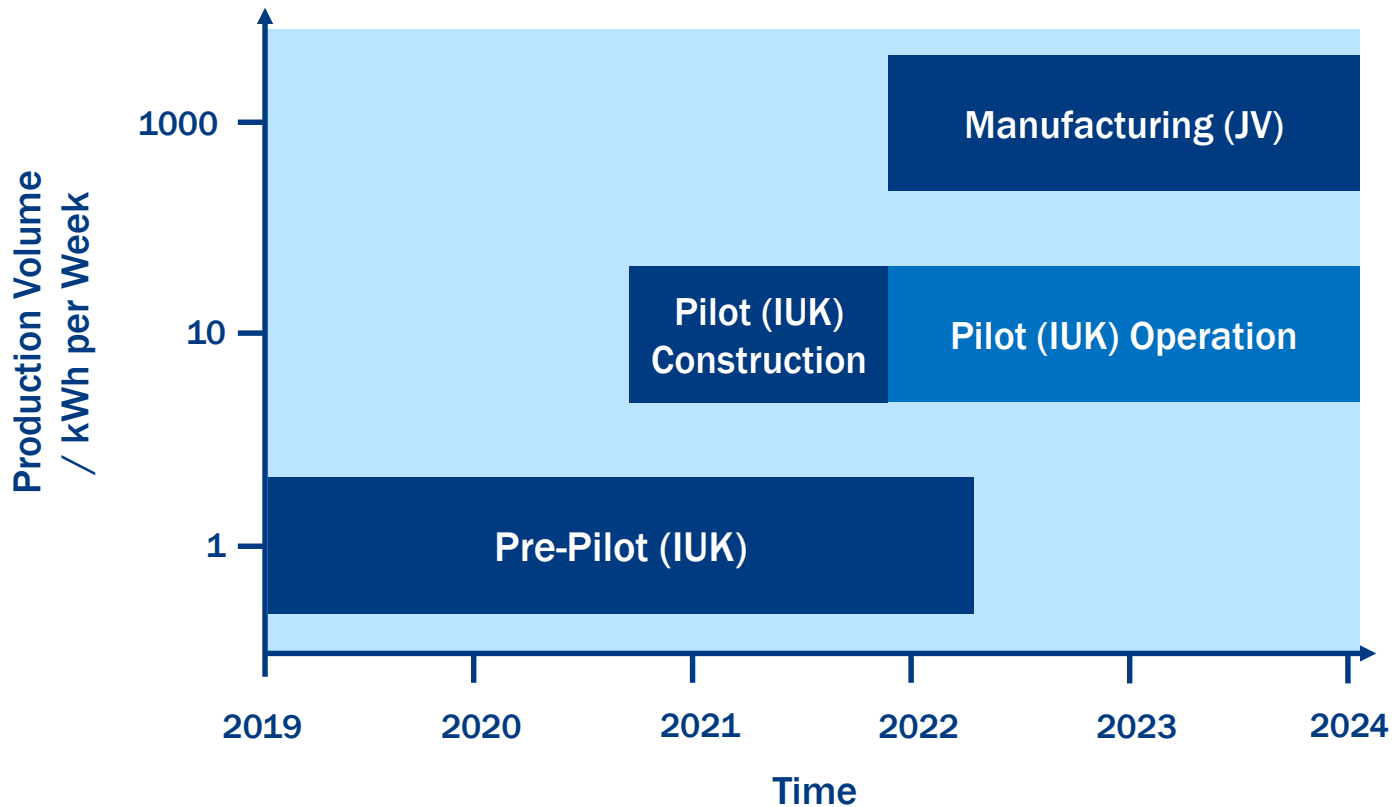
Goliath pre-pilot programme



Goliath manufacturing scale-up



- ▲ The technology will be developed and manufactured in three phases

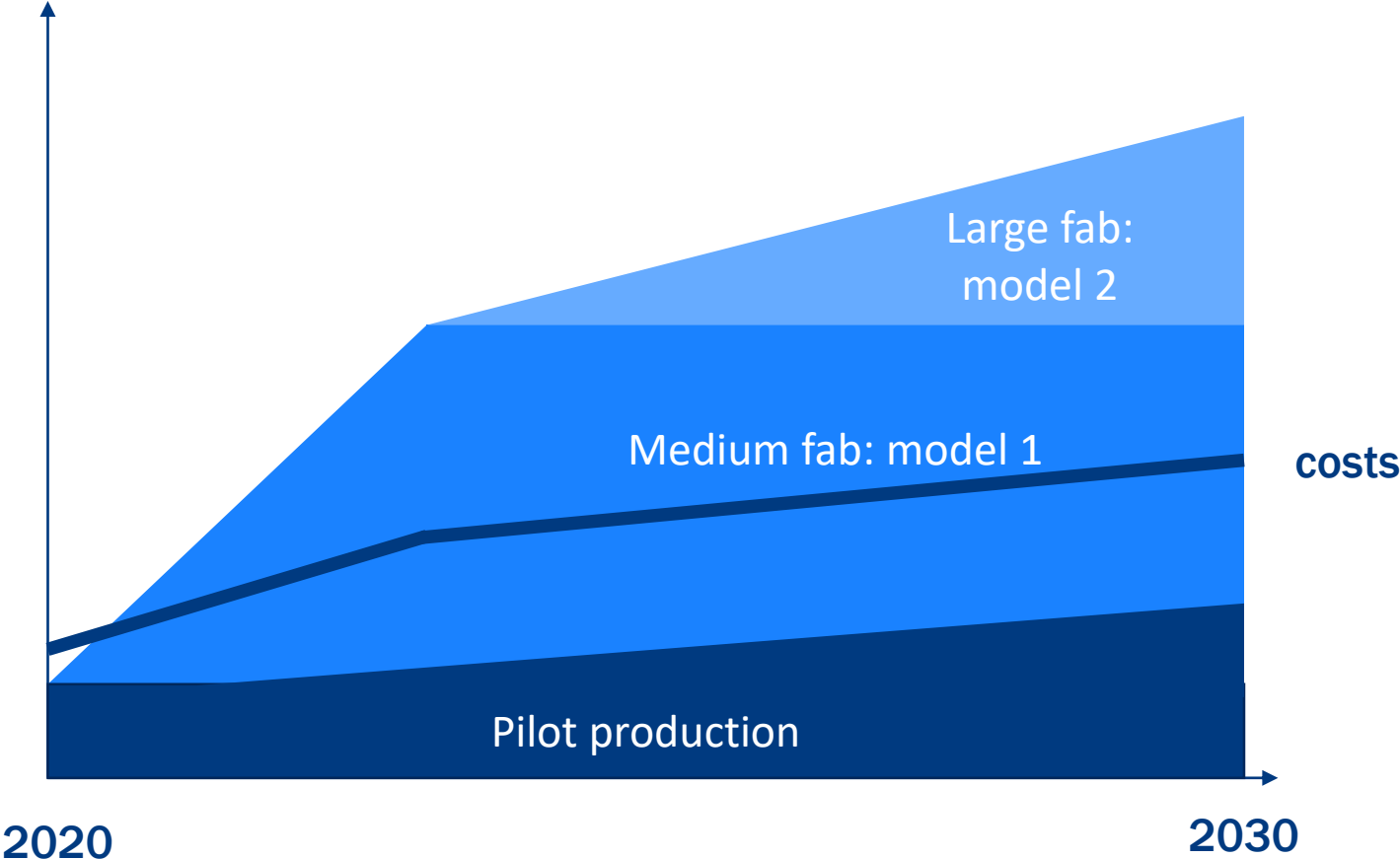


Financial summary for the half year ended 31st October 2019

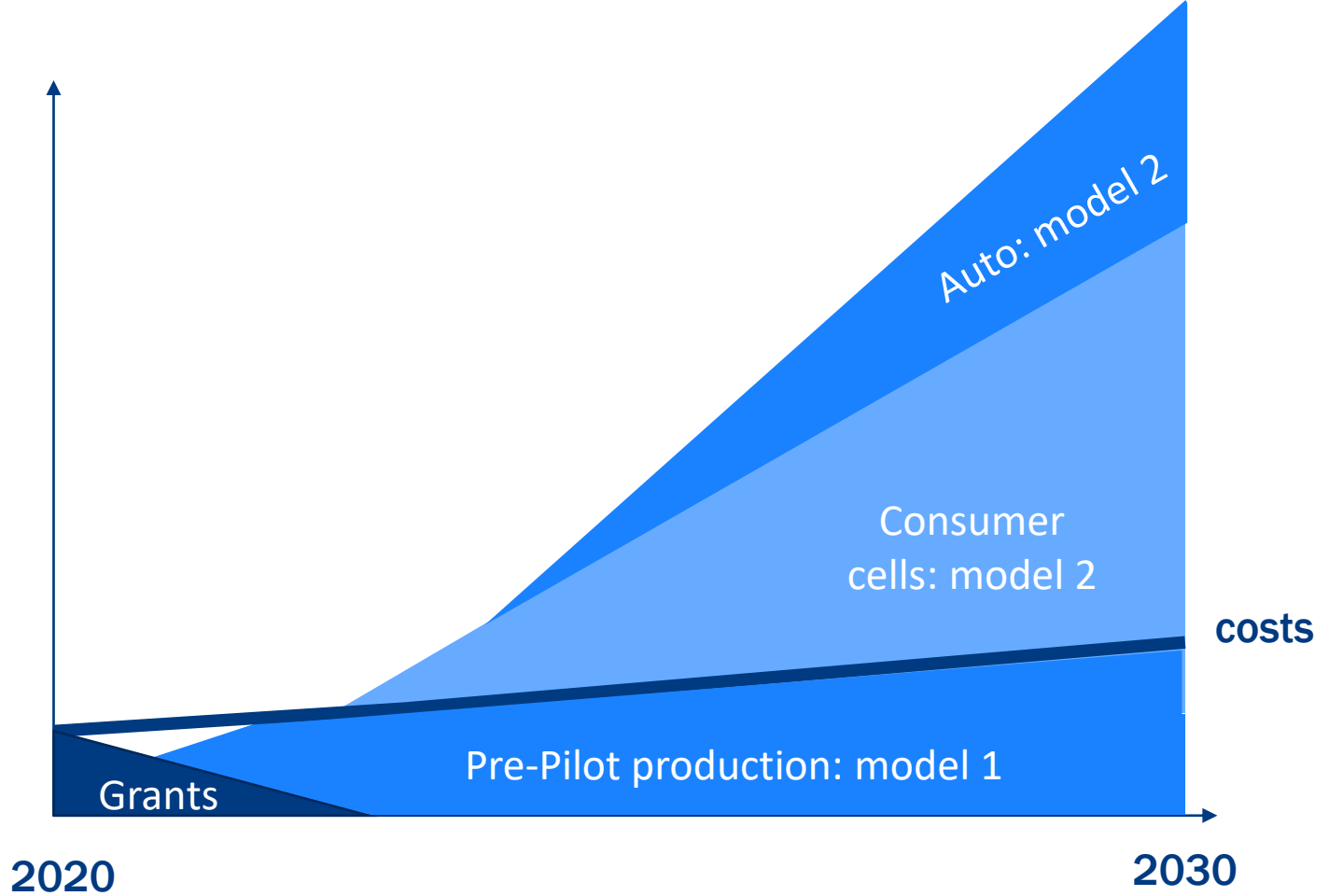


- ▲ Revenue £1.5m (H1 2018: £1.0m)
- ▲ EBITDA loss £1m (H1 2018: £1.3m)
- ▲ Cash £1.9m with £0.7m received post period end.

Stereax[®] Business Growth Profile



Goliath Business Growth Profile



- ▲ **Solid-state batteries will be a significantly disrupting technology**

- ▲ **Investors have been taking positions in the technology via investment in SME's**

- ▲ **Ilika offers a lower risk investment proposition because of:**
 - ▲ Its demonstrated ability to make miniature solid-state batteries
 - ▲ Its capital light commercialisation model
 - ▲ Substantial grant support from IUK facilitating partnering and reducing reliance on shareholder capital

Contact details



▲ www.ilika.com

▲ @ilikapl

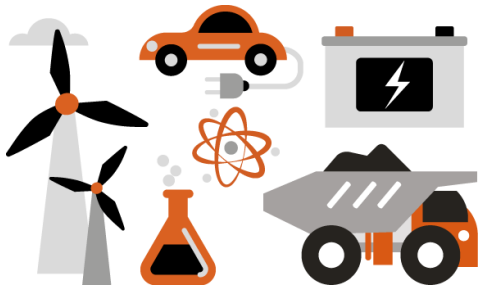
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Battery technology

Battery costs and technology

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Battery technology – drivers and implications

3 factors driving battery adoption

Regulations for emissions control

Direct/indirect financial support for EVs, charging infrastructure & stationary storage.



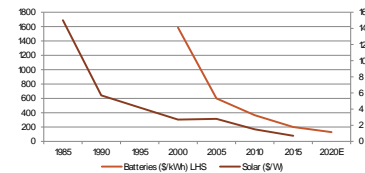
Rising renewable generation

Storage requirements for renewable electricity integration rising

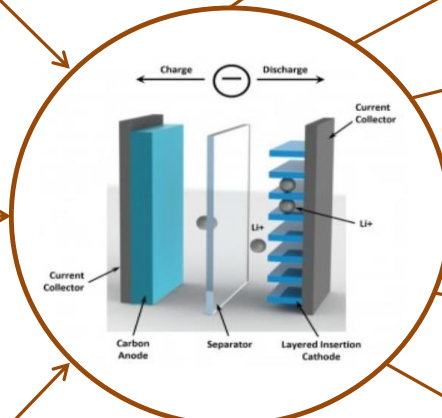


Battery costs falling

Battery costs are falling by half every 5 years as manufacturing scale rises



Multiple sectors headed towards electrification



Automotive



Stationary storage



Electric buses



Vans & trucks



Industrial



Mining



Construction



Battery technology – drivers and implications

Sectors which will benefit

1. Lithium and Nickel miners

Albemarle
AMG, Lithium Americas
SQM, FMC
Orocobre
Noriilsk Nickel



2. Cathode manufacturers and Silicon rich anodes

Umicore
JMAT
SGL Carbon
Wacker

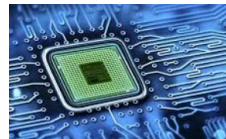


3. Next gen fluorinated electrolytes

Solvay
Arkema

4. Semiconductor suppliers

Infineon
Renesas
STMicro
NXP



5. Automation players

Siemens
Manz
Bhuler

6. Micro-grid control providers

Siemens
Schneider
ABB
PSI
EPS



7. Battery manufacturers moving into VPP

Tesla
Sonnen
SMA
BYD



8. Automotive OEMs focussed on EVs/buses

Tesla
BYD



9. Large scale battery manufacturers

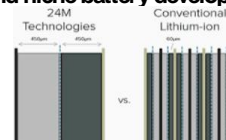
Panasonic
LG Chem
Sony
Samsung SDI
CATL

10. Battery recycling

Umicore
Veolia Group
Aurubis
Eramet
Boliden
CATL
BYD

11. Next generation and niche battery developers

Ilika
Maxwell
RedT
Ceres



Sectors which may be disrupted

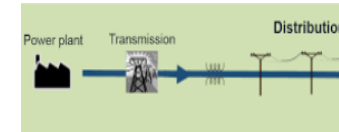
1. Auto OEMs lacking EV technology

Toyota
Peugeot
Fiat



2. Centralised utilities

Fortum
Engie
Verbund
EDF



3. Gas/diesel peaker plant manufacturers

GE
Alstom
Siemens
MHI



4. Micro gas turbine/diesel manufacturers

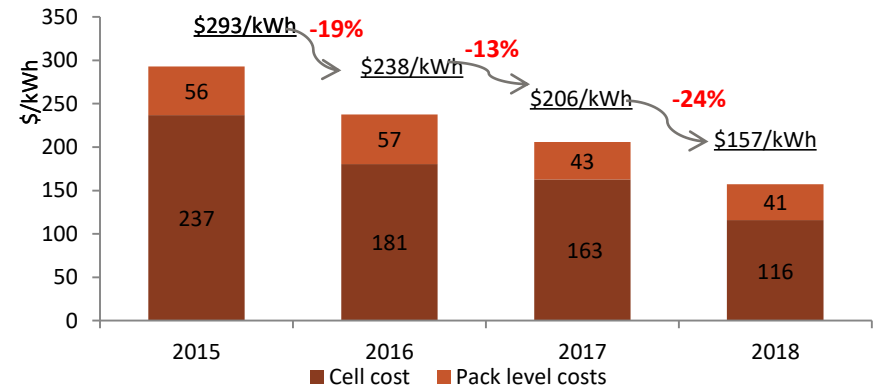
CAT
Cummins
Kohler (Kraft Power)



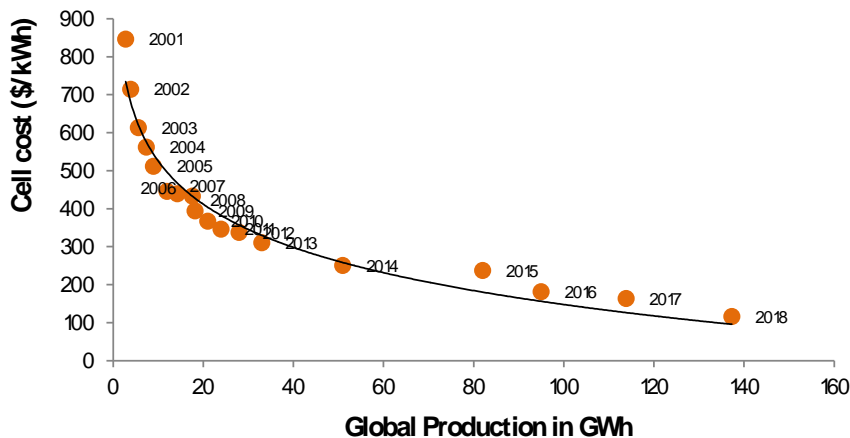
Battery costs fell sharply in 2018

- In 2018 lithium ion battery costs declined sharply by only 24%.
- Cell costs fell by ~29%
- **Why?**
- **Reason #1: Rapid decline in raw material prices.**
Down ~30% overall.
- **Reason #2: Rising manufacturing scale.** Plant capacities rose to 18-20GWh for Panasonic, CATL, BYD
- **Reason #3: Poor profitability for cell manufacturers.**
Cells being sold below or at cost.

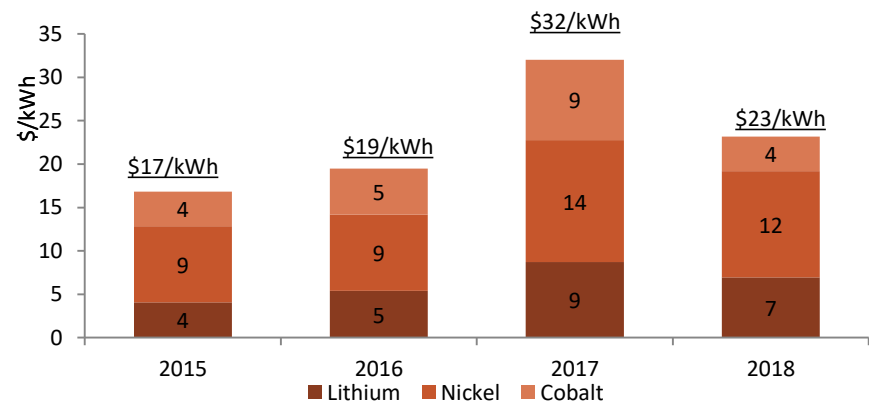
Battery costs declined sharply in 2018



Rising manufacturing scale helped lower cost



Sharp reduction in metal prices contributed 1/3rd of the cost reduction in lithium ion cells

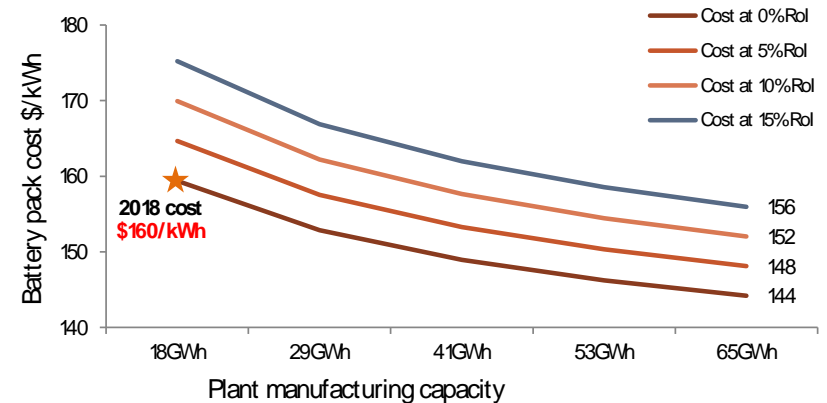




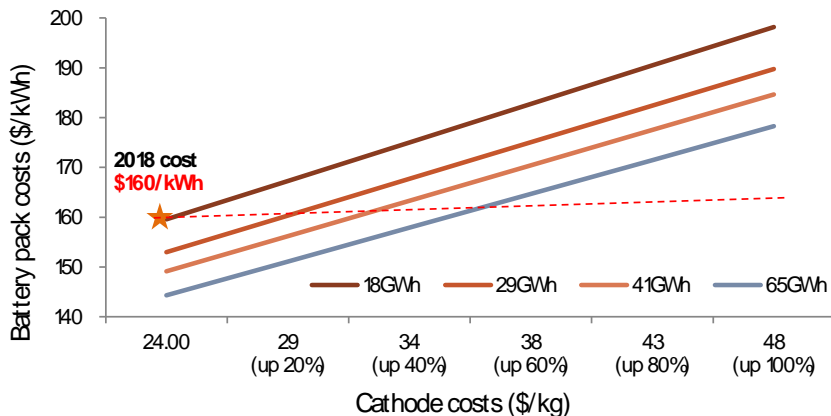
Is linear cost reduction sustainable? Not really

- Three risks in our view could emerge which could result in battery cost bottoming out higher than expected
- **Risk #1: Pricing power returning to the cell manufacturers.** If after tax RoI for cell manufacturer rises to 10%, battery costs will only fall to \$152/kWh despite a >3X increase in manufacturing capacity.
- **Risk #2: Raw material risk:** If input metal costs double over the next 5 years, it will neutralise the benefits of a >3 fold increase in manufacturing capacity
- **Risk #3: Processing cost increase:** Higher nickel cathodes beyond NMC622 will be more expensive because of the higher processing costs

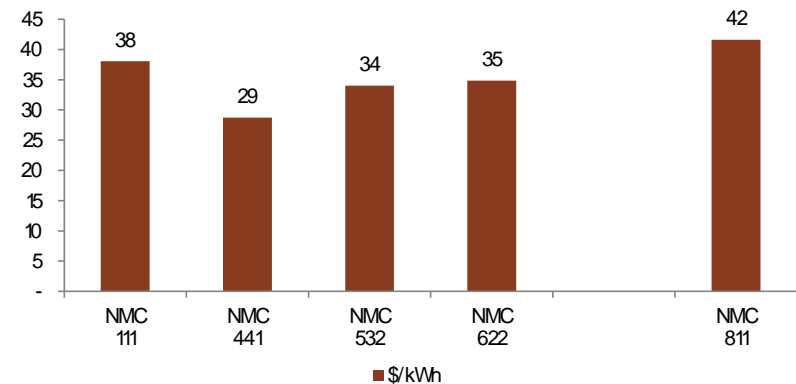
Cell manufacturers currently selling cells below/at cost. Rising consolidation in cell manufacturing and plant utilization rates could raise margins



Batteries are made of expensive metals. Increase in lithium, nickel and cobalt prices will have an impact on overall costs



Technological innovations will increase battery costs rather than decrease it. High nickel cathode materials will be more expensive

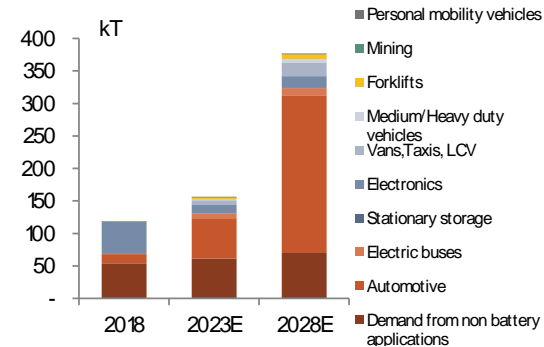




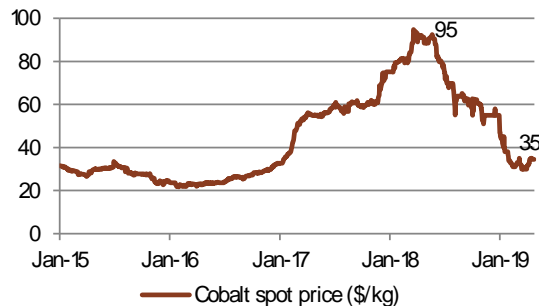
Cost Risk #1: Cobalt price increase is a major risk

- **Sector #2: Cobalt miners/recyclers – Umicore, Glencore**
- Cobalt spot price is down by 63% from its peak at start of 2018. Our “cobalt crash” thesis has largely played out.
- We now **change our negative view on cobalt**
- Expect a bottoming of cobalt pricing and tightening of supply-demand balance over 2019-25. This is because of:
 1. a shift to NMC from LFP in electric buses in China (subsidies require higher energy densities),
 2. increased processing costs for nickel rich NMC
 3. preference for long life (and safe) cobalt rich NMC for commercial vans, trucks and off road vehicles.
- Cobalt supply from the Katanga project is at risk.

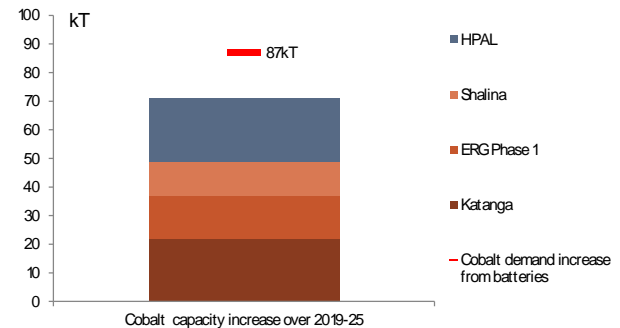
Over the next 10 years, we expect global demand to rise by more than 3 fold to 307kT



Tightening of the cobalt market could result in a partial recovery in cobalt prices in our view



Global cobalt demand to rise by 90kT over 2019-25 while cobalt production to rise less than 70kT because of Katanga (25% of total increase)

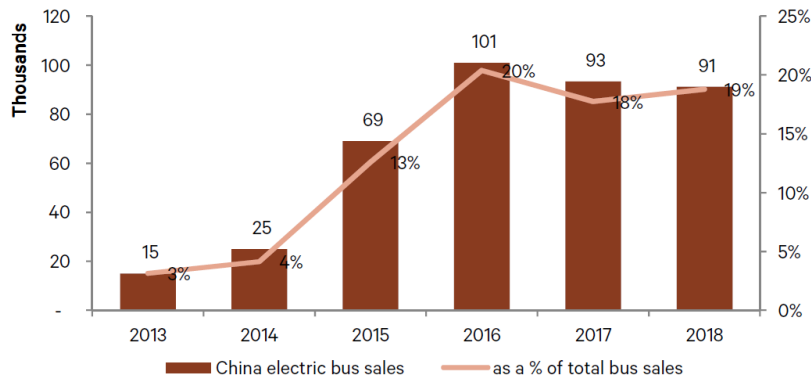




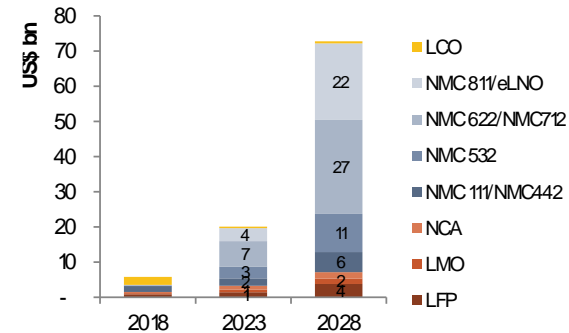
Cobalt will not disappear from lithium ion batteries

- **Reason #3: NMC and cobalt demand will rise from electric buses and other end markets**
- **NMC market growth will be supported by:**
 1. Rapid shift to NMC in electric buses,
 2. Demand from commercial road and off road vehicles,
 3. Complete shift tom NCA to NMC.
- We think that nickel rich NMC will primarily be used for premium cars because of their higher processing costs.
- NMC622 will likely be the dominant cathode chemistry for the next 10years.
 - The biggest player in NMC622 is Umicore

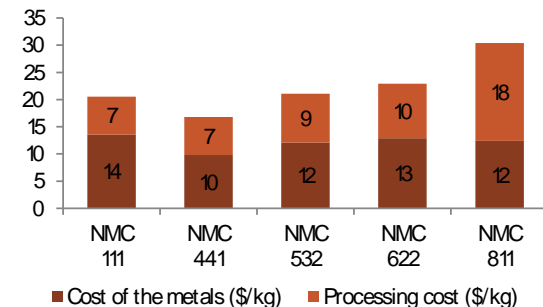
Over the last three years, 18-20% of buses sold in China have been electric



We expect global NMC cathode market to grow from \$2bn in 2018 to \$16bn by 2023



High cobalt chemistries will grow strongly because of their long cycle life and higher processing costs for high nickel NMC chemistries

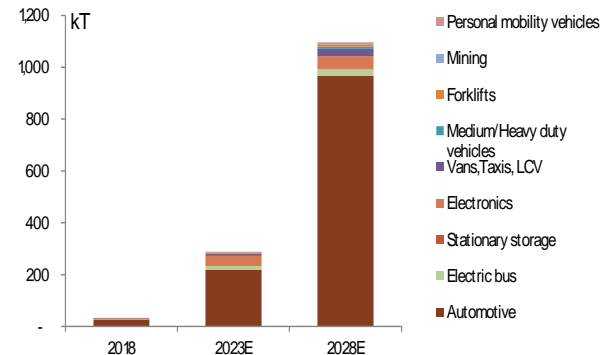




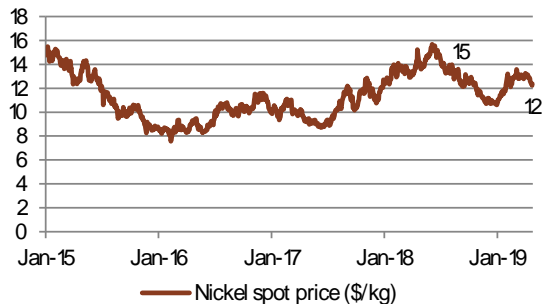
Cost risk #2: Nickel has now peaked and will likely remain at current levels

- Nickel market has been in structural deficit since 2016 and inventories have been declining.
- Demand for class 1 nickel will grow sharply.
 - Demand from batteries to rise from 32kT in 2018 to 288kT by 2023 and more than 1mn tonnes by 2028.
 - Currently global class 1 nickel is ~1mn tonnes p.a.
- Most of the new nickel projects are based on laterite ores ion places like Indonesia and Philippines. These require expensive HPAL process to convert it into battery grade nickel.
 - According to Norilsk Nickel, HPAL project need more than \$20/kg incentive pricing.
 - According to Umicore, incentive pricing for HPAL processing is \$25-26/kg. This is double where nickel is trading currently.

We project class 1 nickel demand from batteries to rise from 32kT in 2018 to 288kT by 2023 and more than 1mn tonnes by 2028



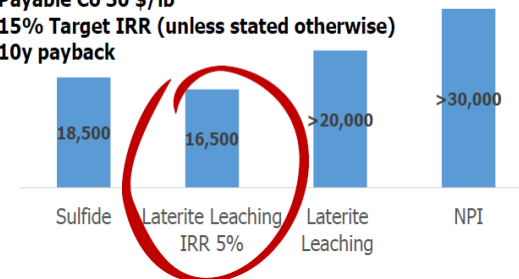
Nickel prices need to double if incremental class 1 nickel supply is to come from HPAL based laterite ores



Nickel prices need to be above \$20/kg for HPAL laterite projects to make 15% IRR

Assumptions:

- NiSO4 Premium 1000 \$/t
- Payable Co 30 \$/lb
- 15% Target IRR (unless stated otherwise)
- 10y payback

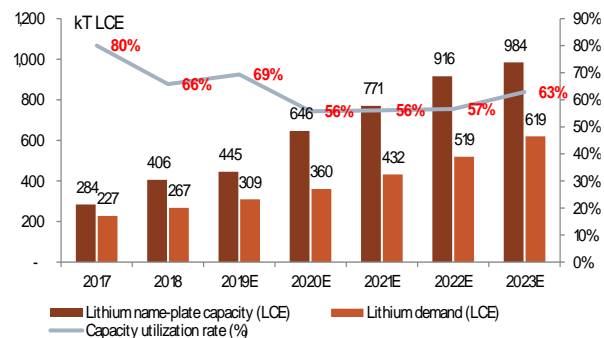




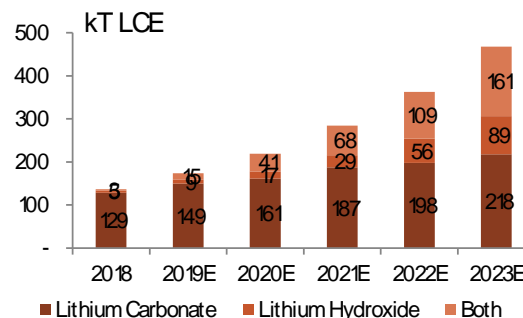
Cost Risk #3: Lithium – price has now bottomed

- Electrification commercial end market can add 78kT to the global demand for lithium by 2023 and 194kT by 2028. We project that global lithium demand will grow to 619kT by 2023 and 1.8mT by 2028
- Based on projects currently under development, we project global lithium mining capacity to rise to ~1mn tonnes LCE by 2023 which is more than double versus 0.4mn tonnes LCE capacity at the end of 2018.
- **Capacity utilization rate for the sector to drop further and on average remain below 60% over the next 5 years.**
- **We expect price erosion especially in lithium hydroxide and for spodumene.**
- We think that lithium carbonate will remain the dominant feedstock for cathode manufacturing and lithium hydroxide premium will come off.
- **Lowest cost players Tianqi, Ganfeng, SQM, Albemarle and Livent will likely strengthen control of the lithium market but they too will suffer as pricing remains weak.**

Capacity utilization rate for the sector to drop further and on average remain below 60% over the next 5 years. We expect price erosion especially in lithium hydroxide and for spodumene



We think that lithium carbonate will remain the dominant feedstock for cathode manufacturing and lithium hydroxide premiums will come off

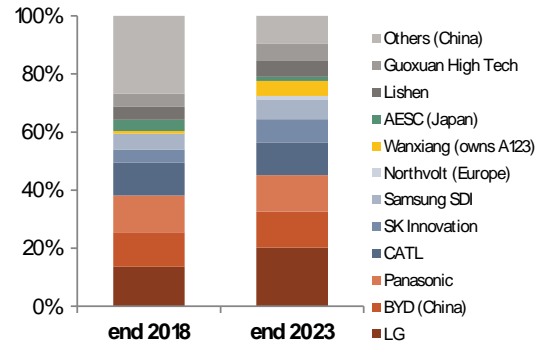




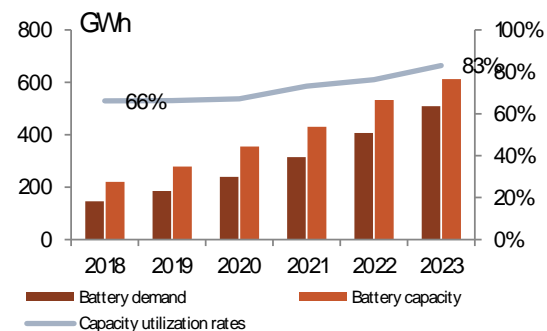
Cost Risk #4: Pricing power will go to the cell makers – a key risk to battery cost reduction

- **Sector #5: Large cell manufacturers – CATL, LG Chem**
- We strongly expect cell manufacturing to gain pricing power over the next five years due to:
 1. Need for localization,
 2. Captive nature of capacity additions,
 3. Change in Chinese subsidy regime incentivizing consolidation
 4. Delays in cell gigafactories in Europe and the US and
 5. Rising capacity utilization rates for large cell manufacturers
- The companies with the largest scale will likely win in the long term in our view.
- **Three companies which are likely to come out on top are CATL (China), LG Chem (Korea) and Samsung (Korea).**

We expect the top 7 players in the market to control 80% of the global cell market by 2023



We expect capacity utilization rate for the cell manufacturers to rise over the next five years

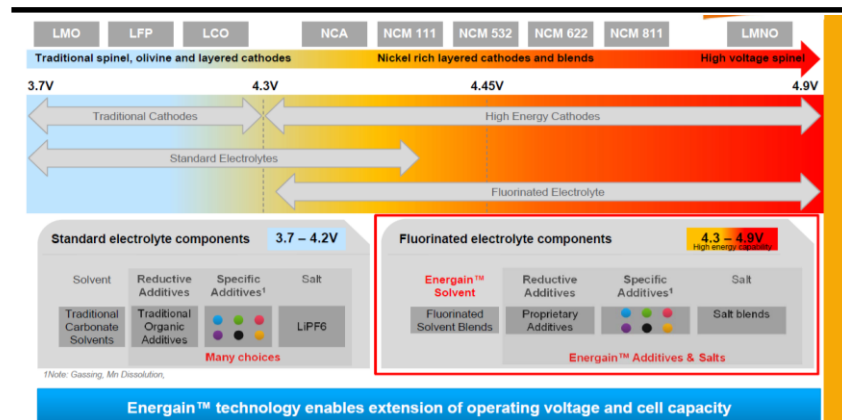


Cost Risk #5: No Moor's law here. Shift to fluorinated electrolytes will improve energy density but will add to battery costs

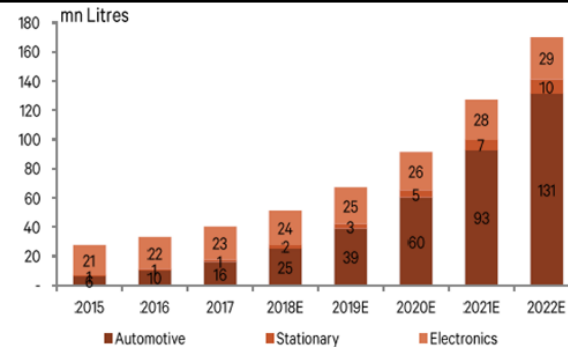
Electrolyte

- Traditional electrolyte degrades with high nickel and high silicon in the anode
- We think we will shift to “fluorinated electrolytes”.
 1. These work at higher voltages
 2. result in longer cycle life
- Fluorinated electrolytes cost more than double versus traditional electrolytes but they result in energy density rising by more than 30%

Solvay's fluorinated electrolytes use high-nickel NMC-based lithium-ion cells to operate at high voltages without compromising on cycle life; this can result in at least a 30% improvement in the cell's energy density



We project demand for electrolytes to rise to 170m litres by 2022 from 40m litres in 2017

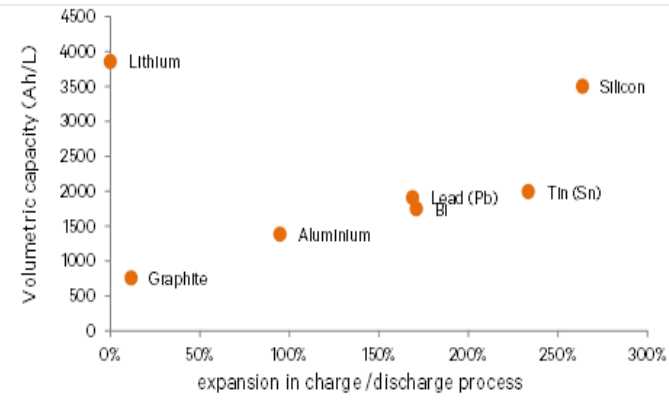


Solid-state batteries based on lithium ion will be horrendously expensive. Silicon could be a solution

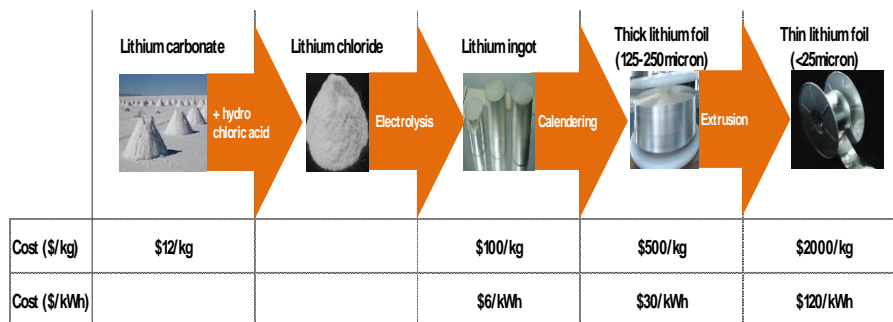
Anode

- Shift to lithium metal anode in mainstream EVs unlikely to occur
- Silicon content in batteries and EVs will rise

Alternative anode materials, lithium metal and silicon hold the most promise for increase energy density and EV range



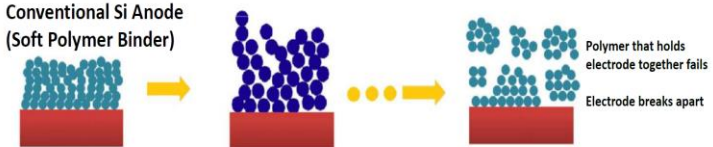
Lithium metal anode is not economic with lithium prices rising



Silicon might be the preferred route to improve the anode

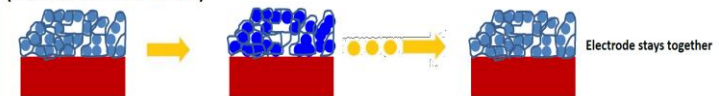
Eneate's Solution to Cracking and Cycle Life Issues

Conventional Si Anode (Soft Polymer Binder)



Eneate Si Film Anode (Hard Conductive Matrix)

Not using graphite allows Eneate to use Si less – less swelling
Electrode held together with strong conductive matrix



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The EV battery roadmap

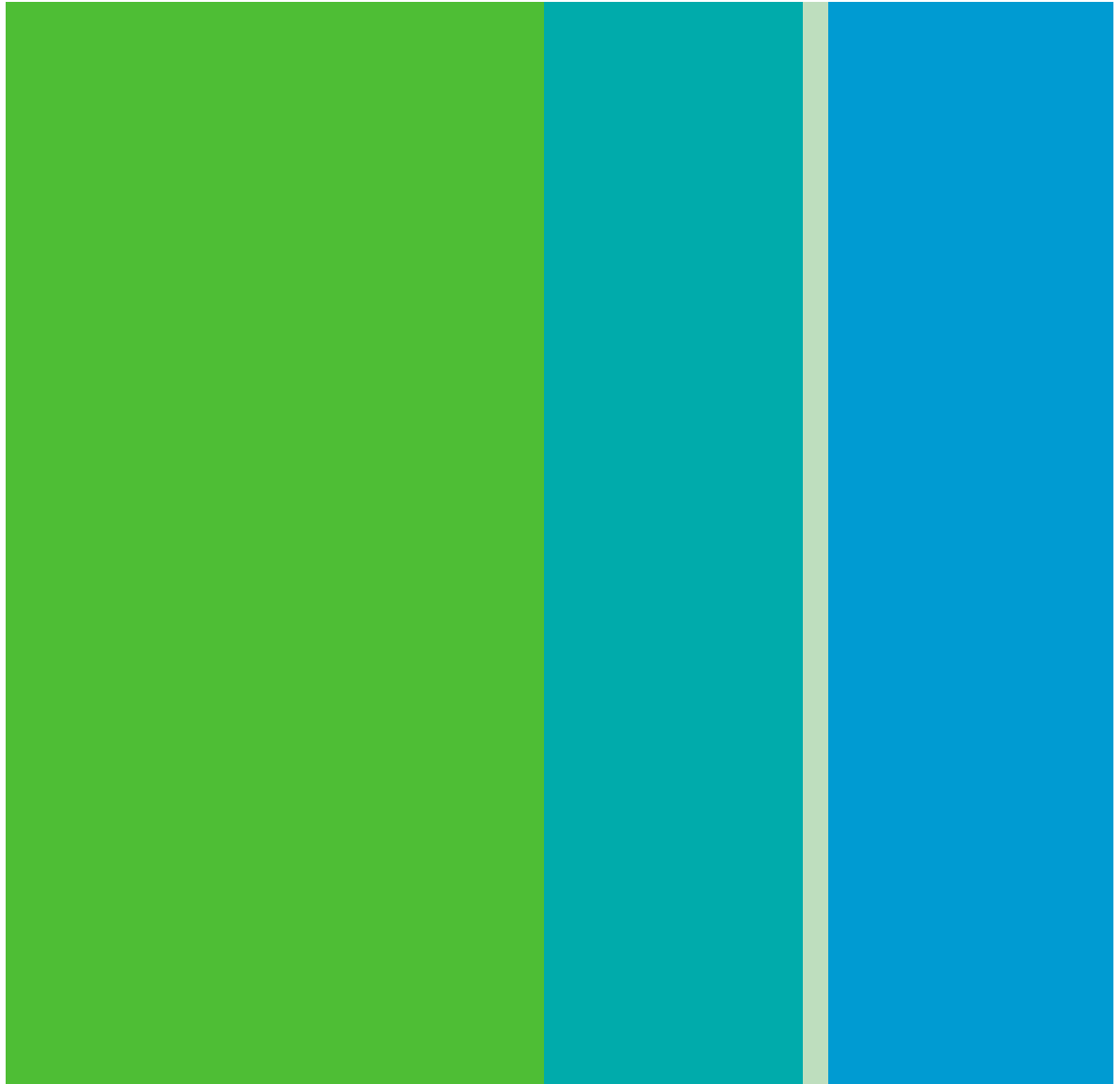
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The competition

Perfected over 100 years of mass production

UK's top selling Ford Focus petrol car



Fuel economy

WLTP: 50mpg,
6L/100km.

Range

~500 miles,
800km

Fuelling time

<2 minutes

Price

From £20,000

The EV starting point

2008 reva G-Wiz

- Best selling electric car in world 2008. 1,000 on UK roads 2009
- Eight 6v lead acid batteries. Upgraded to 15KWh Li-ion 2009
- Advertised top speed and range of 45mph/48 miles ... when heater off. 0-60mph 54 seconds...
- Auto Express – “One of 10 worst cars ever”



2011 Nissan Leaf

- Best selling UK ‘pure electric’ car 2012. MSRP £29,000
- 24KWh L-ion (LMO) battery costing \$20,000 (e). 73 mile EPA (real driving) range. 100 miles driving carefully, 50 miles in extreme heat or cold
- 20hrs to full charge @ home 6-12 hours at best stations



What the auto industry needs

Acceptable range, cost and charging times with similar safety and longevity to ICE's

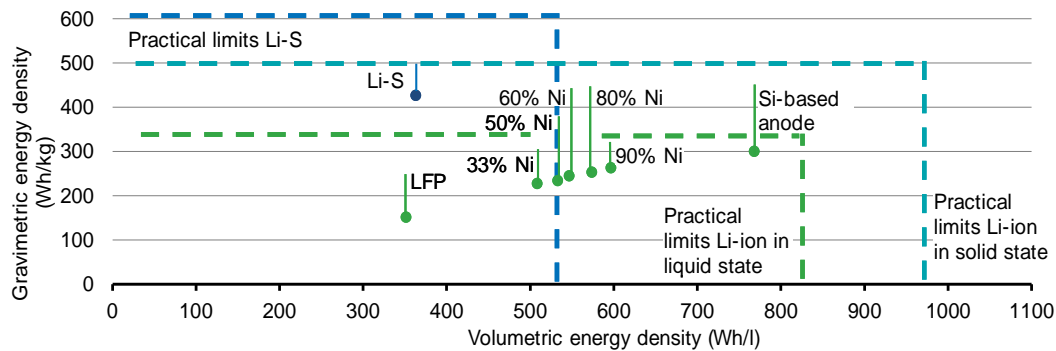
- 1** A profitable fully electric Golf segment car priced at a small premium to today's ICE cars i.e. £20k-£25k
- 2** Battery specs: range >300 miles, preferably 500. Battery cost <1/3 cost of car i.e. <£8,000
- 3** 10 year effective battery life
- 4** 30 minute or less fast charging

Battery assembly costs will benefit from giga investments

Producer	Location	Status	Capacity GWh	Timing	Source
CATL	China	Greenfield	37-42	2020	Financial Times, 2017
Tesla	Shanghai, China	Greenfield	35	2020-2025	Electrek.co, 2017
LG	Nanjing, China	Greenfield	32	2019	KoreaJoongAngDaily.joins.com, 2018
Lishen	China	Greenfield	17	2020	Financial Times, 2017
BYD	China	Greenfield	24	2019	Bloomberg.com, 2018
BPP	Liyang, China	Brownfield	7	2020	Financial Times, 2017
LG	Nanjing, China	Brownfield	6	2018	Financial Times, 2017
CALB	Luoyang, China	Brownfield	2	2020	Financial Times, 2017
China total			163		
Tesla	Europe	Greenfield	35	2020-2025	Electrek.co, 2016
Northvolt	Sweden	Greenfield	32	2020-2025	Europe.autonews.com, 2017
GSR	Sweden	Greenfield	30	2020-2025	Tu.no, 2018
LG	Wroclaw, Poland	Brownfield	9	2020-2025	Manager-magazin.de, 2017
SKI	Hungary	Greenfield	7.5	2020	Electrive.com, 2017
LG	Wroclaw, Poland	Greenfield	6	2018	KoreaHerald.com, 2018
SDI	Hungary	Greenfield	2.5	2018	SDI News, 2017
CATL	Germany	Greenfield	14	2022	Reuters.com, 2018
Europe total			136		
Tesla	Nevada, US	Greenfield	35	2018	Tesla, 2017
Tesla	TBD	Greenfield	35	2020-2025	Electrek.co, 2017
LG	Michigan, US	Brownfield	3	2018	Electrive.com, 2018
LG	Ochang, South Korea	Brownfield	10	2019	Financial Times, 2017
SKI	Seosan, South Korea	Brownfield	25	2020	KoreaHerald.com, 2017
SDI	Ulsan, South Korea	Brownfield	2	2020	Financial Times, 2017
Saft/Siemens/Solvay/Mans	TBD	Greenfield	1	2020	Saft, 2018
Rest of world total			111		
Global Total			410		

Innovations in cell materials

	Current	2020	2025	2030
Gravimetric Energy Density (Wh/kg)	210	230	330	500
Volumetric energy density (Wh/l)	530	600	830	1000
Cost (\$/kWh)	230	150	150	150
Main technology driver		80 – 90% Ni cathodes	Silicon doped anodes	Solid electrolyte



Source: Liberum estimates, Bloomberg NEF, Umicore

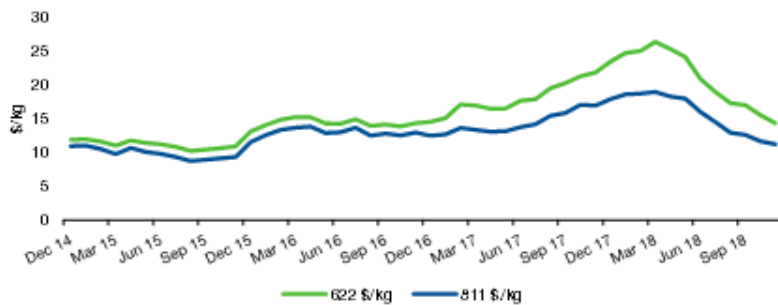
Higher nickel cathodes

- The current EV cathode materials of choice are multi-layered transition metal oxides – Lithium NMC or NCA
- First generation NMC is 333 (30% each of nickel, manganese and cobalt +10% lithium). Latest generation NMC is >50% nickel. Future generation NMC >80% or 90% nickel. NCA is already high nickel

The transition to high nickel cathodes drives down cathode (\$/Kg) because nickel is 1/3 the cost of cobalt today...



NMC 622 and 822 estimated costs at January 2019 prices

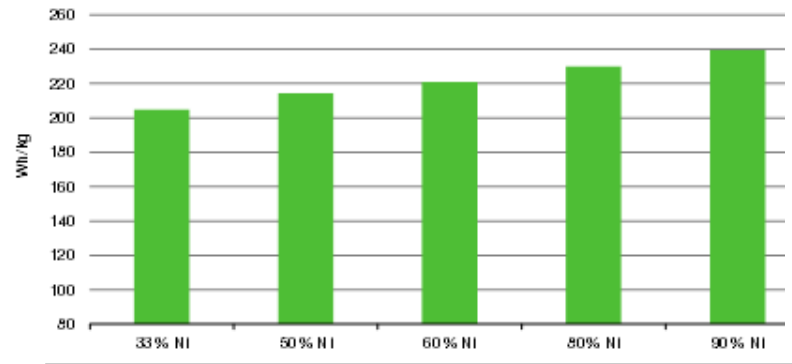


Source: Bloomberg spot metal prices, Liberum for content estimates

....and drives up energy density (Wh/Kg) because nickel has higher voltage than manganese



As nickel displaces manganese energy density (KWh/kg) rises



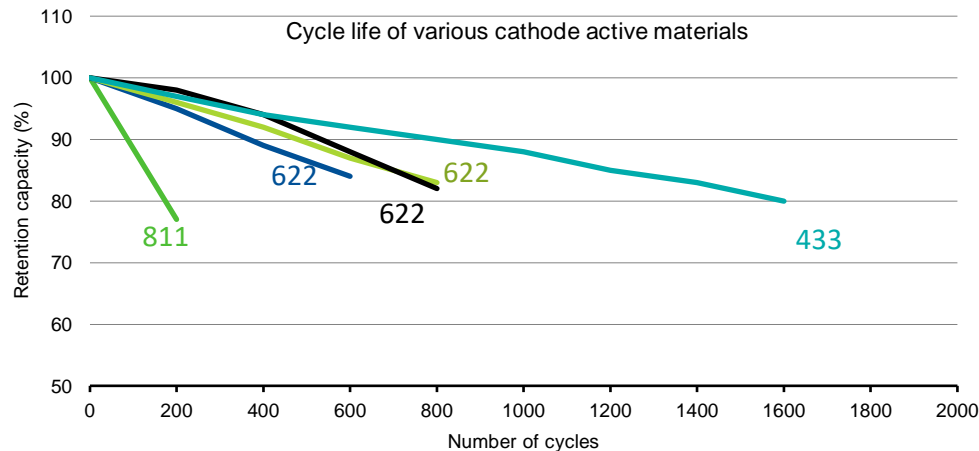
Source: Umicore

The bumpy road to high nickel NMC

The transition to high nickel NCA or NMC involves some cost and performance trade-offs so is happening slower than previously anticipated

Performance trade-offs:
Poorer cycle life

Cost trade-offs: Lithium hydroxide better than Lithium carbonate for high nickel NMC but higher cost. Costlier, enhanced battery-management systems (BMS) may be required

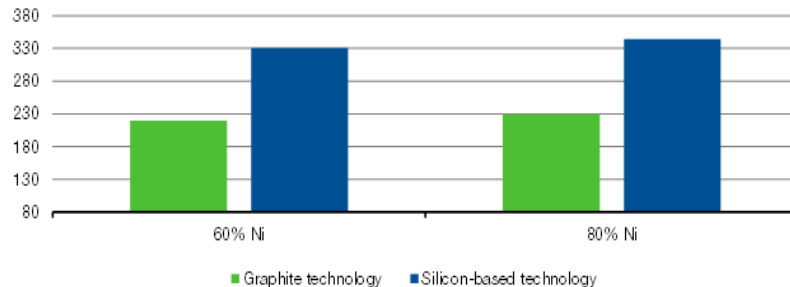


Source: Umicore 2018 industry presentation

Silicon doped anodes

- **The single largest improvement in EV battery energy density through 2025 is likely to come from the doping of graphite anodes with silicon.** Silicon has a specific capacity c.10x that of graphite and we expect 5-10% silicon doped anodes to be in widespread use by 2025. Si-C is already in use in some Japanese consumer applications
- **Key development challenge with Si-C is 3x volume expansion when cycled leading to cracking:** Solutions under development include the use of nano particle-Si, Si nano-wires, porous Si and Si graphite blends.

Anodes with 5-10% silicon offer up to 50% cell energy density uplifts when combined with NMC 622 or 811 cathodes



Source: Umicore 2018 CMD

Graphite vs. silicon anodes compared

	Graphite	Silicon
Type	Intercalation	Alloy
Theoretical capacity (mAh/g)	330	4200
Current collector	Copper	Copper
Main drawback	Capacity	3x expansion
Development status	In use from 2012	2% Si/C in Japanese consumer

Source: Liberum

Pure lithium anodes

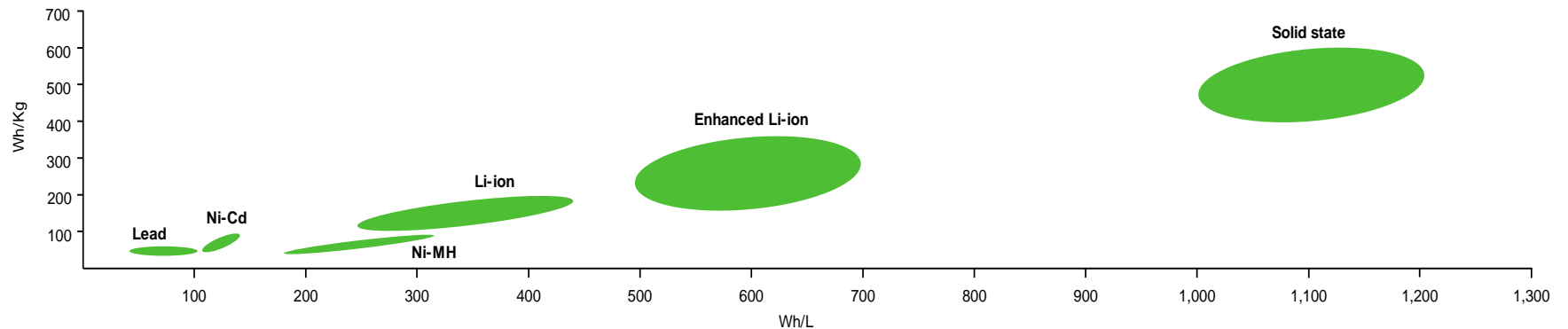
Lithium metal anodes also offer 10x the specific capacity of graphite and are the preferred anode materials for some solid-state batteries under development

The principal development challenge with lithium metal anodes relates to the interaction of reactive lithium with the liquid electrolytes resulting in the creation of lifetime compromising dendrites. Research efforts to minimise dendrite electro-deposition use surface coatings to create a protective solid electrolyte interface (SEI) layer.

Lithium metal anode adoption may also trigger a switch back to lithium brines

Solid-state batteries

- Solid-state batteries have a solid electrolyte rather than solvent liquid electrolyte. Absent a flammable solvent electrolyte, they are less vulnerable to combustion. Energy density promises to be higher thanks to the absence of the separator, less cell packaging and an opportunity to use high energy electrodes. There is also the possibility to configure for fast charging.
- However they will likely require a different battery manufacturing approach to the expensive deposition processes used for micro SSB production and many producers may use lithium metal for the anode, which is rarely produced today.



Source: Liberum estimates

What else is out there?

A couple of other battery technologies have attracted research interest but are not serious contenders for EVs

Lithium sulfur and near relations Na-s and Mg-s

Have sulfur cathodes and lithium, sodium or manganese anodes.

PROS	CONS
Batteries use low cost sulfur, seem very safe and have attractive gravimetric energy density (Wh/Kg)	Low volumetric energy density due to low voltage and have cycling issues
Interesting for aircraft and military applications	Too bulky for cars

Lithium air

Batteries have a high capacity lithium anode and a porous carbon cathode which draws in oxygen from ambient air.

PROS	CONS
Potentially offer 5x-10x ED of today's LiBs	No tangible progress in developing cycling capability despite extensive academic R&D efforts

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