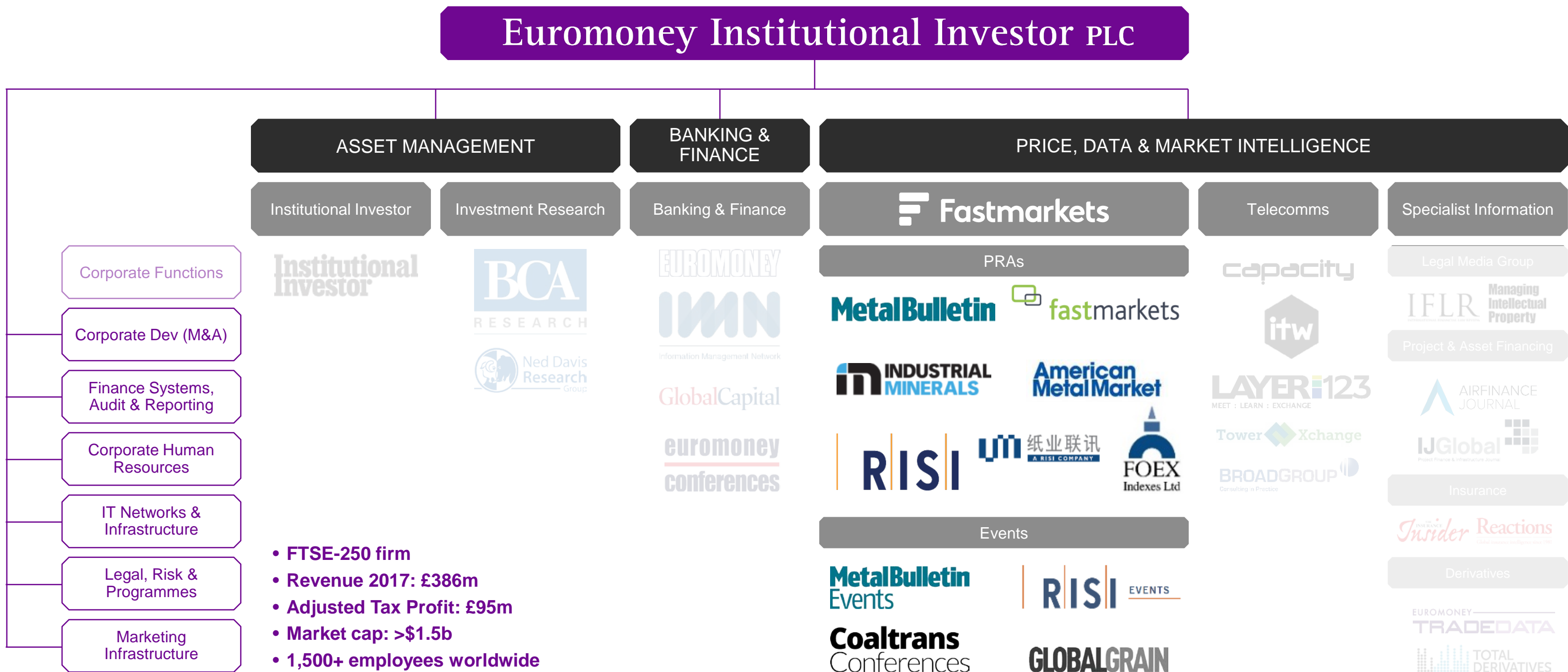


Fastmarkets: Battery Raw Materials



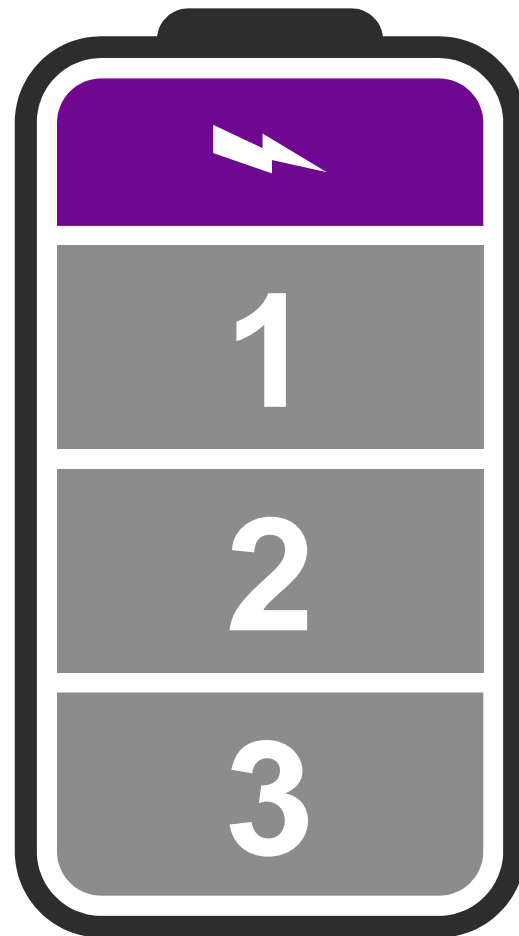
Peter Fitzmaurice, Product Director, Research and Battery Raw Materials
NAATBatt, Phoenix

A part of Euromoney – a \$1.5 billion market cap FTSE-250 company



Fastmarkets Price Reporting Division





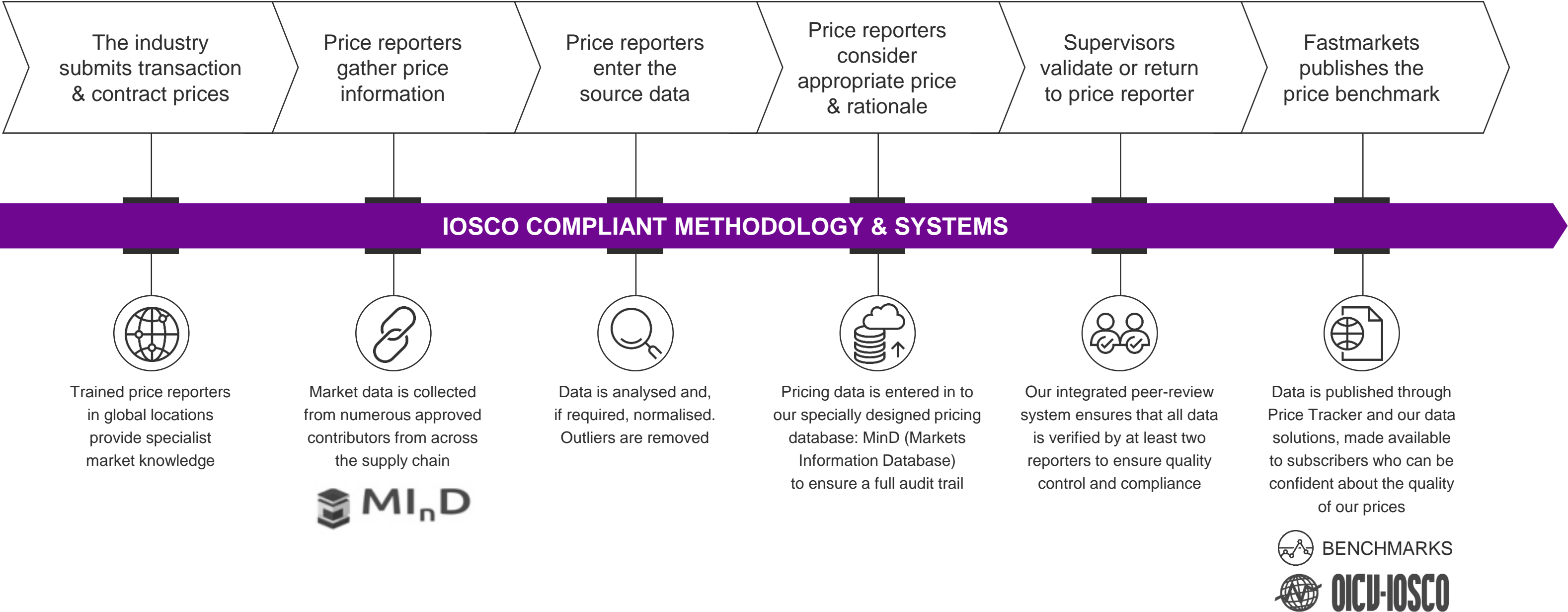
Areas to cover

Fastmarkets price discovery – how we go about it

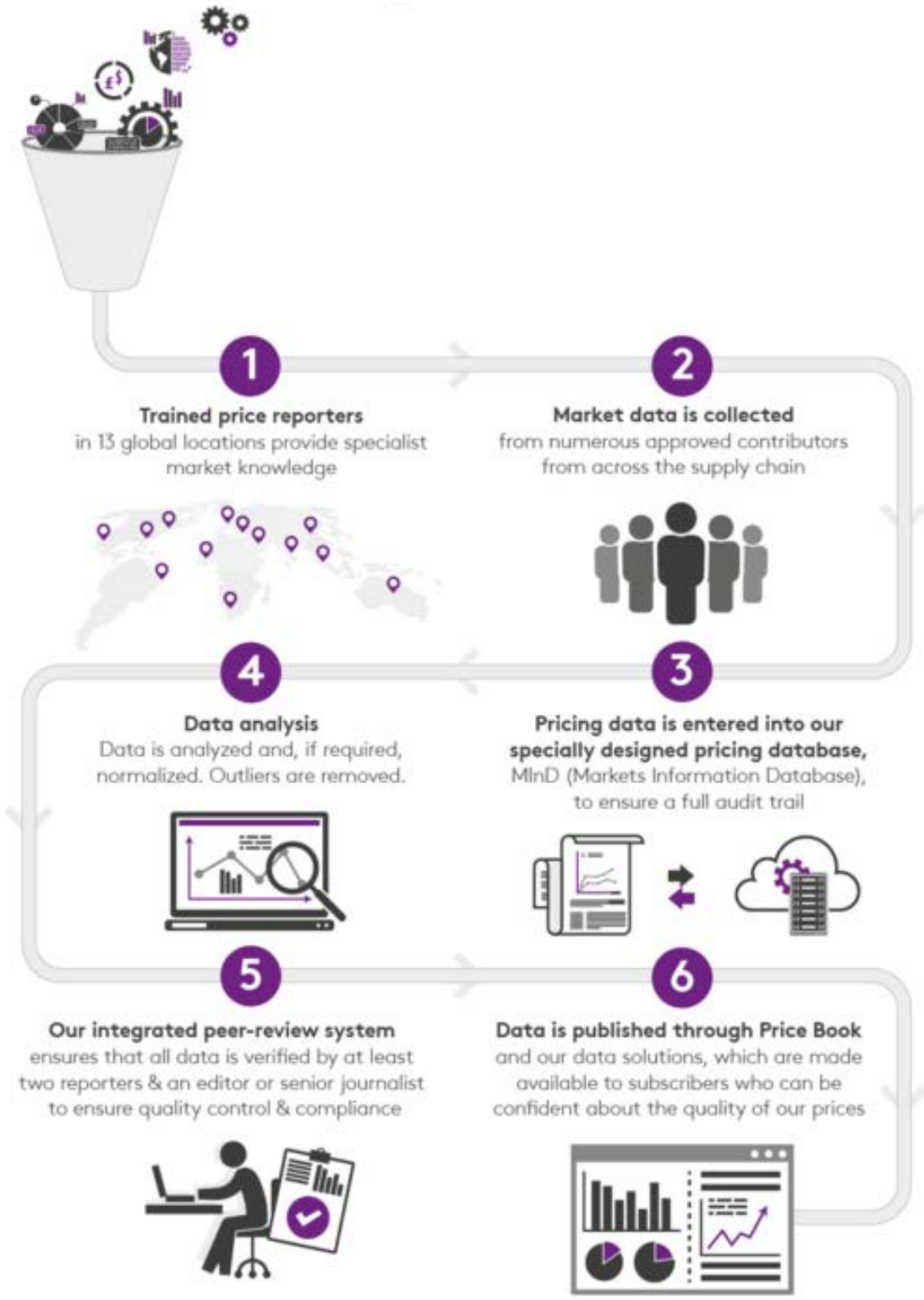
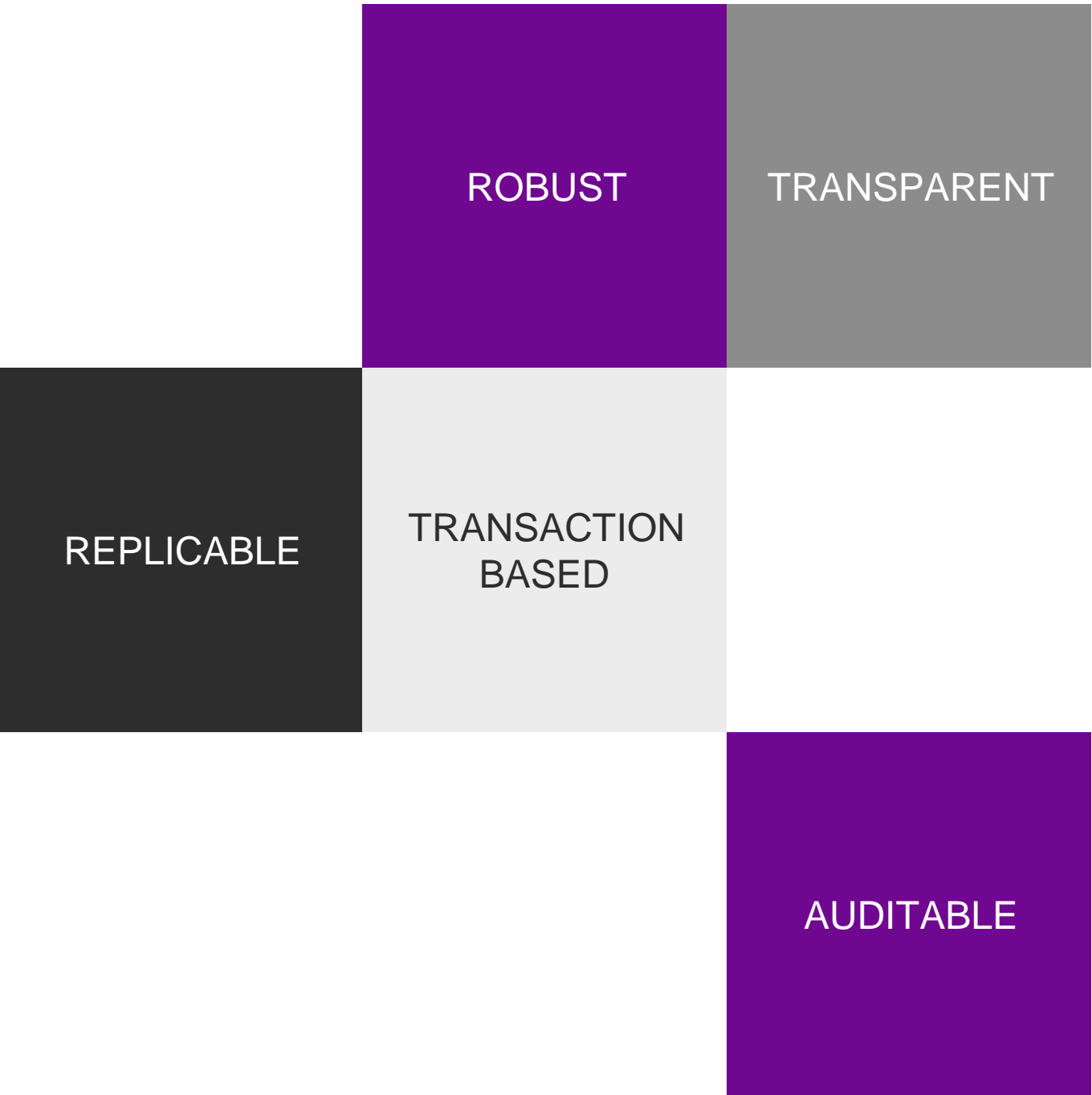
Why we cover the battery raw material prices we do

Our outlook for **Lithium** and **Cobalt**

Expertise and methodology supported by technology that enhances the reliability of our data



Price assessment process





Tracking increasing liquidity in the carbonate market

LITHIUM TRADE LOG

Price assessed at 113,000-118,000 yuan per tonne

50 tonnes sold between 117,000-118,000 yuan

20 tonnes sold between 125,000-130,000 yuan (outlier)

Offer between 117,000-118,000 yuan

Offer between 110,000-115,000 yuan

Offer at 109,000 yuan (outlier)

Deal heard at 125,000 yuan (outlier)

Prices indicated for 20 tonnes between 115,000-120,000 yuan

Prices indicated for 5 tonnes between 113,000-120,000 yuan

Prices indicated between 115,000-120,000 yuan

Prices indicated between 115,000-120,000 yuan

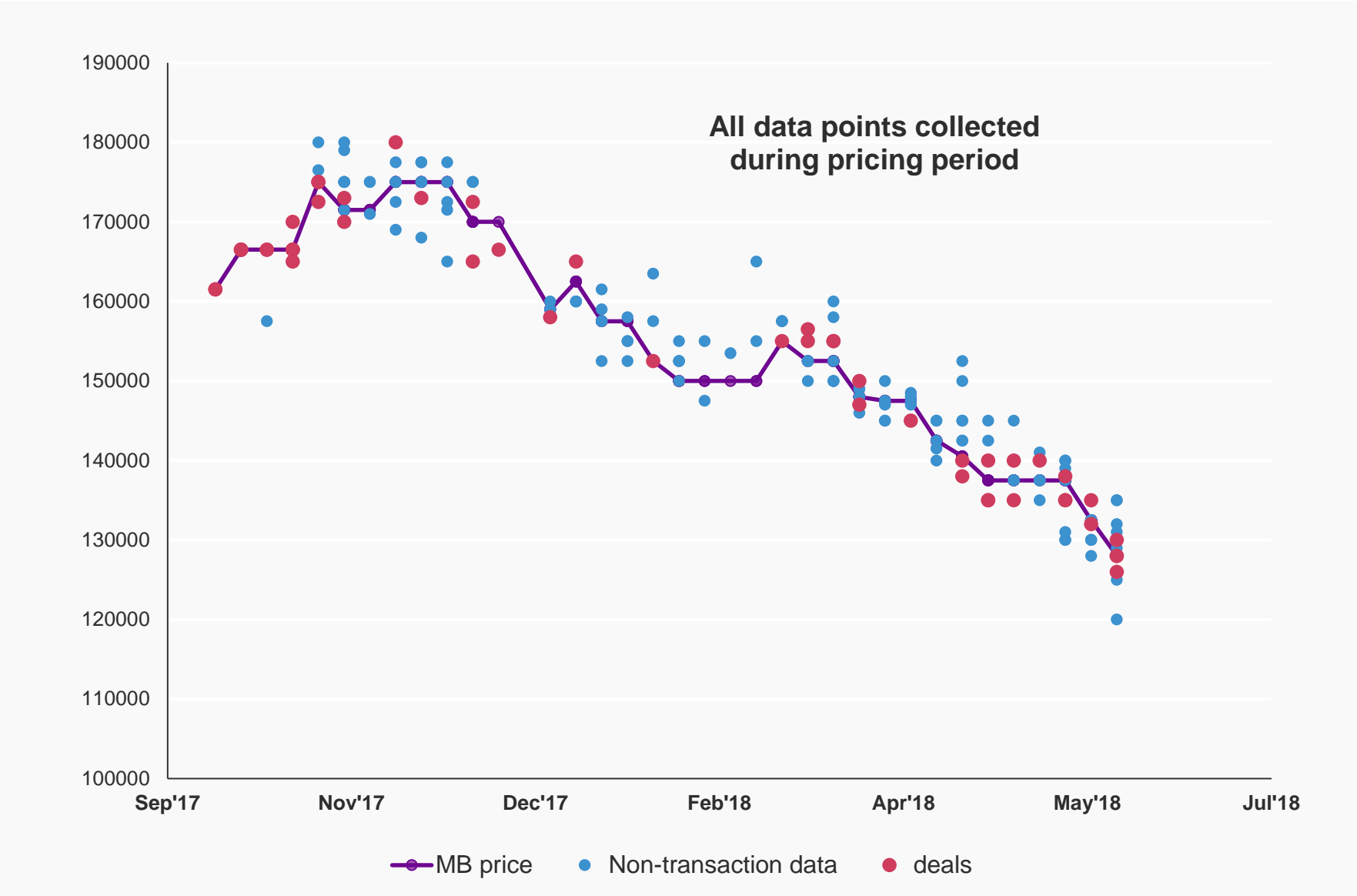
Prices indicated between 113,000-118,000 yuan

Prices indicated between 112,000-118,000 yuan

Prices indicated between 110,000-115,000 yuan

Prices indicated at 115,000 yuan

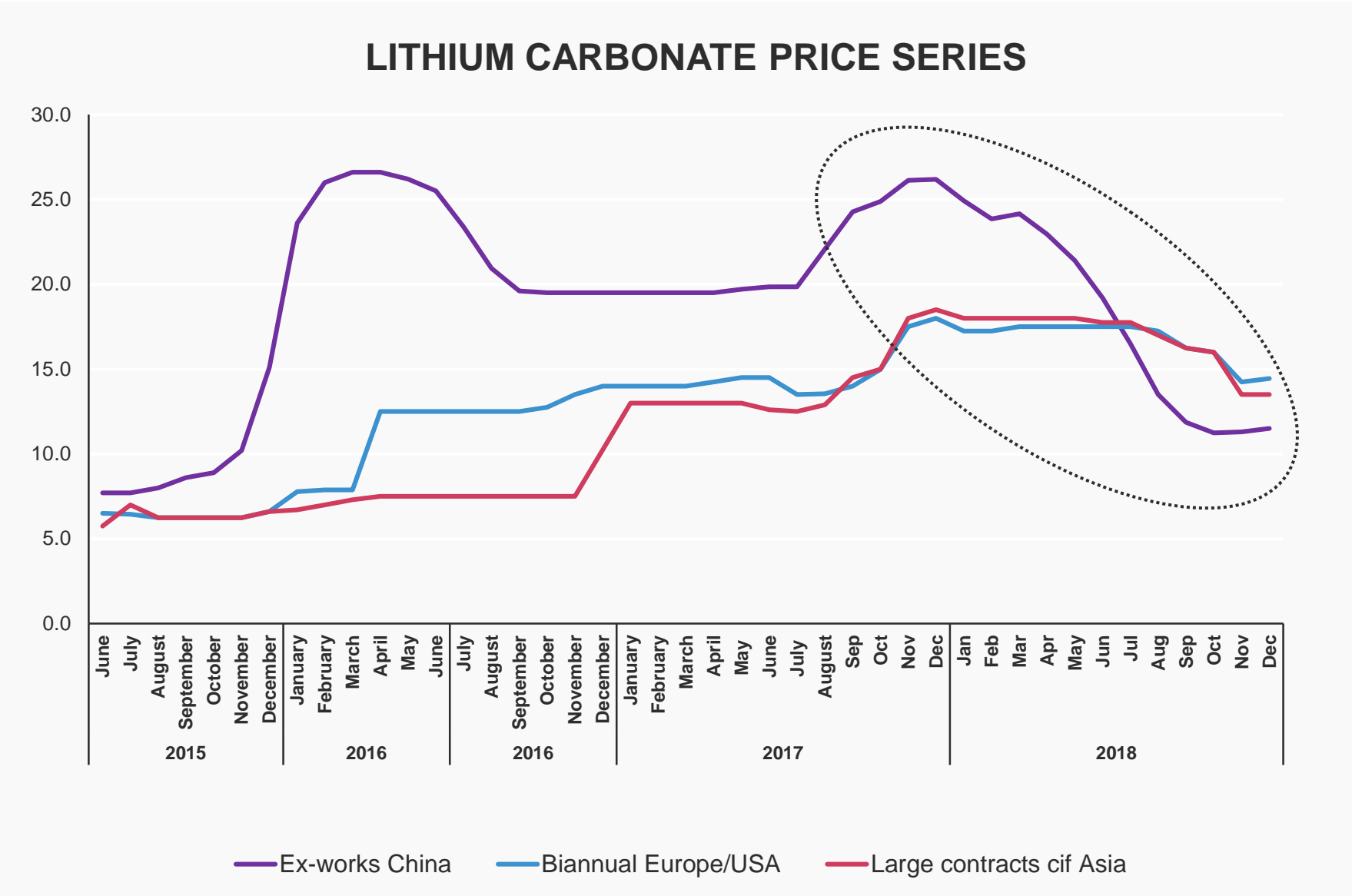
Prices indicated between 108,000-115,000 yuan



China spot Lithium prices lead the pack



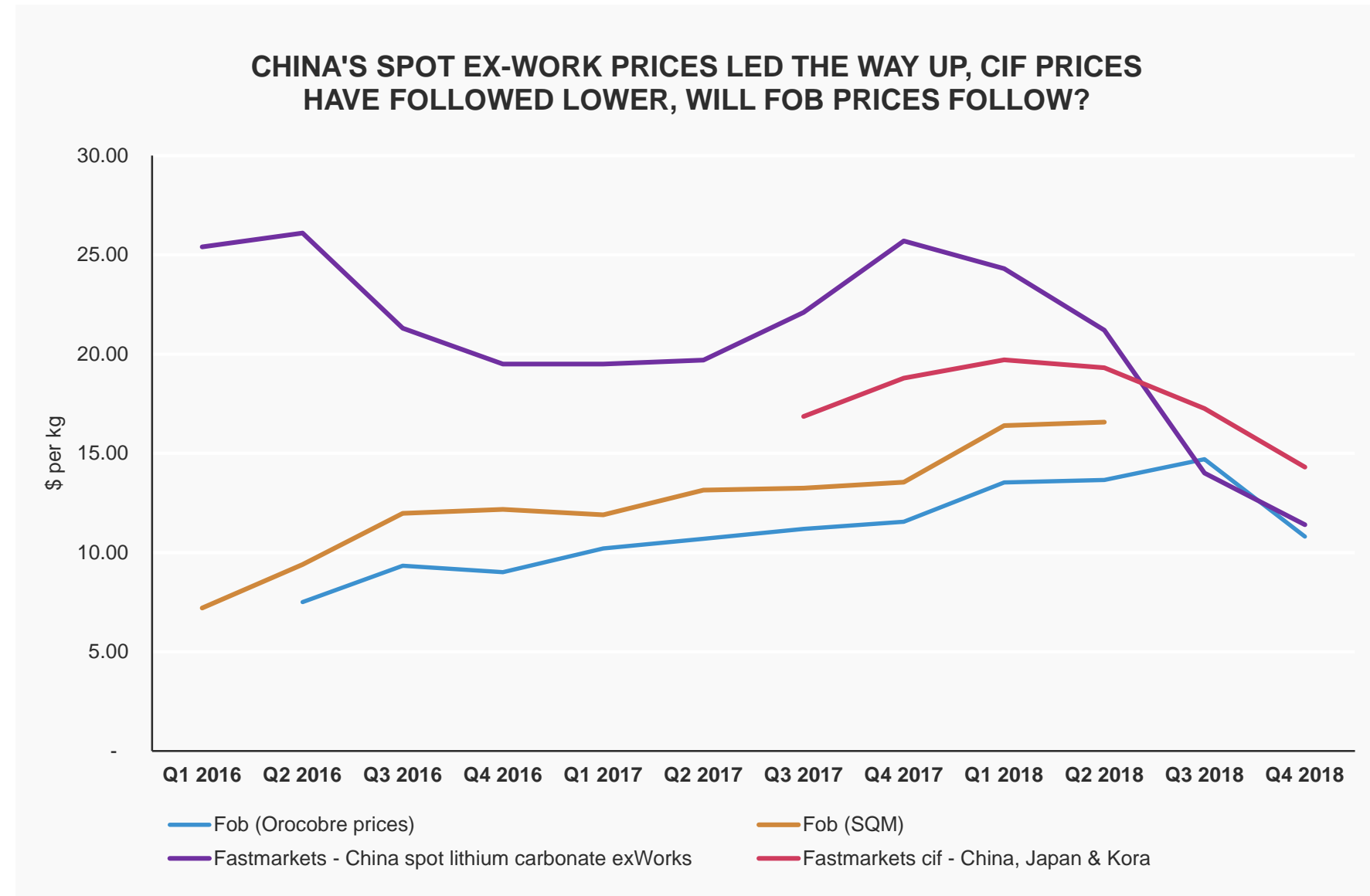
- Traditionally producers set prices
- Spot market increasingly relevant as China becomes the main processing centre
- We see Chinese spot prices as leading other Lithium prices – on the way up and on the way down. As such, we see this as the most influential of prices
- Key will be whether the traditional South American price setters and their fob prices, now follow China ex-works spot prices lower



Will fob South America Lithium prices follow China spot prices lower?



- Those following producer prices tend to discard spot prices as an irrelevance – we think that may be wishful thinking
- Orocobre's price fell in Q4'18 to \$10,587 per tonne from \$14,699 in Q3. (Grade issues and soft market conditions in China)
- As the Lithium market grows to meet the challenges of the huge new market spurred by the EV & ESS era, a more dynamic and transparent pricing system will be demanded by multi-national downstream OEMs
- A benchmark spot price and exchange prices will become the norm



Price evolution



1-to-1 price negotiations are time-consuming. Benchmark or exchange prices can simplify the process and cut overheads.	Benchmark prices are also impartial.	And, adopting a benchmark does not mean one price for all.	Much talk about chemicals, not commodity.	But, quality and impurities can be adjusted for by a premium or discount to the benchmark price.	Likewise quantity and location differences can all be adjusted for by the same means.
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BENCHMARK

+/-

PREMIUM/DISCOUNT

=

YOUR PRICE

Producer prices → PRA prices → Exchange prices



Advantage of an exchange price

- Focal point for pricing – so provides liquidity and transparency
- Provides platform for risk management
- You can price independently from your supplier / customer.
 - You agree a premium/discount to the benchmark price depending on tonnage, timing, location and grade etc and agree to buy/sell basis an unknown average of period in the future
 - You are then free to fix the benchmark price as and when you get orders, which can then be priced at the current market price.

How?

FOR EXAMPLE:

You agree to buy physical material basis the unknown average of say When you want to fix the price you buy a futures contract at say \$17/kg and sell same amount basis the average of Q3'19 (unknown). The seller can likewise fix their selling price at time/price that suits them.

Cobalt price volatile – another spike



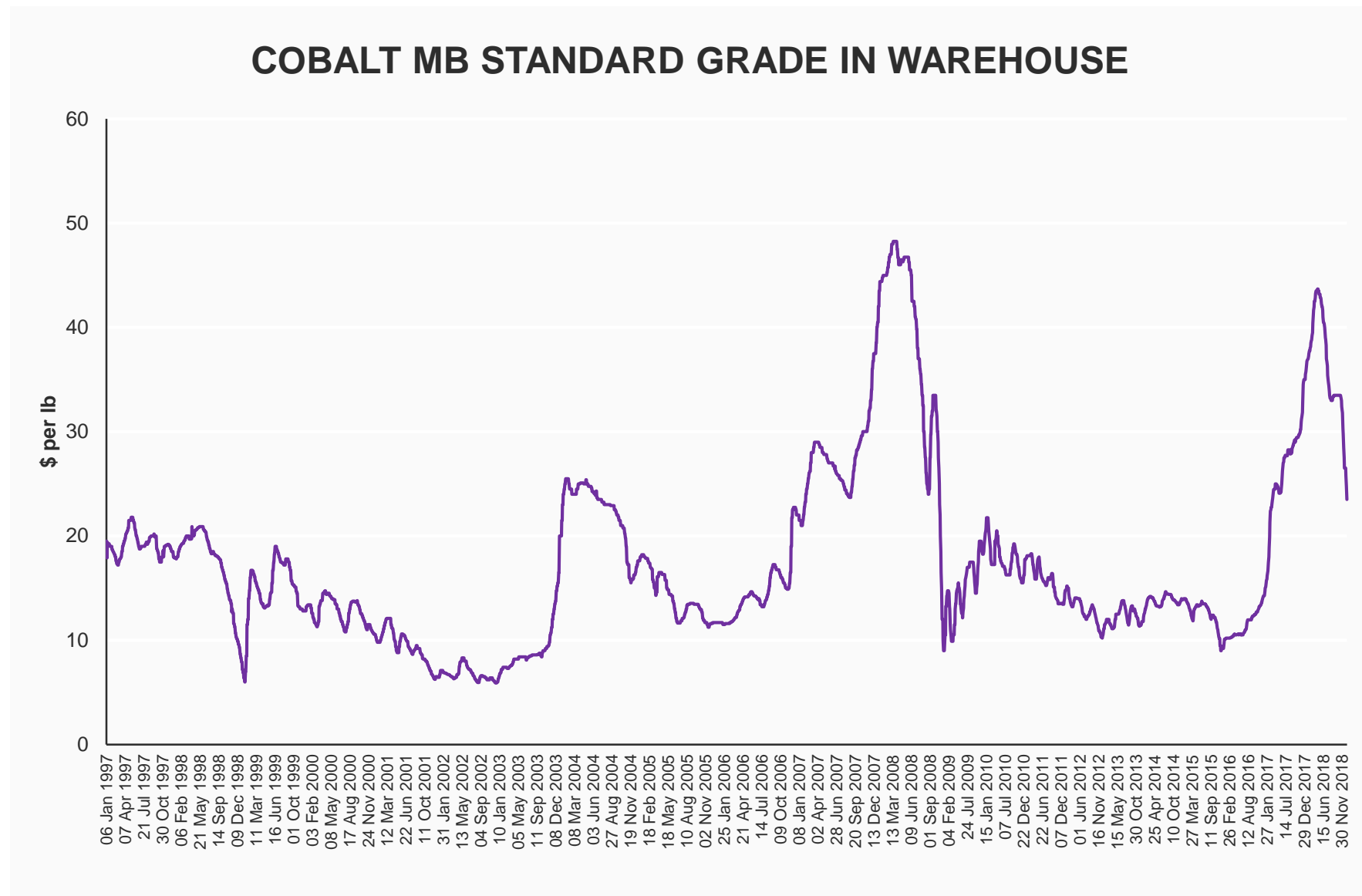
2007-2008 spike – Consumer electronics
+ supply disruptions in the DRC.

Followed by the down draft from the demand
collapse after the Great Financial Crisis

Then up again in late 2016 as China grasped
the EV story with both hands.

But another supply response has brought
with it a reality check...

...but, the market faces a demand shift unlike
anything it has seen before.



Vanadium – price spikes driven by ferrovanadium



Vanadium pentoxide and ferrovanadium Fastmarkets MB benchmarks

90% vanadium is used in ferrovanadium

Chinese requirements for higher quality steel rebar has largely driven demand

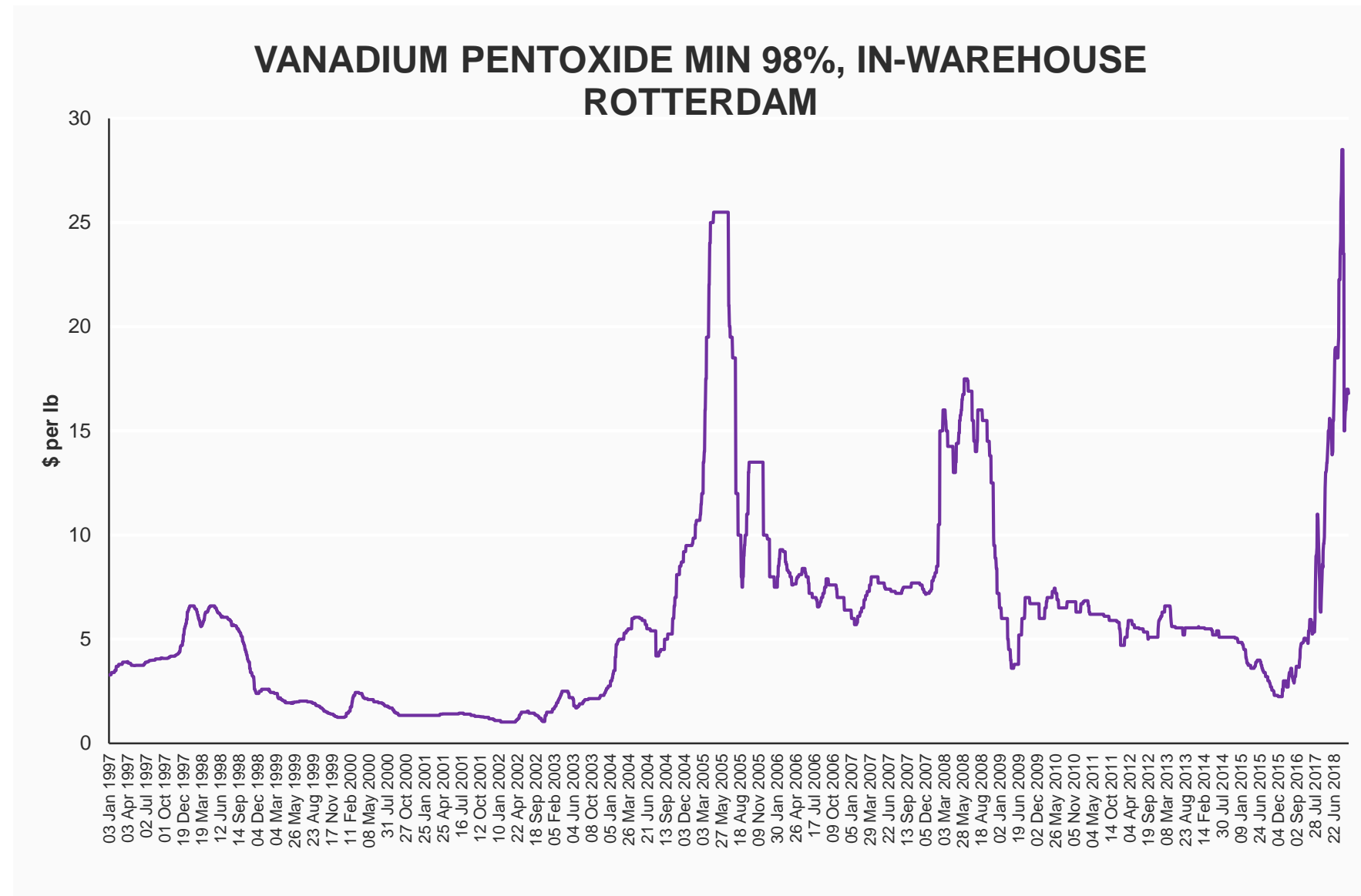
Some substitution recently from ferro-niobium in response to ferrovanadium price spikes

Prior low driven by over production in China leading to reduction in capacity around the world

Recent environmental shut downs as well as demand rises in China then led to shortage and latest price spike

Supply response from Russia, South Africa, Brazil

Battery demand not impacting market fundamentals to drive price



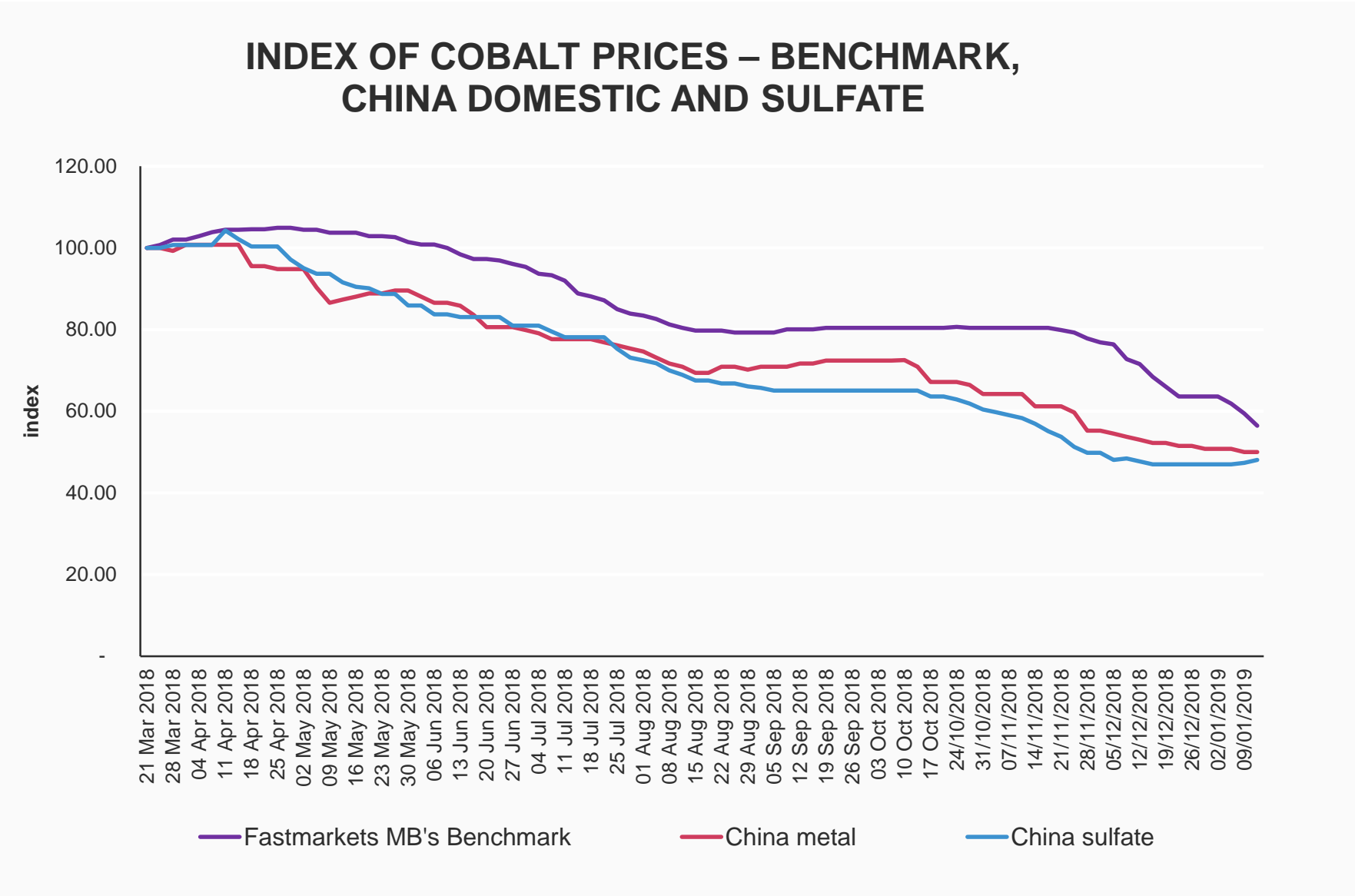
Cobalt price series follow China market lower



For now the ramp-up of two large producers in a short space of time has created an oversupply situation.

Like Lithium, the surplus shows up in China as it is the processing and converting heart of the battery raw material world.

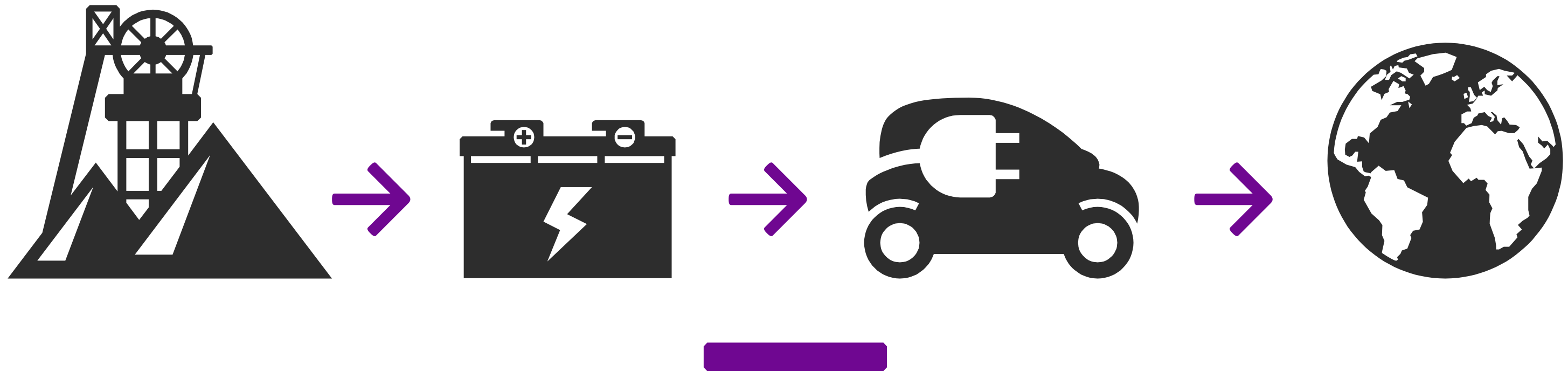
The domestic Chinese price has led the way on the downside, but prices are now converging.



Our focus on the battery raw materials market



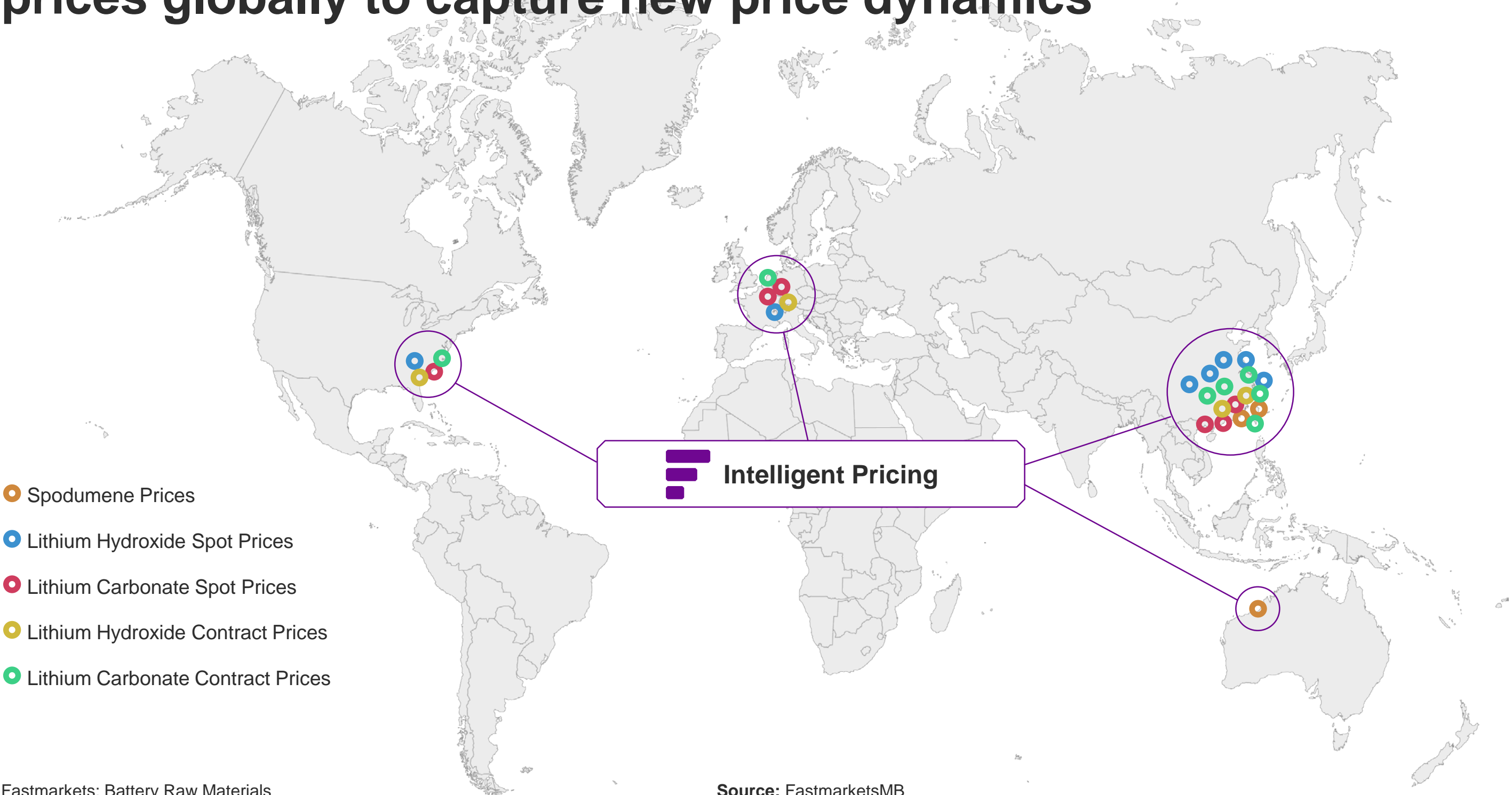
The outlook



Price forecasts and models: Fastmarkets has data models for

- **Supply, including current producer capacity and planned projects**
- **Demand, by battery factory capacity and end use markets, particularly EVs**
- **Price outlook for world pricing**

Fastmarkets monitors 30 different Lithium prices globally to capture new price dynamics



Outlook for battery raw materials



Judging by price weakness in Lithium, Cobalt and Nickel, you could be forgiven for being concerned about the outlook ...

...but that would be a mistake.

The outlook is second-to-none – EVs & ESS are in the early stages of a new technology S-curve.

All we are seeing, is the usual boom/bust cycle of an emerging market.



Supply responses – impressive

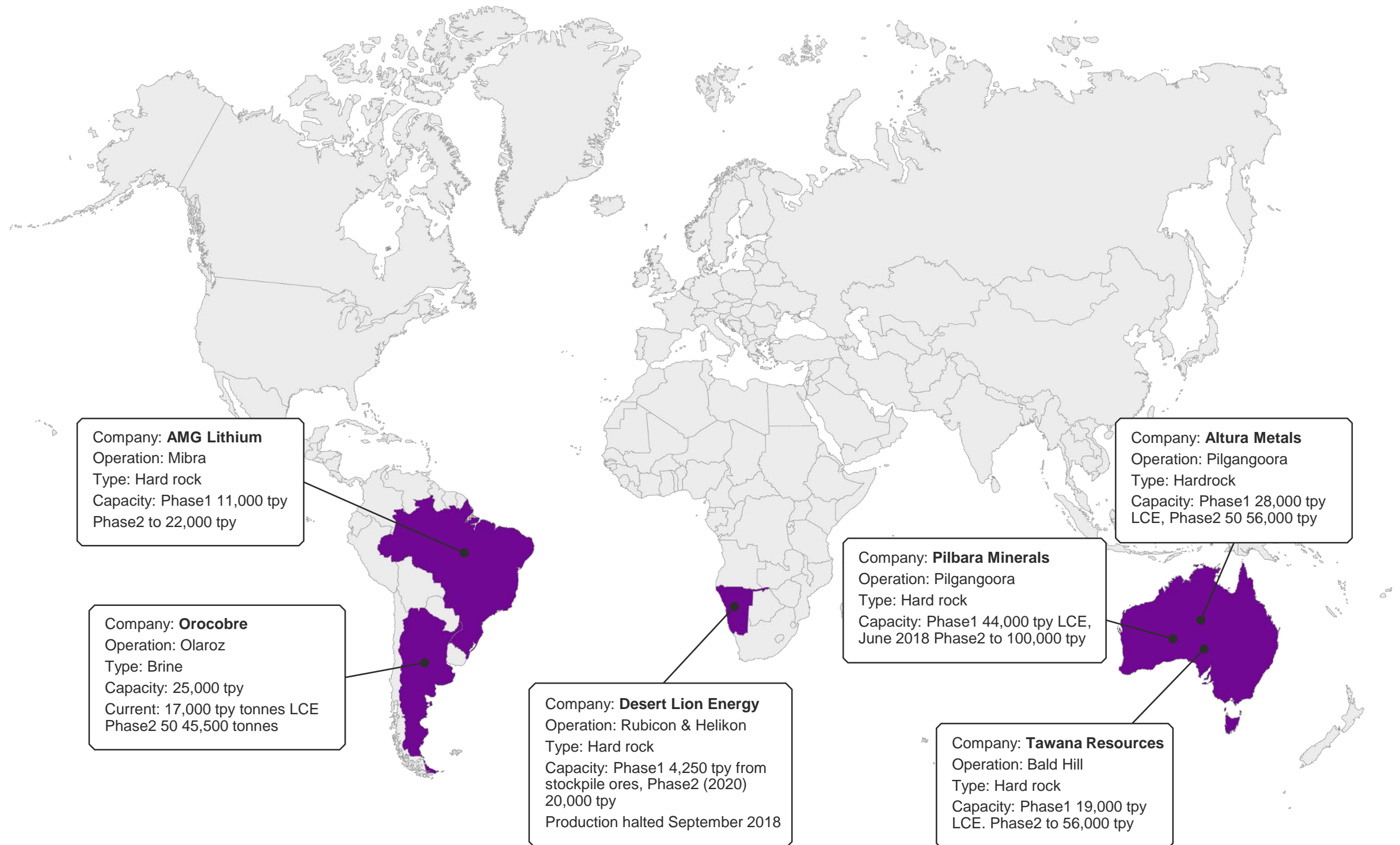


The price boom – not surprisingly prompted a supply response.

In Lithium the ramp-up of 4-5 new hard rock operations in a short pace of time not surprisingly created oversupply.

The start up of two large operations in DRC is having the same effect in Cobalt.

Both these supply responses have coincided with a pick-up in China's processing capacity and knowhow.



More supply to come on stream in 2020 but lower prices will delay some projects



Projects	Company	Location	Type	Financed	Permits	DFS	Offtake	Start	Initial production LCE
Quebec	North American Lithium	Canada	Spodumene		√	√		2018	23,000
Wodgina	Mineral Resources	Australia	Spodumene	√	√	√		Oct'18-Mar'19	45,000
Whabouchi	Nemaska	Quebec	Hard rock	√	√	√	90%	2020/21	34,000
Cauchari-Olaroz (1)	LAC/ SQM	Argentina	Brine	√	√	√	√	2020/21	25,000
Sonora	Bacanora Minerals	Mexico	Clay	partly	√	√	√	Q1 2020	17,500
Rincon	Argosy Minerals	Argentina	Brine						Pilot 500, then 1,500
Lithium Thacker Pass	LAC	USA	Clay						30,000
Sal de Vida	Galaxy	Argentina	Brine	√		√	√		25,000
Arcadia Lithium	Prospect Resources	Zimbabwe	Hard rock						26,000
Centinario	ERAMET	Argentina	Brine						20,000
Mt Holland/Earl Grey	Kidman/SQM	Australia	Spodumene				√		40,000
Kwinana refinery	Kidman/SQM	Australia	LIC/LiH					2020	40,000
3Q	Neo Lithium	Argentina	Brine					2021/22	35,000

Cobalt projects ramping-up and next in line



Cobalt projects - ramping-up, restarts and new operations							
Company	Mine	Country	Capacity	Expected start	2018	2019	2020
Glencore	Katanga	DRC	34,000	2018	8,000	20,000	34,000
ERG	Metakkol RTR	DRC	15,000	2018	2,000	10,000	14,000
Chemaf SPRL (Shalina Resources)	Etoile	DRC	6,200	2018	5,200	7,000	7,000
Metal Mines SPRL (Hanrui)	P (unknown)	DRC	5,000	2018	4,500	6,500	9,000
LA SINO-CONGOLAISE DES MINES	Sicomines	DRC	3,000	2018	770	1,900	2,000
Sheng Tun Mining Group	CCM/CCR (collecting ores)	DRC	3,500	2018	500	2,000	3,000
Independence Group	Nova mine	Australia	800	2017	740	740	740
Zijin Mining	Kamoa/Kolwezi	DRC	10,000	2019		500	1,000
George Forrest International SA/GTL	Big Hill (Lubumbashi)	DRC	5,500	2019		1,500	3,000
Pengxin Resources	PE1078	DRC	3,000	2019		1,500	2,800
Congo International Mining Corporation	Luisha	DRC	1,400	2019		300	300
Congo International Mining Corporation	MKM	DRC	1,000	2019		300	300
Panoramic Resources Ltd,	Savannah mine	Australia	800	2019		300	300
Tengyuan Cobalt	collecting ores	DRC	3,000	2019		1,000	2,000
Chemaf SPRL (Shalina Resources)	Mutoshi	DRC	16,000	2020			1,000
Congo Silver Age	PR12337	DRC	3,000	2020			500
Tianjin Maolian Technology (Tailings operation)	Near Kitwe City	Zambia	3,000	2020			2,020
Wanbao Mining	Pumpi-Kamasani	DRC	5,000	2020			500
Autralian Mines Ltd	Sconi	Australia	2,000	2020			1,000
China NF Metals Industry	Deziwa	DRC	10,000	2020			3,000
eCobalt	Idaho Cobalt Project	USA	1,500	2020			-
CleanTeQ	Sunrise	Australia	4,400	2021			-
Fortune Minerals	NICO Mine	Canada	2,000	2022			-
RNC	Dumont	Canada	1,000				-
Nzuri	Kalongwe	DRC	1,500				-

Source: Fastmarkets

N.B. - We do not expect all these to start in a timely fashion – low prices are likely to disrupt new production and expansions

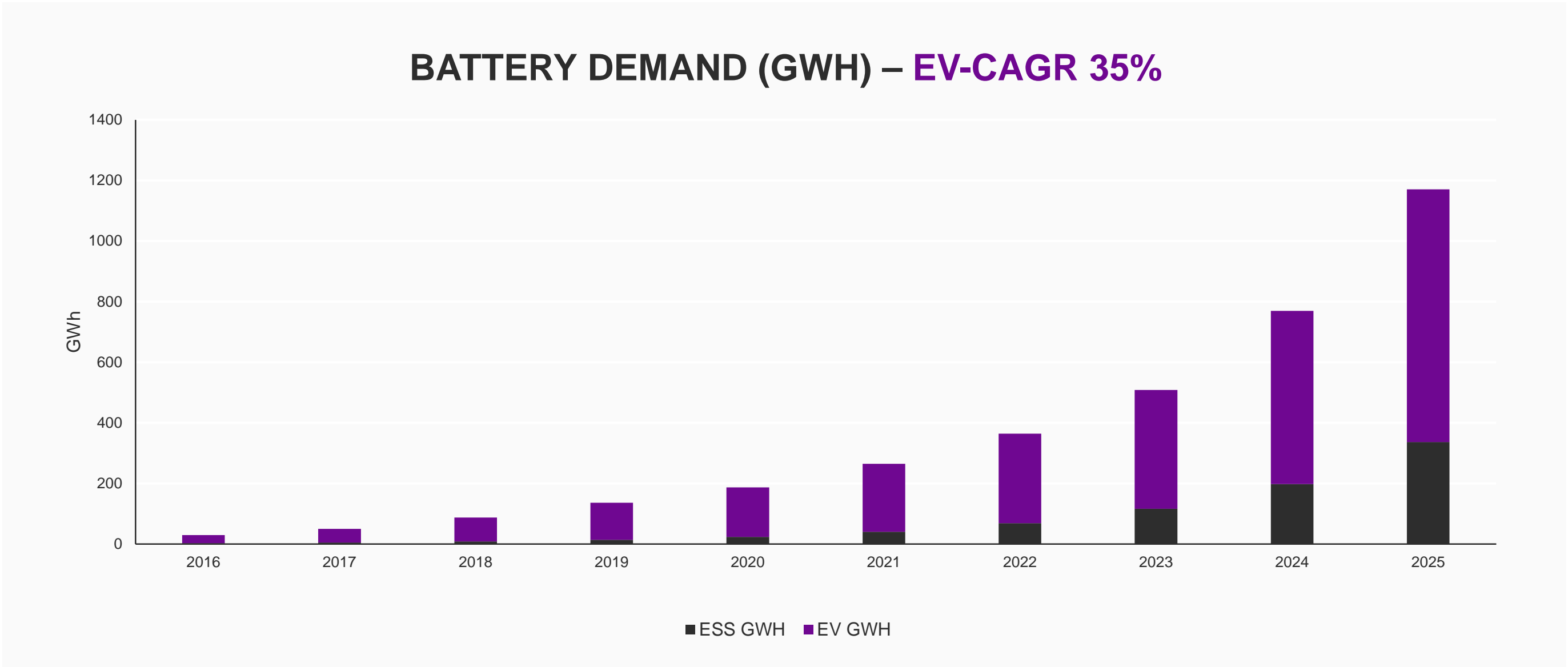


No supply shortage any time soon...
...but that will then change.

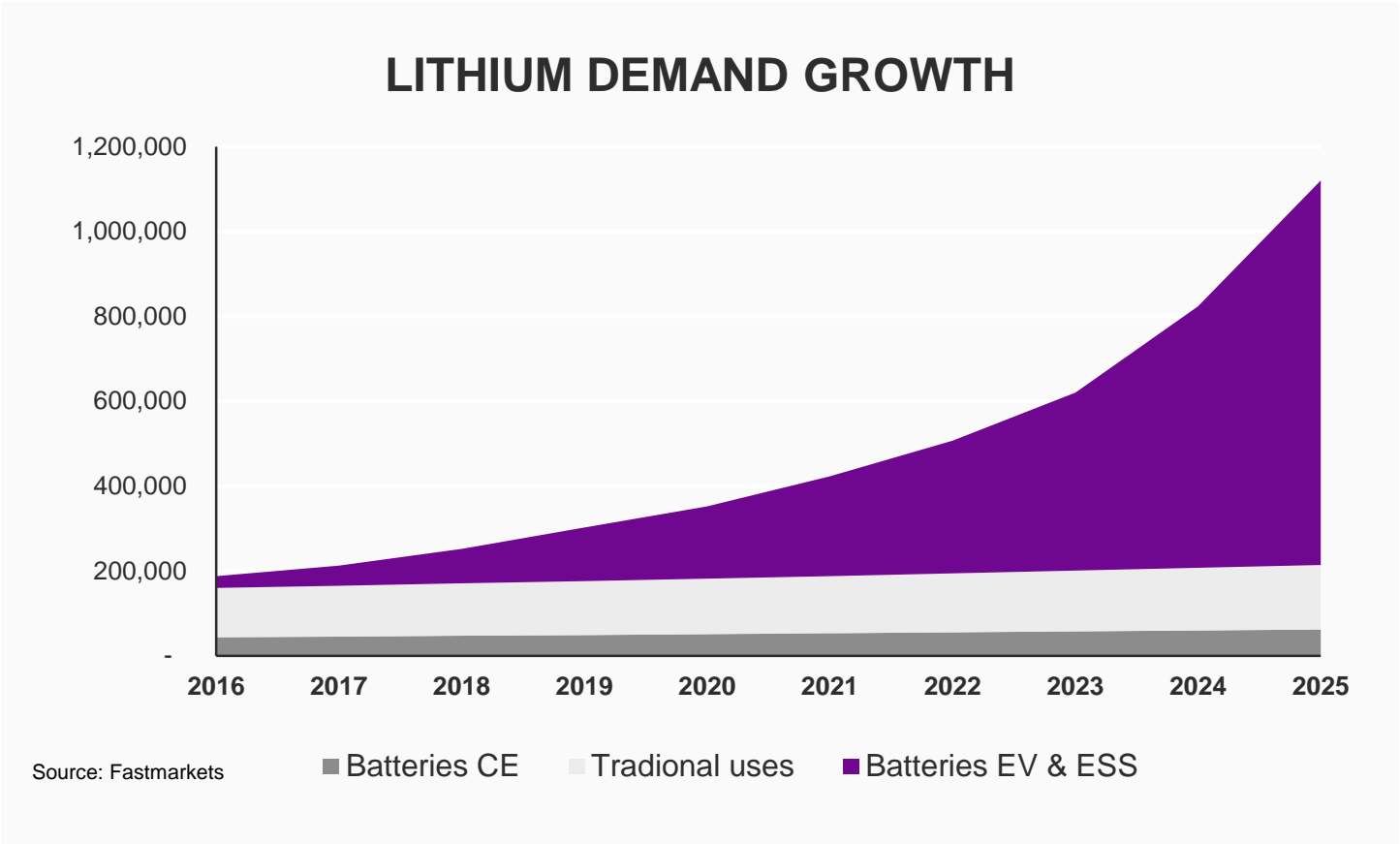
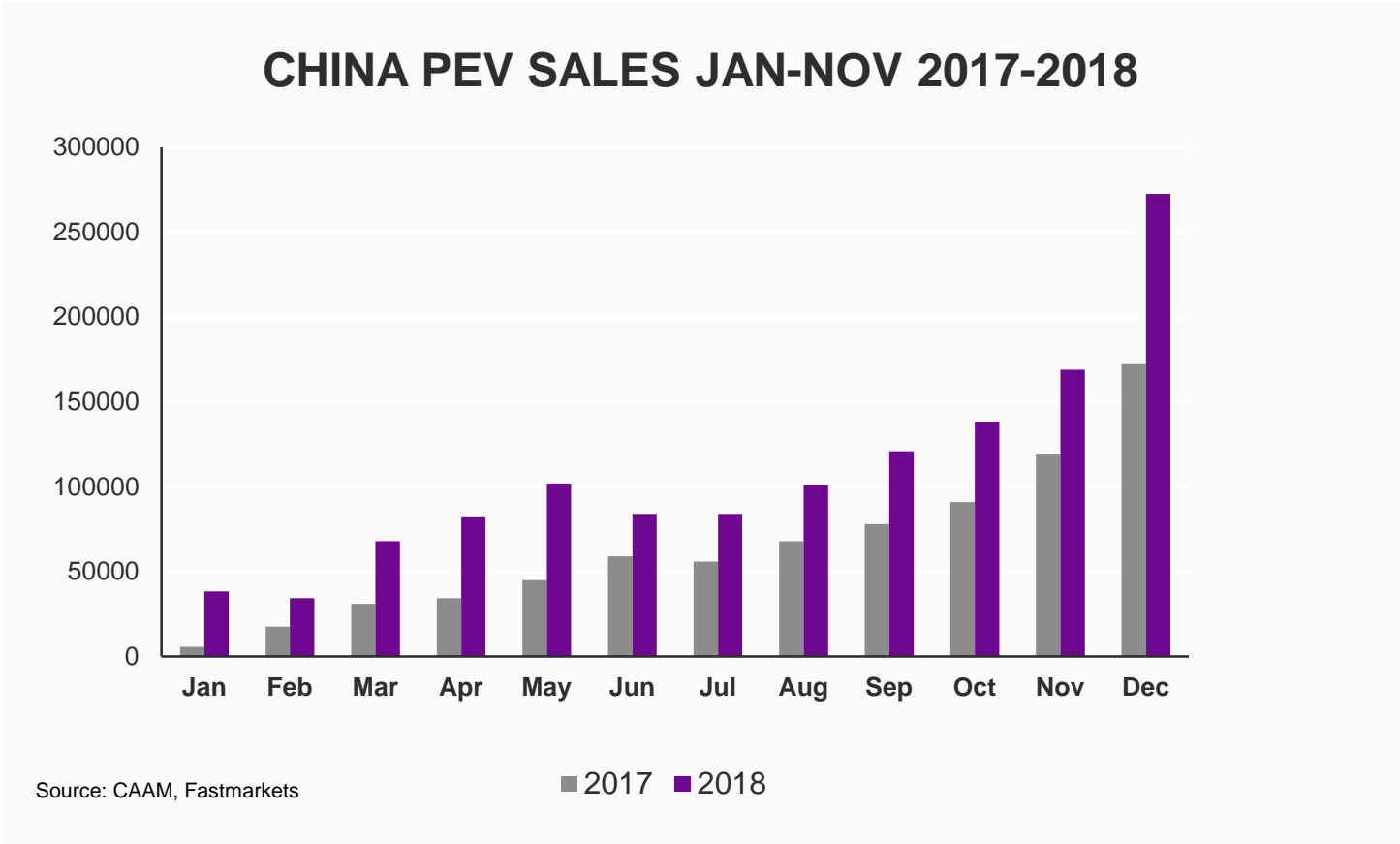


Strong compound average growth rates (CAGR) year-after-year
will create a significant challenge for producers.

Outlook for battery raw materials



China's EVs sales rebound



EV sales will multiply seven-fold by 2025 to underpin demand for Lithium



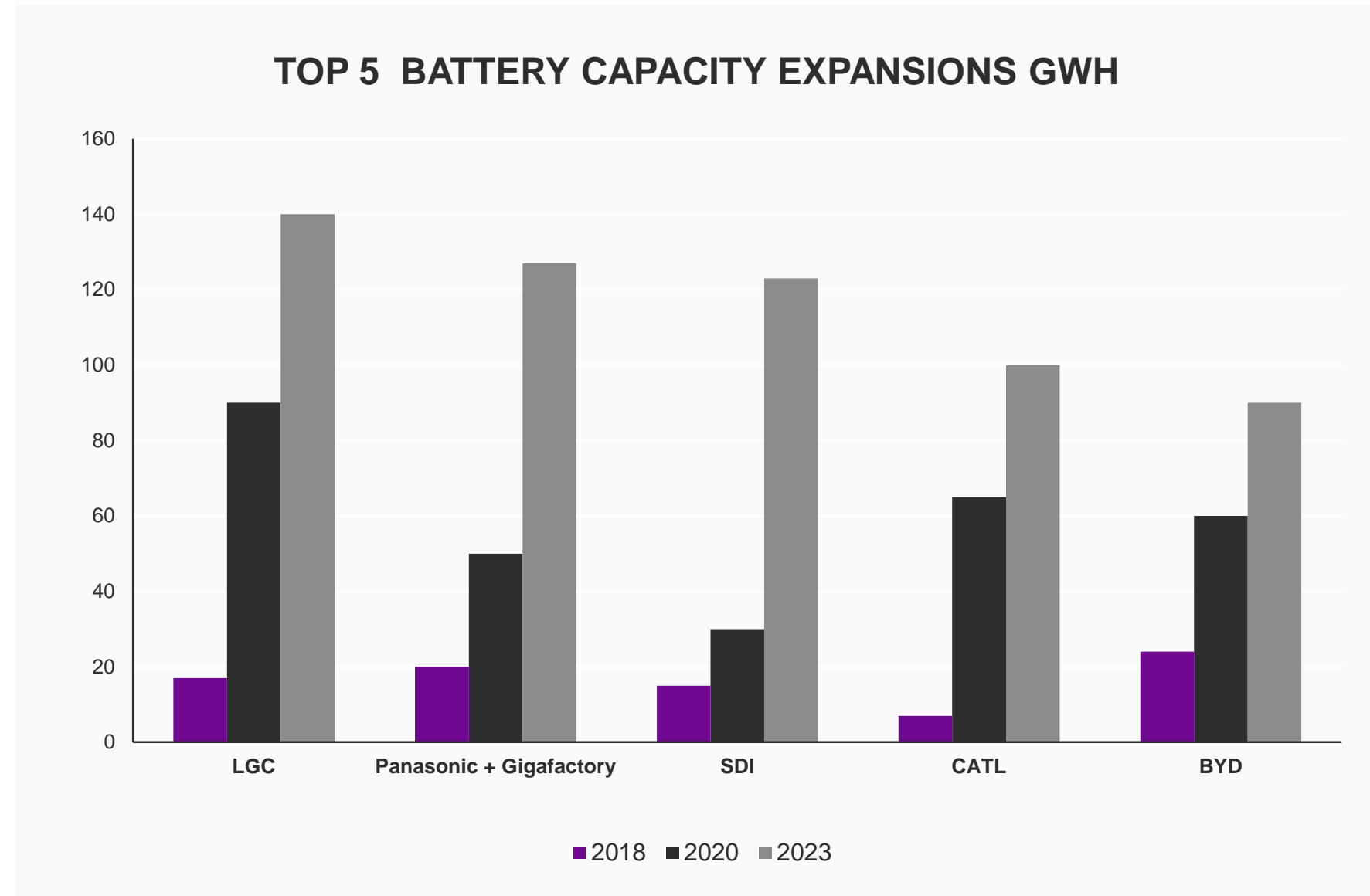
- Fastmarkets' base case expects 17m EVs by 2025
- Three key drivers of demand for battery raw materials:
 - EVs – rising strongly - 62% in 2018 in China & 35% in EU , with US sales up 81%, (given Model 3)
 - ESS – from a low base are expected to grow at a faster pace than EV – although not all will be Lithium-ion, or NCM
 - Traditional uses – ceramics, glass, greases and medical – CAGR 3-4%

	EV sales (m)	EV market share %
2016	0.8	0.9%
2017	1.3	1.4%
2018	2.2	2.3%
2020	4.3	4.3%
2025	15-18	13-17%

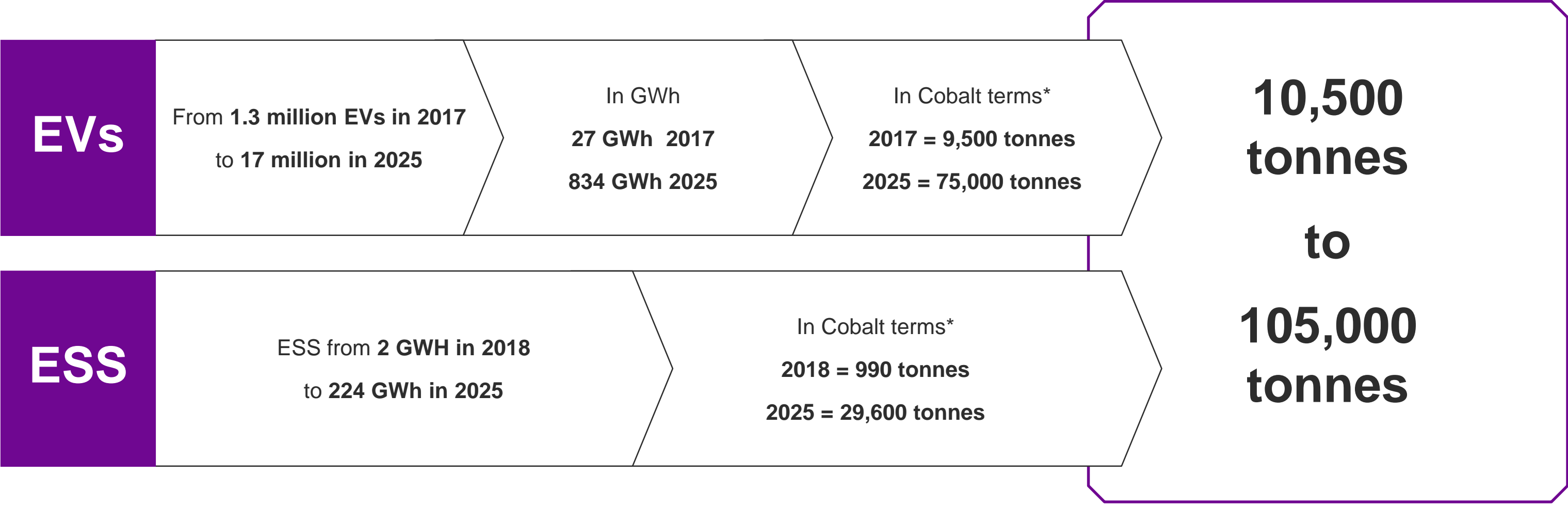
Battery factories – springing up everywhere



- EV battery factories plan rapid growth
- 10-fold increase among Top 5 (56 GWh in 2017 to 580 GWh in 2023)
- Added capacity also from new entries such as Northvolt & TerraE amongst many others
- New capacity expansion plans are being announced regularly – almost weekly
- Expect adequate battery supply, especially as energy density increases too
- We see no shortage of battery capacity – if anything China's habit of creating excess capacity could well feature again, at least over the 2021-2025 period. They maybe challenged after that



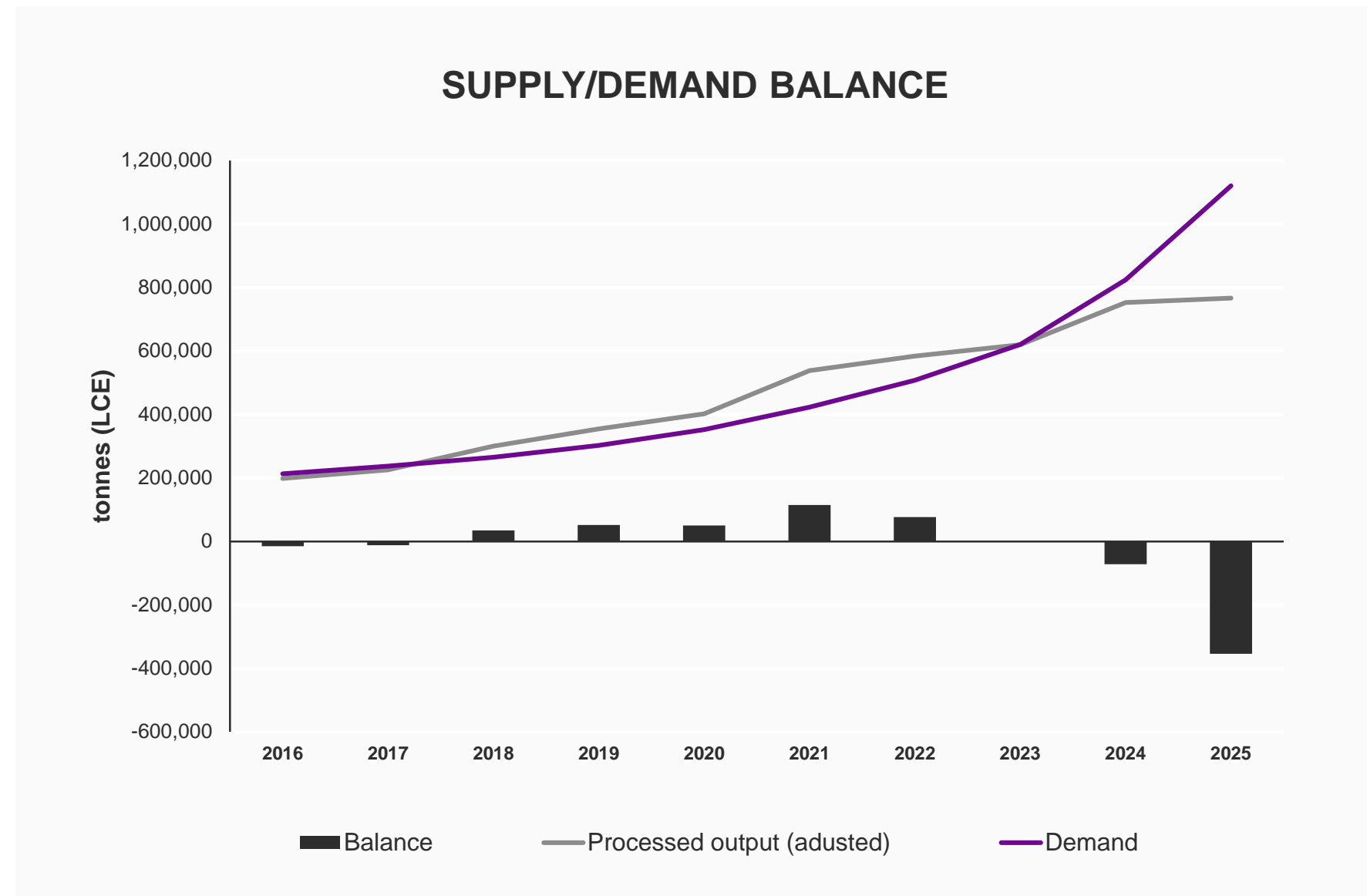
Cobalt outlook – so what lies ahead?



Lithium outlook



- The demand surge was followed by the supply response
- Spot prices have fallen 54%, since peaking in November 2017
- Market now expected to remain in surplus until 2022
- But demand fundamentals remain exceptionally strong
- Supply will ultimately not be able to keep up – pushing the market back to a deficit
- The next wave of supply to come on stream will be in 2020
- Between now & 2021 we expect demand to “catch up” and then to accelerate from 2023 as EVs become mainstream

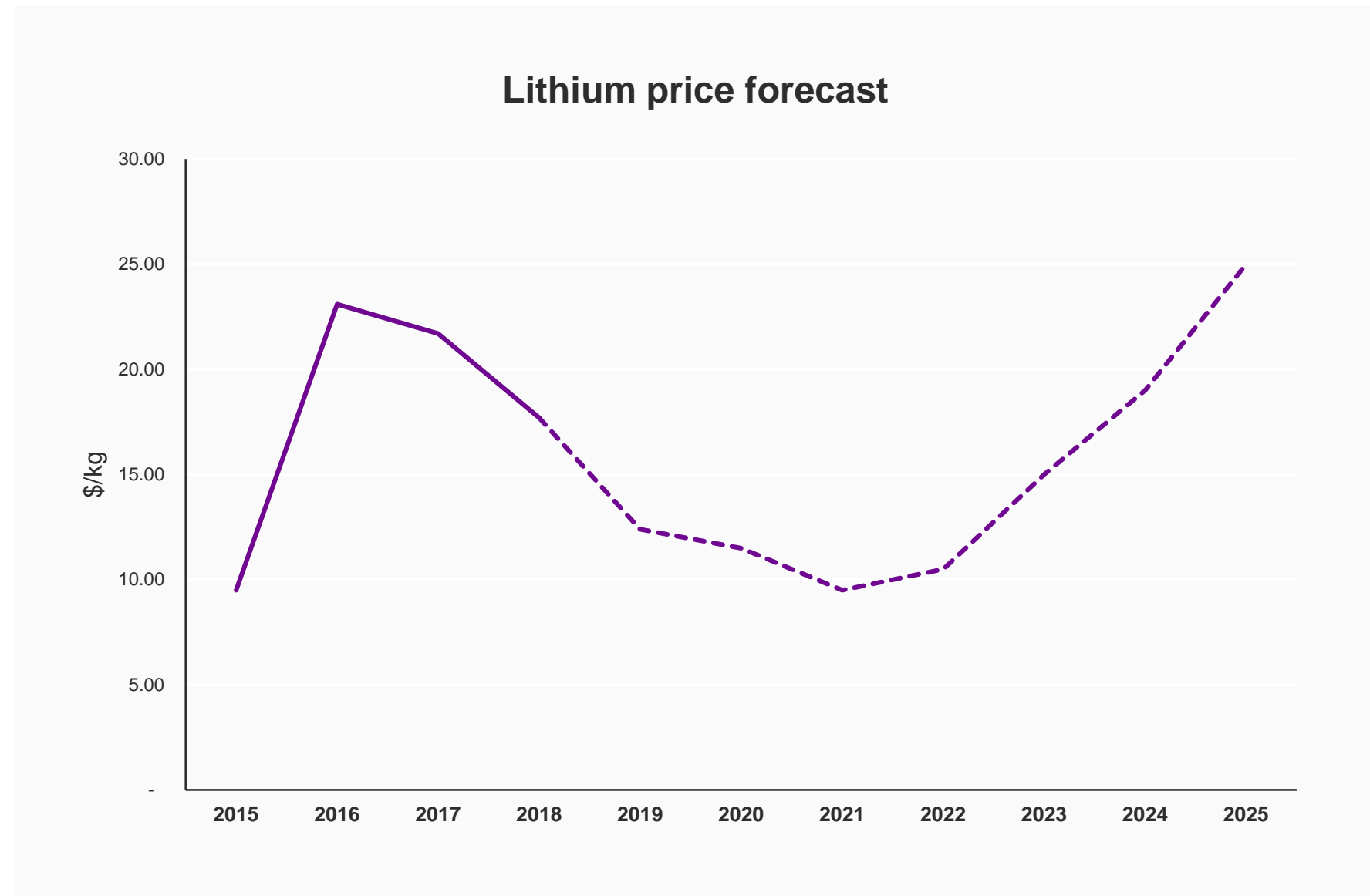


Price forecasts Lithium & Cobalt



SUMMARY

Bullish long term, but
further price weakness
over the next few years



The biggest risk is the market underestimating the magnitude of what lies ahead

- 1** We expect the Lithium-ion battery to dominate the rechargeable battery space for at least the next ten years, and probably longer
- 2** We are in the dip of the roller coaster ride now, but the rise out of the dip will blow all expectations
- 3** EVs only have c2% of an industry that ships c100m vehicles per year – this will change rapidly
- 4** On top of that there is equally bullish outlook for energy storage systems
- 5** Be warned – the consensus for demand growth runs the risk of truly underestimating actual demand



Our focus on the battery raw materials market

Tightness in raw materials

Appendix – acronyms



LGC

LG Chemical Ltd
Lithium ion battery manufacturer

SDI

Samsung SDI
Lithium ion battery manufacturer

CATL

Contemporary Amperex Technology
Chinese Lithium-ion battery manufacturer

BYD

BYD Auto Ltd is a Chinese car manufacturer

The following are Lithium-ion battery cathode materials that describe the type of battery

NCA	Nickel Cobalt Aluminium
NMC	Nickel Manganese Cobalt - a generic name of the battery type with the following detailing the proportion of each metal in the cathode
NMC 811	8 parts Nickel, 1 part Manganese and 1 part Cobalt
NMC 532	5 parts Nickel, 3 parts Manganese 2 parts Cobalt
LFP	Lithium iron phostate
LMO	Lithium manganese oxide
LCO	Lithium Cobalt oxide