

## Summary:

For the November 11<sup>th</sup> issue of NAATBatt's Advanced Battery Weekly, we highlight the ongoing sector activities.

The NAATBatt Index increased 13.3%, while the U.S. and Asia Indices declined 7.6% and 5.0%, respectively. The S&P500 and Russell 2000 Indices were both relatively flat.

Executive Director James Greenberger responds to recent calls to repeal tax incentives for electric vehicles. Read "**Government Support for Electric Drive Must Continue**" in the Executive Director's Notes section of this newsletter below.

## Key Highlights:

- **Samsung SDI** announced its joint venture (JV) with **Robert Bosch** would supply lithium-ion (li-ion) batteries for **Mahindra & Mahindra's** electric vehicles (EVs). The 50-50 JV SB LiMotive will supply batteries for Mahindra's first hybrid SUV model from 2013.
- **Qualcomm** announced the first **Wireless Electric Vehicle Charging (WEVC)** trial for **London**. The company is collaborating with the **UK Government**, the **Mayor of London's** office and **Transport for London (TfL)** to deliver the trial. The pre-commercial trial is expected to start in early 2012 and will involve as many as 50 EVs.
- **New York City's Industrial Development Agency** approved \$1.7 million in tax breaks that will enable **Smith Electric Vehicles (SEV)** to open a new electric truck (etruck) manufacturing and distribution facility in the **Bronx's Port Morris** section. The new facility would be the company's first factory on the **East Coast**.
- Lead acid batteries are environmentally friendly according to the **Chinese Academy of Engineering**. The **Institute of Chemical Power Sources** has also stated that strong demand for the batteries has enticed small workshops with poor research and no control of heavy metal pollution to enter the market. After the blanket inspection of all lead-acid battery manufacturers earlier this year, only slightly more than 10% of the 2,000 manufacturers survived.
- The **Electricity Storage Association (ESA)** has signed agreements to work with industry groups in three states—**California, New York** and **Texas**. The **California Energy Storage Alliance (CESA)**, **New York Battery and Energy Storage Technology Consortium (NY-BES+)** and **Texas Energy Storage Alliance (TESA)** were formed by companies operating in their respective states joining together to accomplish mutually beneficial policy goals at the state level.
- Cash-strapped states are pulling back from electric and hybrid tax credits or rebates, and direct federal loans to electric car makers have come under scrutiny. For example, **California** has slashed in half its \$5,000 rebate for buying an electric car and tax breaks and other subsidies for hybrids and other high-mileage vehicles have expired in a variety of other states with budget woes.
- The **South Coast Air Quality Management District** has announced that two hybrid-electric trucks will soon be tested at the ports of **Los Angeles** and **Long Beach**. The panel approved a \$1.56 million deal with **Volvo, Capstone Turbine** and **Kenworth Truck** to develop and demonstrate the new rigs.

- The **city of Kiryu, Japan** has deployed the electric **E-KomiBus** that uses solar panels to charge the batteries during sunny weather. The E-KomiBus seats ten people, is only 173" long (shorter than a 2012 **Honda Civic**) and runs on li-ion batteries that have a range of about 25 miles after charging 8 hours.
- **New Jersey** has about 20 operational public charging stations. The state has signed on to the **Northeast Electric Vehicle Network**, an outgrowth of the regional **Transport and Climate Initiative (TCI)** in an effort to install more stations.
- **CODA Automotive** has opened its global headquarters in **Los Angeles**, The **CODA** battery charges faster than its competitors and can absorb enough juice in 2 hours to travel 40 miles – more than most people need for a day of driving.
- **Balqon Corporation** announced the successful demonstration of a battery powered all electric yard tractor that incorporates its **XR E20** electric drive system into a chassis developed by **Mol Transport Solutions** of **Europe**. The company expects the operating costs of the European yard tractor will be 74% lower than the operating costs of its conventional diesel competitors based on the current average diesel fuel prices in Europe of approximately \$7 per gallon.

## A Few More Details:

Samsung SDI announced its joint venture (JV) with Robert Bosch would supply lithium-ion (li-ion) batteries for Mahindra & Mahindra's electric vehicles (EVs). The 50-50 JV SB LiMotive will supply batteries for Mahindra's first hybrid SUV model from 2013. SB LiMotive was chosen to develop EV batteries with U.S. car makers including GM and Ford and already has a lithium-ion battery supply deal for Chrysler Group's upcoming the Fiat 500EV.

*Source: Reuters*

Qualcomm announced the first Wireless Electric Vehicle Charging (WEVC) trial for London. The company is collaborating with the UK Government, the Mayor of London's office and Transport for London (TfL) to deliver the trial. The pre-commercial trial is expected to start in early 2012 and will involve as many as 50 EVs. The trial will use Qualcomm wireless inductive power transfer technology that enables high-efficiency power transfer across a large air gap. The driver parks the EV in the usual way and the system automatically aligns for power transfer, making parking easier and charging hassle free.

*Source: Qualcomm*

Lead acid batteries are environmentally friendly according to the Chinese Academy of Engineering. The Institute of Chemical Power Sources has also stated that strong demand for the batteries has enticed small workshops with poor research and no control of heavy metal pollution to enter the market. After the blanket inspection of all lead-acid battery manufacturers earlier this year, only slightly more than 10 percent of the 2,000 manufacturers survived. About 97% of all battery lead is recycled, which makes the lead-acid batteries popular from an environmental protection and cost perspective,

*Source: China Daily*

New York City's Industrial Development Agency approved \$1.7 million in tax breaks that will enable Smith Electric Vehicle (SEV) to open a new electric truck (etruck) manufacturing and distribution facility in the Bronx's Port Morris section. The new facility would be the Kansas City, Mo.-based company's first factory on the East Coast. The company requested assistance to renovate, equip and furnish a 90,000-square-foot facility located at 275-295 Locust Ave. The breaks include land-tax abatement, building-tax exemption and sales-tax exemption.

*Source: Crain's New York Business*

The Electricity Storage Association (ESA) has signed agreements to work with industry groups in three states—California, New York and Texas. The California Energy Storage Alliance (CESA), New York Battery and Energy Storage Technology Consortium (NY-BES+) and Texas Energy Storage Alliance (TESA) were formed by companies operating in their respective states joining together to accomplish mutually beneficial policy goals at the state level. ESA focuses primarily on the federal sector but is seeking to make inroads in states and these organizations provide leverage points.

*Source: Electric Storage Association*

Government financial support for building and buying electric and hybrid cars is waning. Cash-strapped states are pulling back from electric and hybrid tax credits or rebates, and direct federal loans to electric car makers have come under scrutiny. On the state level, California has slashed in half its \$5,000 rebate for buying an electric car, and funds for the remaining \$2,500 rebate are expected to run out after another 5,000 to 6,000 vehicles. Tax breaks and other subsidies for hybrids and other high-mileage vehicles have expired in a variety of other states with budget woes, including Connecticut, New Mexico, South Carolina and Washington. A federal tax credit of up to \$3,400 for hybrid buyers expired at the end of last year.

*Source: CBS News*

The South Coast Air Quality Management District has announced that two hybrid-electric trucks will soon be tested at the ports of Los Angeles and Long Beach. The panel approved a \$1.56 million deal with Volvo, Capstone Turbine and Kenworth Truck to develop and demonstrate the new rigs. Volvo will build a plug-in hybrid big rig that relies on a rechargeable battery for power, along with a diesel engine that spews very few emissions. Capstone Turbine and Kenworth Truck will build a second truck capable of driving up to 10 miles on a battery charge. When the charge runs out, the truck will be powered by a fuel-efficient microturbine that will produce electricity.

*Source: Daily Breeze*

The city of Kiryu, Japan is deploying the electric E-KomiBus (as shown in **Exhibit 1**). The EV carries solar panels to charge the batteries during sunny weather. The E-KomiBus seats ten people, is only 173" long (shorter than a 2012 Honda Civic) and runs on li-ion batteries that have a range of about 25 miles after charging 8 hours. With a top speed of 12 mile per-hour it is suited for driving through the narrow back streets not covered by conventional bus routes.

#### Exhibit 1: The E-KomiBus



*Source: Yomiuri Online*

New Jersey has about 20 operational public charging stations. The Department of Environmental Protection (DEP) is working with a regional network to install more - at gas stations, malls, parking garages, and other convenient public places. The state has signed on to the Northeast Electric Vehicle Network, an outgrowth of the regional Transport and Climate Initiative (TCI). The network also includes Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New York, Pennsylvania, Rhode Island, Vermont, and Washington, D.C. The Northeast network could contribute up to 200,000 EVs by 2015.

*Source: Philadelphia Inquirer*

CODA Automotive has opened its global headquarters in Los Angeles, California. The CODA battery charges faster than its competitors primarily due to an on-board 6.6 kW/240 VAC charger. By comparison, the Leaf and Volt both have 3.3 kW chargers. The CODA can absorb enough juice in 2 hours to travel 40 miles – more than most people need for a day of driving. A complete charge takes only 6 hours.

*Source: WeHo News*

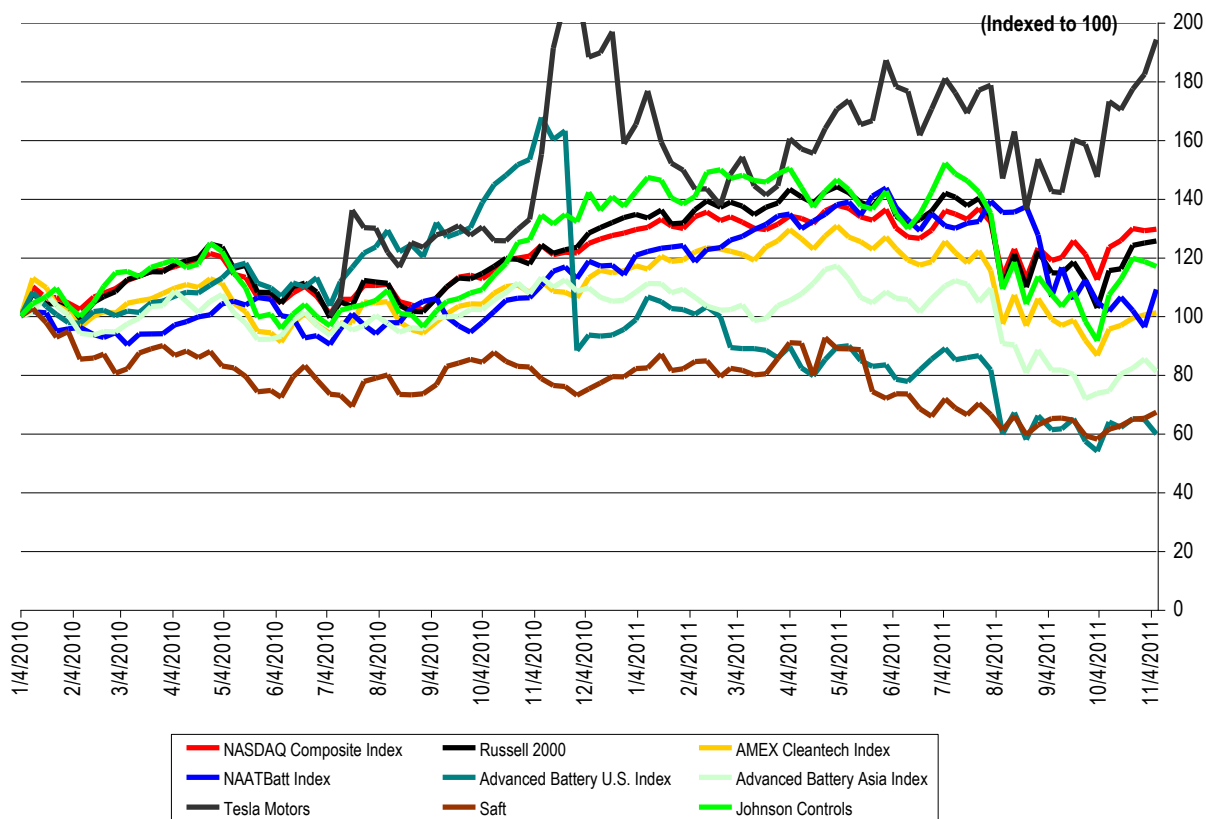
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Balqon Corporation announced the successful demonstration of a battery powered all electric yard tractor that incorporates its XR E20 electric drive system into a chassis developed by Mol Transport Solutions (a manufacturer of trucks, trailers and waste management systems) of Europe. This new model incorporates the latest drive system and battery management system technologies currently used on Balqon's Nautilus XR E20. The company expects the operating costs of the European yard tractor will be 74% lower than the operating costs of its conventional diesel competitors based on the current average diesel fuel prices in Europe of approximately \$7 per gallon.

*Source: Balqon Corporation*

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**Exhibit 2: Indices Performance**  
(From January 4, 2010)

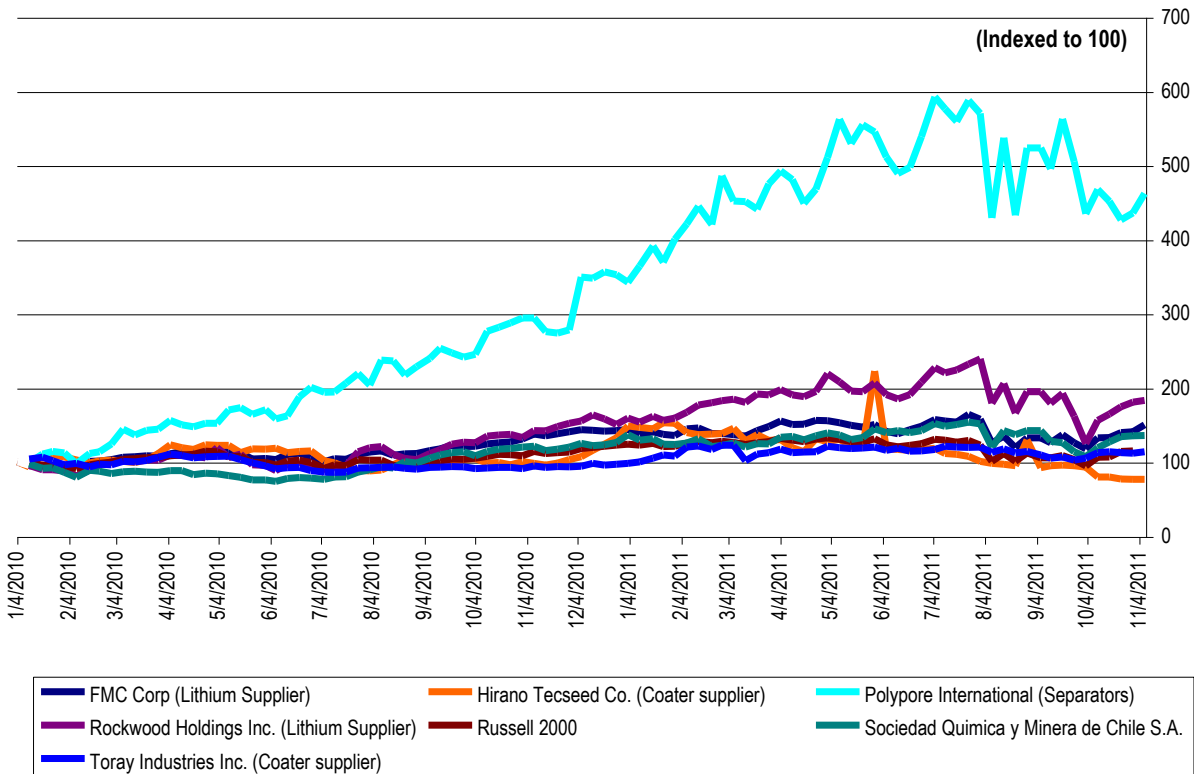


Index	Close on 11/7/2011	52-Wk High	% of 52-Wk High	Performance		
				LTM	YTD	Week
Dow	12,068.4	12,928.5	93.3%	5.5%	3.4%	0.9%
S&P 500	1,261.1	1,370.6	92.0%	3.1%	(0.8%)	0.6%
NASDAQ	2,695.3	2,887.8	93.3%	4.8%	0.1%	0.4%
Russell 2000	745.1	868.6	85.8%	1.5%	(6.7%)	0.5%
AMEX Cleantech Index	991.1	1,298.6	76.3%	(10.1%)	(13.7%)	0.7%

Source: Bloomberg and ThomsonOne

Note: The select NAATBatt Index is a market-value-weighted average and includes ALTI, BASF, COP, ENS and XIDE. The Advanced Battery U.S. Index is a market-value-weighted average and includes HEV, MGA, MXWL, UQM and VLNC. The Advanced Battery China Index is a market-value-weighted average and includes BYD, CBAK, GS Yuasa, LG Chem and Panasonic.

**Exhibit 3: Supplier Performance  
(From January 4, 2010)**



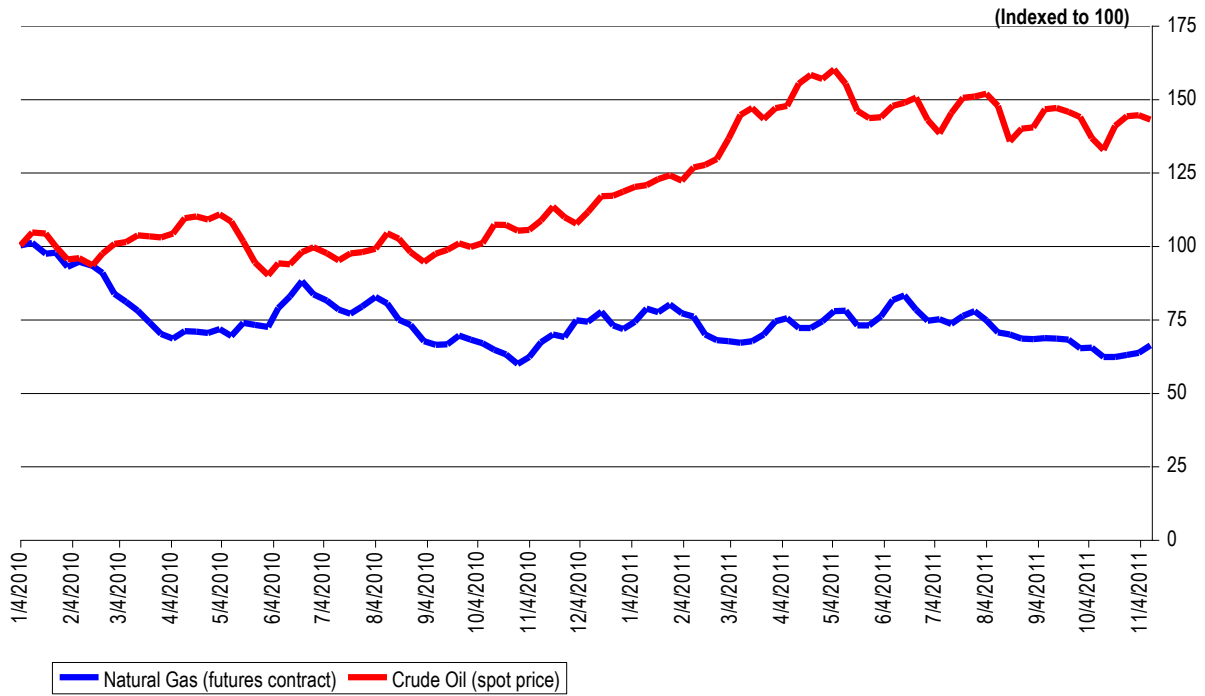
Source: Bloomberg

**Exhibit 4: Commodity Prices**

Commodity	Price on 11/7/2011	Price on 10/31/2011	Price on 10/7/2011	1 Week Change	1 Month Change
LME Copper (Cash, \$ per tonne)	7,775	7,900	7,249	(1.6%)	7.3%
LME Lead (cash, \$ per tonne)	1,976	1,980	1,945	(0.2%)	1.6%
LME Nickel (cash, \$ per tonne)	18,605	19,220	18,705	(3.2%)	(0.5%)

Source: LME

**Exhibit 5: Natural Gas and Crude Oil**  
**(From January 4, 2010)**



Source: EIA

## Executive Director's Notes



### **GOVERNMENT SUPPORT FOR ELECTRIC DRIVE MUST CONTINUE**

As deadlock continues on Capitol Hill and storm clouds darken over the Super Committee on deficit reduction, there is increasing danger that government support for vehicle electrification may get sucked into the maelstrom. Vehicle electrification has historically been one of the few points of bi-partisan policy agreement. It is important that supporters of vehicle electrification and advanced battery technology rearticulate why vehicle electrification is so important to the country and why government support for it is essential and should find strong backing on both sides of the aisle.

The latest sign of trouble for vehicle electrification was a white paper released this week by former U.S. Secretary of Transportation Norman Mineta and the U.S. Coalition for Advanced Diesel Cars. The white paper, entitled "The Case for Technology Neutral Public Policy in Fuel Economy Debate: Allowing Performance To Determine Solutions", is designed to appeal to those who believe that the federal government has spent too much money trying to outguess the market on technology investments over the past three years. The white paper reiterates the familiar argument that the fastest and cheapest way to promote greater fuel efficiency is to invest in more efficient internal combustion engines (ICE's) rather than in electric vehicles. It suggests that this is exactly what the market would do if left to its own devices.

Mr. Mineta is right, of course. If the goal is simply to increase the short term fuel economy of the U.S. light vehicle fleet, concentrating on more efficient ICE's, including diesel engines and mild hybrids, is clearly the way to go. Moreover, if the government requires the market to put a price on fuel inefficiency through CAFE standards (which Mr. Mineta, despite his free market mantra, is implicitly advocating), business investment and consumer purchases will flow into these new ICE technologies without the need for further subsidy. Few in the advanced battery community would argue with the effectiveness or efficacy of this approach.

But the point of vehicle electrification is not to improve short term fuel efficiency. The point of vehicle electrification is to address the single greatest economic and strategic threat that the United States faces: its near complete dependence on petroleum-based fuels.

The statistics concerning our dependence on petroleum fuels are stark and well known: Today petroleum accounts for approximately 37 percent of all energy used in the United States and, more critically, in excess of 95 percent of all fuels used for transportation. Nearly 60 percent of all petroleum used in the United States is imported. Worldwide demand for petroleum is growing steadily, most rapidly in the

developing world. The Energy Information Administration (EIA) projects that, at the current rate of growth, world oil consumption will rise 50% in the next 20 years.

Petroleum is a wonderful fuel but a finite resource. Over the past 30 years, the oil industry has done a remarkable job of finding and exploiting new sources of conventional petroleum and of developing new technologies to recover oil from non-conventional sources, such as oil sands and shale, though often at an economic and environmental cost that remains unclear. Three decades ago most experts, if informed what would happen to oil consumption over the next 30 years, would have predicted that we would reach “peak” oil well before 2011. It is not clear that we have hit it yet.

But all the promise of petroleum technology and all the power of the Big Oil companies cannot repeal the law of gravity. There is a limit to economically recoverable petroleum reserves and that limit grows closer the faster that demand for oil rises. Information about petroleum reserves is notoriously unreliable and many of those with access to information have no incentive to share it. Moreover, petroleum imports travel from and through some of the least stable parts of the world and are subject to sudden and critical disruption. Sooner or later a major imbalance must occur in the supply and demand for petroleum fuel. Based upon our limited experience with such imbalances in 1973 and 1979, we know that when that imbalance occurs it will occur suddenly, without much warning and with catastrophic consequences.

Vehicle electrification is simply a hedge against a petroleum crisis that we know to a certainty is coming. Within the transportation sector, electrification is the most complete, technologically achievable and cost effective hedge that we know of. More efficient ICE's may offer improved fuel efficiency, but they offer no such hedge. The Chinese government, which is estimated to have spent about three times what the U.S. government has spent on vehicle electrification technology, has made the same calculation. The Chinese interest in vehicle electrification has less to do with its desire to compete with the West than with its concern for economic survival in a post-peak oil world.

Unfortunately, there is no market for a long-term hedge against oil shocks. Higher fuel economy standards will not in themselves push consumers to buy, or investors to invest money in, electric vehicles or advanced battery technologies. The billions of dollars that are required to develop the batteries, the vehicles and the charging infrastructure necessary to prepare the country for the post-peak oil period must come from somewhere other than consumer purchases of relatively short-lived assets. It must come from government incentives and investment leveraging private capital as best it can.

Electrifying transportation infrastructure is a national insurance policy that benefits everyone and will protect the entire nation from a clear and well-defined threat to its economic and strategic position in the world. Both the threat and the hedge against that threat have long been recognized by Republicans and Democrats alike. Support for vehicle electrification should not be made an issue in the unfortunate partisan wars ongoing in Washington.



James J. Greenberger  
Executive Director

November 11, 2011

## NAATBatt Membership Applications for 2011

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### **2012 Membership Applications and Dues Structure**

NAATBatt is now accepting applications for membership for the 2012 calendar year. Membership dues for 2012 are \$10,000 for Corporate Members, \$10,000 for OEM Members, \$10,000 for Utility Members, \$5,000 for Associate Members, \$1,000 for Individual Members, and \$500 for Non-Profit/Government Members. Companies purchasing 2012 memberships will be entitled to the benefits of membership during the balance of the 2011 calendar year. Please click on <http://naatbatt.org/membership-inquiry/> and indicate that you are interested in a 2012 membership.

### **Why Join NAATBatt?**

NAATBatt's mission is to grow the market for advanced electrochemical energy storage technology in North America. We concentrate primarily on two markets: electric drive for motor vehicles and distributed, grid-connected electricity storage.

NAATBatt members enjoy a variety of exclusive benefits including: discounted admission to NAATBatt conferences; admission to by invitation-only NAATBatt workshops, such as the Workshop on Distributed Energy Storage that NAATBatt co-sponsored last April in Chicago with the U.S. Department of Energy; admission to Members-Only Site Visits, at which one NAATBatt firm will host all other NAATBatt members for a tour of the host's facility; the opportunity to announce news and new product developments in the Member's News section of the widely read NAATBatt Advanced Battery Weekly; free access to speaker presentations made at NAATBatt programs and workshops; and invitations to attend private meetings with government leaders, such as the NAATBatt-sponsored trip to Washington last year to meet with Chairman Jon Wellinghoff of FERC.

NAATBatt membership also helps support the development of an important industry that could just change the world. NAATBatt provides educational programming on topics of interest to the advanced battery community, a weekly newsletter chronicling developments in the North American advanced battery market, networking opportunities for industry participants and their customers, and thought leadership on issues relating to energy storage markets and technology through the NAATBatt blog.

NAATBatt recently held its 2nd Annual Meeting and Conference in Louisville, Kentucky, which included the 1st Industry-Academic Advanced Battery Summit. The Summit is a new program that NAATBatt has started to encourage the more efficient transfer of advanced battery technology from leading U.S. research universities to industry. NAATBatt identified and brought to Louisville representatives from 15 of the top university advanced battery programs around the country to make flash presentations to industry about what those programs are working on and what technology they have available to license. In all there were 48 high quality presentations made at the Conference and the Summit, copies of which are available to conference attendees and NAATBatt members only.

NAATBatt will soon announce two other initiatives for the benefit of its members that will increase their access to capital and play an important role in growing the market for advanced electrochemical energy storage. Please stand by for some very interesting developments.



NAATBatt is a not-for-profit trade association qualified under Section 501(c)(6) of the Internal Revenue Code that is working for the benefit of the entire industry. Every dollar spent on NAATBatt memberships and programs goes to recouping program costs and to supporting activities intended to benefit the entire advanced battery industry. At a time when it seems that the only people making money on advanced lithium-ion technology are professional conference organizers, the advanced battery industry should take control of its own market and its own future. NAATBatt exists to market for the industry, not to the industry. But NAATBatt needs your support to do it. Please join us.

## North American Industry Announcements and Calendar

***Presentations from the NAATBatt 2011 Annual Meeting and Conference Now Available:***

Speaker presentations, speaker bios and attendee lists from the just concluded NAATBatt's 2011 Annual Meeting and Conference are now available on the NAATBatt Web site. Go to [www.naatbatt.org](http://www.naatbatt.org) and navigate to the 2011 Annual Meeting and Conference link to view them. The links are password protected, and the password is available to NAATBatt members and conference attendees for no charge. Others may purchase access to the presentations for \$250. Please contact Jim Greenberger at [jgreenberger@naatbatt.org](mailto:jgreenberger@naatbatt.org) for your password. Photos from the conference will be posted shortly.

***Presentations from the Workshop on Distributed Energy Storage Posted:*** Presentation materials, handbooks, attendee lists and working group discussion summaries from the April 21, 2011 DOE/NAATBatt Workshop on Issues in Distributed Energy Storage have been posted on the NAATBatt Web site at: [www.naatbatt.org](http://www.naatbatt.org). The materials are available for review to all Workshop registrants and to all NAATBatt members. Please contact Jim Greenberger at [jgreenberger@naatbatt.org](mailto:jgreenberger@naatbatt.org) for your password.

***Presentations from the NAATBatt 2010 Annual Meeting and Conference are Available:***

NAATBatt's 2010 Annual Meeting and Conference entitled "The Impact of PEV's on T&D Systems: Challenges and Solutions" was a great success. More than 40 industry experts presented and the conference on topics relating to how the grid was going to accommodate the new load that will be generated by plug-in electric vehicles. Copies of the speaker presentations are available on a secured portion of the conference Web site. Access to the Web site is free to NAATBatt members and conference attendees. Access to the presentations is now available to all other for the price of \$250. Please contact Jim Greenberger at [jgreenberger@naatbatt.org](mailto:jgreenberger@naatbatt.org) for more information about accessing the presentations.

***NAATBatt Membership Information.*** NAATBatt is taking applications for membership from well qualified industry participants and supporters. Membership in NAATBatt is a great way to keep abreast of developments in advanced technology batteries and to support the growth of a market for products that could change the world. Your support for NAATBatt programs, newsletters, and committees is essential to the success of our organization and our industry. To inquire about membership, please complete the following inquiry form: <http://naatbatt.org/membership-inquiry/>. NAATBatt will respond with additional information about membership.

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- ***1<sup>st</sup> NY-BEST Regional Technology Conference:*** The 1<sup>st</sup> NY-Best Regional Technology Conference, highlighting developments in energy storage technology at leading New York universities, will be held on **November 15-16, 2011** at Woodcliff Hotel & Spa in Rochester, New York. Information about the conference can be found at: <http://www.ny-best.org/civicrm/event/info?id=7&reset=1>
  - ***1<sup>st</sup> North American & Asian Lithium-Ion Technology Conference:*** The North American & Asian Lithium-Ion Technology Conference will be held on **January 12, 2012** at the University of

Nevada Las Vegas in Las Vegas, Nevada. The conference is co-sponsored by UNLV and an affiliate of the Lion Battery Industry Association of South China. More information about the conference can be found at: <http://lbiana.org/industry-events/>

- **International Battery Association – Pacific Power Source Symposium Joint Meeting 2012:** The 2012 meeting of the International Battery Association and Pacific Power Source Symposium will be held on **January 9-13, 2012** at the Hilton Waikoloa Village in Hawaii. Information about the program may be viewed at: <http://www.soest.hawaii.edu/PPSS/index.htm>.
- **IEEE PES Conference on Innovative Smart Grid Technologies:** The IEEE PES Conference on Innovative Smart Grid Technologies will be held on **January 16-20, 2012** at the Washington Marriott Wardman Park hotel in Washington, D.C. The conference will examine a wide range of smart grid technologies, including energy storage. Information about the conference can be found at: <http://www.ieee-isgt.org/>
- **2<sup>nd</sup> Annual 10X Advanced Battery R&D:** The 10x Advanced Battery R&D conference: Breaking Barriers in Advanced Battery Performance and Value will be held on **January 23-24, 2012** in Santa Clara, California. The conference will examine next generation technologies that may dramatically reduce battery costs and/or increase battery energy density. NAATBatt is a supporting organization of the conference.
- **12 International Advanced Automotive Battery Conference:** The 2012 International Advanced Automotive Battery Conference (AABC) will be held on **February 6-10, 2012** in Orlando, Florida. The program will feature five days of intensive meetings, symposia and tutorials. Information about the program can be found at: <http://www.advancedautobat.com/>.
- **The 29<sup>th</sup> International Battery Seminar & Exhibit:** Powersources.net will present the 29<sup>th</sup> International Battery Seminar & Exhibit at the Broward County Convention Center in Fort Lauderdale, Florida on **March 12-15, 2012**. The Seminar will discuss the state of the art of worldwide energy storage technology developments for portable products, power and vehicular applications. The Web site for the conference can be found at: <https://powersources.net/florida/frameset.html>.
- **International Electric Vehicle Symposium:** The Electric Drive Transportation Association will produce the 26<sup>th</sup> international Electric Vehicle Symposium and exposition (EVS26) on **May 6-9, 2012** in Los Angeles, California. Information about EVS26 can be found at [www.EVS26.org](http://www.EVS26.org).
- **IEEE PES Transmission and Distribution Conference and Exposition:** The IEEE PES Transmission and Distribution Conference will be held in Orlando, Florida on **May 7-10, 2012**. The conference will focus on innovation in power delivery systems, including storage systems. Information about the conference can be viewed at: <http://www.ieeet-d.org/>.
- **5<sup>th</sup> Symposium on Energy Storage: Beyond Lithium Ion:** The 5<sup>th</sup> Symposium on Energy Storage: Beyond Lithium Ion will be held in Berkeley, California on **June 5-7, 2012**. The Symposium will focus on next generation battery technologies, such as silicon anode technology, lithium sulfur batteries and lithium air. More information can be found at: <http://bestar.lbl.gov/bli5/program/>.





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