

7/1/2021 – Webinar

## “What framework for the development of a competitive and sustainable European EV battery industry?”

Key messages and quotes from speakers

Recording: [...](#)

### Welcome Address

*Ville Niinistö Member of the Committee on Industry, Research and Energy at European Parliament*

Electrification of transport is necessary to face the impossibility to produce enough sustainable biofuels, especially for personal vehicles. Ville Niinistö urges not to forget the opportunities given by electrification of public transports, soft modes, and also short distance shipping. He therefore calls for supports directed to different types of batteries to match all these needs. Although he is conscious about some issue on sustainability of batteries, Ville Niinistö is confident it can be solved through European legislations, including issues related to human right and ecological standards.

*"We welcome the battery regulation that ensure batteries are sustainable because we don't want any excuses anymore to continue the business as usual."*

### Panel discussion (Part 1): Production and Competitiveness – Battery Production

*With Jos Dings, Director European Policy and Business Development, Tesla*

The key issue in batteries is not their durability (durability of performance offers barely any room for improvement, and is even satisfactory for HDVs) but lies in the need to localize and scale-up the production. Cell production should reach 20TWh to complete climate goals, which is no less than seven times more than current industrial plans. The new battery technology that will be implemented in the Berlin factory uses dry electrode technology which eliminate the need for solvent and drying ovens - both polluting and costly technologies.

*Alex Keynes, Clean Vehicles Manager, Transport & Environment*

Exportation or importation of cell production will determine the positive or negative impact of electromobility on European jobs. Indeed, with the battery production in Europe the whole value chain benefiting for the economy such as the recycling industry will follow. T&E therefore welcomes a very good proposal by the Commission. The boomerang effect is very important and needs to be tackled in today's regulations so that Europe keeps its leading role setting global standards on social and environmental aspects.

*"Batteries are already so much better than what they are replacing; they do not burn what they are composed of!"*

*"Overall it is clear that the job impact, economywide, will be positive."*

*Patrick de Metz, Corporate Government and Environmental Affairs Director, SAFT*

There are three key factors for success of battery production in Europe:

1. Large market volumes that will be reached only through high growth markets, contracts with consumers and large production capacities.
2. Public support for advance technologies so that we can stay ahead of the pack on battery performances.
3. Legal framework that allow entities that follow the expectation of Europe's society in terms of economic, social, and environmental impacts.

*Jytte Guteland, member of the Committee on the Environment, Public Health and Food Safety at European Parliament*

Jytte Guteland shares the enthusiasm of the panellists and that battery strategy will boost Europe toward its climate neutrality while improving the job situation. The upcoming years will here play an important role to make sure regulations tackles the environmental and social aspects. She warns against "the boomerang effect of batteries on environment" and regrets that the Commission should have been more ambitious in terms of recycling, especially on lithium requirements.

*"The boomerang effect of batteries on environment."*

#### **Panel discussion 2: Recycling & 2nd life: complementarity in the revision of the Battery Directive**

*With Jean Denis Curt, Recycling & Circular Economy Unit Manager , Renault-Nissan*

M. Curt gave a details presentation of the second-life possibilities for batteries and how to maximize their whole life cycles. See powerpoint presentation on our website.

*Francesco Gattiglio, Director EU Affairs & Policy, EUROBAT*

Although Europe has a long tradition for recycling, large volumes of batteries must follow or recycling industries will not meet their business case. Francesco Gattiglio rises doubts on the opportunities offered by second-life: re-used batteries will have to compete on a market of different purposes with other batteries designed for such purposes. Decisions should therefore be left to the market instead of legislations. Visibility is also low as most batteries will reach the second-life in the next decade only.

*Claude Chanson, Corporate General Manager, Recharge*

It is important to keep in mind the current situation when drafting legislation: as long as market is growing, battery stocks are being built up. Batteries will need time to get through their first and second life before eventually being recycled. It is therefore too early to imagine recycling potential of batteries that will only be possible in the next decade. There is however a need to create boundaries and targets to make a smart use of battery waste.

*Rita Tedesco, Climate & Energy Programme Manager, ECOS*

From an environmental perspective, we see the commission proposal as key. They are many aspects to underline along the circular life cycle of batteries. ECOS supports second life of batteries. It can make the loop much longer and extend overall the life cycle of batteries and reduce environmental impacts.

*Maria Spyraiki, Member of the Committee on Industry, Research and Energy at European Parliament*

Implementation is key for Maria Spyraki and MS have a big margin of improvement on this side, even based on 2016 targets. It is therefore important to close insist on mandatory responsibility schemes for MS as well as support for innovation to make recycling clearly profitable. Batteries should be made recyclable by design. This industry is essential to reduce our dependence on third countries. Finally, engagement of citizens and awareness raising should be part of the strategy.

*"I fully support the secondary life of batteries.  
We need the secondary raw material market to work."*

## Closing speech

*By Claudia Gamon, Member of the Committee on Industry, Research and Energy at European Parliament*

Claudia Gamon underlined the need to enhance transparency in carbon emission since the carbon footprint of batteries highly depends on how and where they are produced. Therefore, for EU to have a competitive future and keep the lead in environmental standards of production, it is key to counter disinformation that still exists. She supports the carbon border adjustment mechanism in principle but expects more details from the Commission.

*"We need a solid regulatory framework to make investment in battery possible."*

*"Batteries are and will be the catalyst of change in the energy and transport system."*