



'Greener' battery gaining global attention

Safety, high performance, low cost and reduced environmental impact are attributes battery manufacturers strive to deliver. But ... analysis of the supply chain reveals systems that are far from ideal. Transitions from sector to sector – mines to concentrates, concentrates to chemicals and chemicals to batteries (not to mention recycling to begin the process again) – are cumbersome to say the least.

Compatible technologies that optimise efficiency and minimise the process steps between sectors can only improve sustainability and shorten the length of the supply chain, reducing pesky carbon footprints in the process.

Toss the need for nickel and cobalt and aim for lithium ferro phosphate ('LFP') batteries, as Tesla is doing, and not only are those carbon footprints lighter but costs plummet and safety ratings go through the roof.

In the [video](#) below, Lithium Australia managing director Adrian Griffin comments on how the industry could clear some significant hurdles.



Lithium Australia anticipates greener batteries soon (see video below), with its patent application for the production of much simpler cathode powders – derived from industrial waste and used to produce LFP and its higher performance cousin, lithium manganese ferro phosphate ('LMFP') – now accepted. That technology, developed by Lithium Australia subsidiary VSPC, has the potential to reduce the manufacturing cost of LFP/LMFP cathode powders by up to a remarkable 25%.

Lithium Australia's Adrian Griffin discusses patent for its cathode material manufacturing process



Regards

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