

Why are Chinese companies pursuing alternative batteries not based on lithium?

Lithium technologies are expected to advance quickly over the next few years. However, companies in China and beyond are frantically pursuing alternative batteries not centred around lithium, in part because the minerals needed to make the current options come from just a few countries.

Who makes huaxianzi battery?

One was launched by battery manufacturer Farasis Energy and automaker JMEV, both based in Jiangxi. The other, Huaxianzi, was the brainchild of Jiangsu-based HiNa Battery and Yiwei, a subsidiary brand of the Anhui Jianghuai Automobile Group.

Will China commercialise a solid-state battery in 2027?

China's CATL is similarly aiming to commercialise its solid-state battery in 2027, but only for small-scale production, the company's chief scientist, Wu Kai, said at an industry forum in April. Large-scale production would continue to face problems such as high production costs, Wu noted.

Where are EV batteries made?

The production landscape is more diverse. The mineral, which is also used in making steel and aluminium, is mined in more than 30 countries, with South Africa, Australia and Brazil being among the major producers. China processes around 90% of the battery-grade manganese sulphate used in EV batteries.

Will CATL's sodium-ion batteries be used in a Chery model?

CATL has also said that its sodium-ion batteries would be used in a model by Chinese automaker Chery. Other contenders have also upped their game. Swedish start-up Northvolt announced late last year that it had developed a "state-of-the-art" sodium-ion battery for energy-storage systems.

Cost control sits high among Chinese firms' reasons to seek alternatives. A battery typically carries 40% of the price tag of an EV, and the ability to minimise production cost is critical for firms to survive the nation's brutal EV price wars.

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Global battery demand is projected to reach 7.8 TWh by 2035, with China, the US, and Europe representing 80%; Lithium-ion is ~80% of the demand. In Africa, majority of demand will come from electric two/three-wheelers and stationary battery energy storage systems (BESS) with ~3 GWh and ~4GWh of additional annual demand respectively by 2030.

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