

Sadly our political leaders who sit comfortably on energy committees ignore the long term effects of their short term haphazard insights resulting in agreements that cost taxpayers billions in foolish outcomes.

While this may sound like the ideal path to sustainable power and road travel, there's one big problem. Currently, lithium (Li) ion batteries are those typically used in EVs and the mega batteries used to store energy from renewables, and Li batteries are hard to recycle.

One reason is that the most widely used methods of recycling more traditional batteries, like lead-acid batteries, don't work well with Li batteries. The latter are typically larger, heavier, much more complex and even dangerous if taken apart.

In your average battery recycling plant, battery parts are shredded down into a powder, and then that powder is either melted (pyrometallurgy) or dissolved in acid (hydrometallurgy). But Li batteries are made up of lots of different parts that could explode if they're not disassembled carefully. And even when Li batteries are broken down this way, the products aren't easy to reuse.

"The current method of simply shredding everything and trying to purify a complex mixture results in expensive processes with low value products," says Andrew Abbott, a physical chemist at the University of Leicester. As a result, it costs more to recycle them than to mine more lithium to make new ones. Also, since large scale, cheap ways to recycle Li batteries are lagging behind, only about 5% of Li batteries are recycled globally, meaning the majority are simply going to waste.

Going Green is a false flag waved by those wanting their cake now, and to hell with the future.

The current shortcomings in Li battery recycling isn't the only reason they are an environmental strain. Mining the various metals needed for Li batteries requires vast resources. It takes 500,000 gallons (2,273,000 litres) of water to mine one tonne of lithium. In Chile's Atacama Salt Flats, lithium mining has been linked to declining vegetation, hotter daytime temperatures and increasing drought conditions in national reserve areas. So even though EVs may help reduce carbon dioxide (CO2) emissions over their lifetime, the battery that powers them starts its life laden with a large environmental footprint.

Seems the obvious, is now clouded with expediency to please the current, "Green", crowds while sacrificing our dwindling future generations in the name of progress. Is there anyone left to question the cost versus the benefit? Maybe not? My battery is running low now so have a nice day.

DATE: Wednesday, January 26, 2022

TIME: 9:00 AM

PLACE: Room 519, House Office Building,

Lansing, MI

Melissa: Please record this letter to the next schedule Energy meeting on Battery Storage. Thanks

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