

Circular Economy and Lithium-Ion Batteries 2023

Keywords: circular economy, lithium-ion battery waste, electric vehicles, recycling cost, battery design

Author: Dr. David Vonlanthen

Date of Submission: February 9, 2023

DOI: 10.5281/zenodo.7624470

Address: Swiss Battery (SWIBA),

Buchserstrasse 10, 5000 Aarau, Schweiz

E-Mail dvl@swissbattery.com

web www.swissbattery.com

Date of Submission: February 9, 2023

DOI: 10.5281/zenodo.7624470

Circular Economy Lithium Batteries

Affordable and “sustainable” lithium-ion batteries are key to the development of the electric vehicle market and to a clean energy transition.

Circular economy applied to end-of-life lithium-ion batteries mean helping to avoid the scarcity of primary raw materials while keeping environmental costs low - which is associated with the mining of these raw materials.

Circular value chains could also help solve waste and disposal

problems when Li-ion batteries reach the end of their life - after some years.

However, *such “highly developed” and “sustainable” value chains do not yet exist.*

Complex mixtures of materials in today’s myriad of commercial and diverse lithium-Ion battery designs, and the insufficient local waste scale hinder currently the development of cost-effective recycling and thus cost-effective reuse of materials.

There is hope that with the future up-scaling of the lithium-ion market for electric vehicles, the circular economy for lithium-ion batteries will improve.

Strategic and regulatory targets for the battery industry, a strategic waste collection system and agreed recycling rates, coupled with stewardship and take-back systems will help the lithium-ion battery ecosystem to follow circular economic principles.

Further readings and references

[1] Yamaguchi, S. (2022), Securing reverse supply chains for a resource efficient and circular economy,

<https://doi.org/10.1787/6ab6bb39-en>

[2] Council of the EU (2022), First “Fit for 55” proposal agreed: the EU strengthens targets for CO₂ emissions for new cars and vans,

<https://www.consilium.europa.eu/en/press/press-releases/2022/10/27/first-fit-for-55-proposal-agreed-the-eu-strengthens-targets-for-co2-emissions-for-new-cars-and-vans>

[3] Crompton, P. **2016**, Closed Loop,

<https://www.bestmag.co.uk/content/closed-loop-lithium-battery-recycling-still-not-economical>

[4] Moisé, E., Rubínová, S. “Trade policies to promote the circular economy: A case study of lithium-ion batteries”, in OECD Trade and

Environment Working Papers, **2023** (1),

<https://www.oecd.org/publications/trade-policies-to-promote-the-circular-economy-d75a7f46-en.htm>

[5] U.S. DOE **2019**, Vehicle Technologies Office’s Research Plan to Reduce, Recycle, and Recover Critical Materials in Lithium-Ion Batteries,

<https://www.energy.gov/sites/prod/files/2019/07/f64/112306-battery-recycling-brochure-June-2019%202-web150.pdf>

[6] International Energy Agency **2021**, Electric Vehicles, <https://www.iea.org/reports/electricvehicles>

[7] Sun, S. et al. ,2021, “Management status of waste lithium-ion batteries in China and complete closed-circuit recycling process”, Science of the Total Environment, Vol.

776, <https://doi.org/10.1016/j.scitoenv.2021.145913>

[8] McKinsey **2021**, Why the automotive future is electric,

<https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/why-the-automotive-future-is-electric>