



Quarterly Newsletter #1

July 2020

Welcome to our official Newsletter

Over the next four years, we will be publishing one issue every quarter of the year with the purpose of providing information on ALBATTTS project developments, on policy news about the batteries sector, on events and other relevant issues.

Follow us on our social media - Twitter, LinkedIn, Facebook - and on our official website. You will find the links to these channels at the end of this newsletter.

To receive updated information directly in your inbox [send us a message.](#)

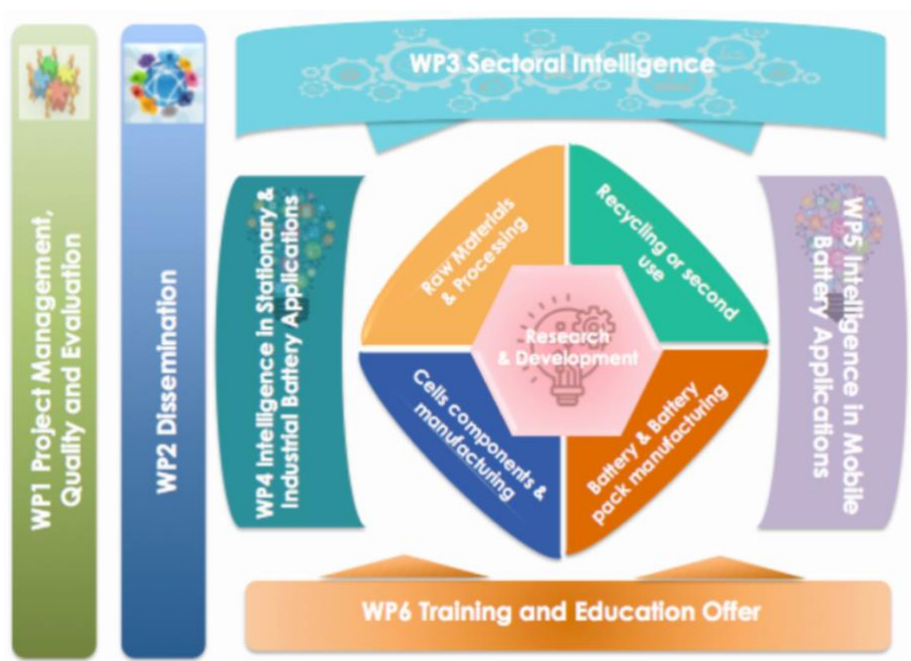


About the project

The European workforce will be disrupted or highly affected by the change brought about by the transfer to electromobility. There will be a need for new training / reskilling programmes, adapted to the emerging jobs needs.

The Alliance for Batteries Technology, Training and Skills (ALBATTs) aims to be a major contribution to the green mobility in Europe. As the European battery value chain is being developed, organisations from the demand and supply side of skills/competences are brought together, to establish a blueprint for preparedness of future skills across Europe.

VET providers and Universities will work in coordination with the demand side in order to identify and develop the relevant competences required to fulfill their economic activity. The bridging with national authorities will be permanent to assure inclusion of produced curricula and learning materials into the national qualification frameworks. Appropriate measures and education and training materials are to be prepared according to local or horizontal context.



Interview with Dr Andres Norberg, ALBATTTS Coordinator

In this issue we asked the project coordinator Dr Anders Norberg, from the Municipality of Skellefteå, Sweden, to brief us about the project and its importance.



- What is the project about?

The ALBATTTS project is about developing education and training structures, mechanisms, learning materials, etc, with other words a “blueprint” for competence development in the battery- and electromobility value chain, to be implemented in European countries. Description of new job roles and needed skills is on the agenda as well. We are in Europe right now in a real hurry, both in keeping up the pace of reaching environmental goals and in keeping jobs and competitiveness in Europe. Education and training should be enabling, not obstructing, fast development of the battery value chain in European countries. A lot of unconventional solutions and development will be needed for this. It is not only about basic education – it is about up- and re-skilling of existing work force as well.

- What are the high-level goals?

We formulated the goals of the ALBATTTS project that we wanted to “...make a major contribution to the electrification of transport and green energy use in Europe by having organisations on the demand and supply side of competence to meet, communicate, analyse the state of art and make an open and useful plan in a European perspective.” So now we are 20 organisations in 11 countries working together in the project until November 2023. We are also working together with other organisations and initiatives in Europe, as the Battery 2030+ Research roadmap project, the Batteries-Europe expert groups, European Battery Alliance and we are also in frequent contact with EIT* InnoEnergy and EIT Raw materials. The later, with the European automotive associations (ACEA and CLEPA), are represented in our Steering group, led by ACEA.

- How does it fit in the current context, vis-a-vis the European/national strategies on the table?

ALBATTTS is right in the middle of it. Transport consumes about a third of all energy used in Europe annually, primarily by burning imported non-renewable oil, and contributes to climate change by emissions of 25% of all greenhouse gases and also causes other pollution from carbon emissions, especially in cities, causing health problems. It is today very realistic to do something about this by electrification of transport and optimisation of national electrical grids with the use of battery parks and similar, so oil- and coal-burning peaker plants do not have to be started to balance the grids. We are in ALBATTTS trusted to contribute to this important road change by training and education measures. However, this is not so easy, each member state has its own national education system, and what we develop must be suited to inspire and enable training and education all over Europe.

* EIT: European Institute of Technology



- Why is this project so important?

I believe that the ALBATTTS is one of the most important competence development projects right now in Europe. We are in the critically late, but now very serious attempt to make a turn-around in climate change, to halt global warming. One very important part of this is the electrification of transport and the enhancement of electrical grids so they can work better and with a minimal oil and coal. For both these purposes, high-density batteries are crucial, but the batteries should also be produced as environmentally-friendly as possible. At the same time, classic industry is changing. To produce electric vehicles is different and will likely not demand the present size of work force – while we will see 10-20 battery gigafactories emerging in Europe instead, and a lot of new jobs in applications of battery technology. But this is only if we show close attention and enable action in training and education for these new jobs.

My ordinary work is for the municipality of Skellefteå, with questions about education development. The Northvolt company (which is also an ALBATTTS partner) is right now building its all-green energy Li-Ion battery factory in Skellefteå, just across the river from where I live. This new plant, to start production in 2021, will mean about 2500 jobs in the factory, as many jobs at subcontractors and also many jobs in municipal service and infrastructure change. So I have both the local, regional and European perspective at the

same time. This project also closes another loop for me. I initiated, as director of studies at an upper-secondary school in 1993, an education project with 10 vehicle repair- and electrical-utilities students – to rebuild a blue Golf to electrical propulsion. It was very successful, the car could be driven in 70 km/h for about 50 kilometer. It is knowingly on the road still today.

The ALBATTTS project is also interesting for me as a researcher in IT and education logistics. In the project we are going to try out some “adaptive learning”, courses that adapt to the learner for optimal flow in learning. The days of “same size fits all” in education may soon be behind us.

ALBATTTS News

What have we been working on?

Since the beginning of the project, the consortium has been keen in working to implement the first actions.

ALBATTTS submitted its first public deliverable, the D6.1 Report on state-of-art of job roles and education in the sector (to be available soon). According to this preliminary research, the majority of battery-relevant education is to be found in higher levels of the university systems.

Click [here](#) to read our report.

We invite all interested stakeholders to [register](#) in our database as active participants. You will be further **contacted to provide inputs and become involved in planned workshops, webinars as well as in online surveys**, which will focus on delivering the latest sectoral intelligence, **regarding skills and job roles needs, drivers of change in the sector, training provision, trainings and education methods, sector attractiveness.**



Save-the-Date: Regions & Skills in the auto industry - Week of Regions Side Event

The automotive sector is a cornerstone of technological and industrial development, impacting on job creation and economic growth. To compete in the international stage, the EU's automotive industry has to be ahead of drivers of change, preparing and adapting workforce.

Regions are a major stakeholder in this equation. They often have discretionary power over policy strategies and funding impacting these industries as well on VET skills policy. Two ERASMUS blueprint projects – DRIVES and ALBATTS, are crucial pieces for guiding skills full readiness of the automotive sector, involving regional entities.

More information on this event soon.

WHAT IS NEW IN EUROPEAN POLICY?

The new European Commission considers batteries a strategic priority for this mandate, envisaging a strong battery industry that contributes to the circular economy and clean mobility. For this reason, every issue we will be reporting how has the policy landscape evolved, in the past previous three months.

The European Commission is developing a set of initiatives that will impact greatly electromobility, such as the new Industrial strategy for Europe, the digital transition, the EU green deal – new transport strategy to cut emissions or the Updated Skills Agenda for Europe.

Read our full report [here](#).

BATTERIES' SECTOR News

[EU must engage in lithium standards or lose to China, official warns](#)

EU industry chief Thierry Breton is urging EU governments to be more active in setting global standards for ultralight battery metal lithium, key to many strategic industries and electric vehicles, or cede technological advantage to China.

[Seawater could provide nearly unlimited amounts of critical battery material](#)

Booming electric vehicle sales have spurred a growing demand for lithium. But the light metal, which is essential for making power-packed rechargeable batteries, isn't abundant. Now, researchers report a major step toward tapping a virtually limitless lithium supply: pulling it straight out of seawater.

[Seat to produce BEVs in Spanish main plant from 2025](#)

They have planned to invest 5 billion euros by 2025 to R&D projects in order to develop new models and to equipment and facilities. The main aim of this investment would be to take on new projects, specially to electrify the range.

[The Nordic Battery Scene](#) (webinar)

Official hosts of the webinar are Innovation Norway, Eyde Cluster, Confederation of Norwegian Enterprise, Hydro, Sintef and Northvolt.

[Can Europe be a contender in electric-vehicle batteries?](#)

Europe wants to break the Asia-US stranglehold on lithium-ion car batteries, but the road ahead is steep

[RECYCLING IS KEY TO ENSURE A SUSTAINABLE EUROPEAN BATTERY INDUSTRY](#)

Recyclability is one of the highlighted cross-cutting research areas in the BATTERY 2030+ roadmap. New knowledge and ideas on how to recycle batteries will feed into the BATTERY 2030+ research areas on materials discovery and development, and is essential to ensure the long-term sustainability of the European battery economy.

[European battery revolution starts now: VDMA](#)

The EU battery industry is estimated to add an extra 500GWh of capacity by 2030 and leapfrogging the US to become the second-largest regional producer of batteries.

[Creation of Europe's battery industry in full swing](#)

Europe has redoubled its efforts to create a battery industry — from mines to manufacturing — as the Covid-19 pandemic highlighted the need for a secure and autonomous supply chain to support its green recovery plans and climate change ambitions.

EVENTS CORNER

- [July 2020 Battery Seminar](#) - 21/07/20
- [37th International Battery Seminar](#) - 27/07/20
- [World Battery Industry EXPO 2020](#) - 16/08/20
- [20th International Automobile Recycling Congress 2020](#) - 02/09/20
- [Plugvolt 2020 Battery Seminar](#) - 06/09/20
- [25Th International Congress for Battery Recycling 2020](#) - 16/09/20
- [17th European Lead Battery Conference](#) - 22/09/20
- [Batteries Experts Forum](#) - 29/09/20
- [Batteries Event - 22nd Edition](#) - 07/10/20
- [Battery Tech Expo](#) - 08/10/20
- [The Battery Show Europe](#) - 15/10/20
- [Future Battery Forum 2020](#) 10/12/20
- [20Th International Electronics Recycling Congress 2021](#) - 20/01/21
- [Battery Conference 2021](#) - 27/04/21
- [International Conference on Lead-Acid Batteries](#) - 08/06/21
- [ees Europe 2021](#) - 09/06/21

[Become an ALBATTTS Stakeholder](#) to receive regular information about the findings of the project (quarterly newsletters, invitations to webinars, surveys) and to help define the new EU Sectoral Skills Strategy for the Battery sector.

To know more about the ALBATTTS project visit our channels by clicking on the links below.



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