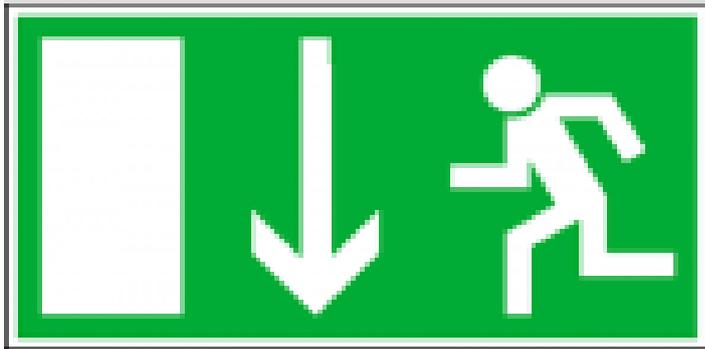


Battery cell production: Europe in arrears



For too long, people have been waiting in Europe to produce large quantities of battery cells. Everywhere mobile devices and systems of all kinds are produced, which in turn require battery packs and batteries for the independent power supply. Where do these come from? **From Asia**, that means mainly from **China, Korea and Japan!** In Germany, the extremely important automotive industry has now woken up in horror and found that the country has really slept in the field of battery cell production. It has been discussed again and again, but really reacted too late. German E-pioneer Günther Schuh, CEO of e.GO Mobile AG, expressed this in the following critical words: Had we had more idea, we would not have postponed many decisions in Germany in general!

TESLA has shown how to do it in the past. The company can sell its innovative e-cars in various sizes worldwide very well. At first it started with the Tesla S positioned in the luxury segment, then came smaller and cheaper models and there were already at the time of the announcement advance orders in the amount of an amazing 400,000 pieces! Did it really need such sales successes of the Americans and the Asians? Action now! Otherwise, car country Germany risks losing large market shares in the future. Hundreds of thousands of jobs at the manufacturers and above all at the suppliers are also at risk, if the switch to e-mobile does not really succeed. There is still a bit of hope: VW, Audi, Daimler and even Porsche now rely fully on e-mobile. Better late than never!

What does that mean for Switzerland? Although our country does not have its own car production, it has many suppliers of conventional engine technology. This is changing significantly with the innovative e-production technology. An e-car requires significantly fewer components than conventional petrol / diesel cars. No gearbox, no tank, no exhaust system and much fewer components. But beware: With the e-car, **battery costs** account for almost 50 percent of the material costs, and experts point out that as a result of the

foreseeable shortage of the required raw materials, prices will hardly sink in the future. In short, according to the experts, the general electric boom will soon bring bottlenecks on battery raw materials, if e-cars really should drive around in huge quantities. What else is missing? At the moment there are far too few charging stations with standard plug interfaces. German electric cars are in my opinion in the small and medium-sized segment still (too) expensive! If you converted the euro prices (for example, 35,000 euros) into the former DM currency, that would easily be 70,000 marks! Wages have not risen so much, on the contrary. And as long as there is still a lot of electricity coming from **coal-fired power plants**, the idea of environmental protection for e-mobility is far off. Sorry!

CONCLUSION: There is much to do, just tackle it!

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