



A homegrown supply of Lithium is critical for the UK. Critical for our green industrial base, our car manufacturing industry, our transition to a lower carbon economy and our national security.

A snapshot of the current landscape

The UK's import-dependent lithium strategy is troubled by:

UNSTABLE SUPPLY

Lithium producers are introducing protectionist onshoring measures and China-controlled companies are buying up remaining lithium supplies.

INCREASING DEMAND

The UK's Zero Emission Vehicle mandate levies stringent EV quotas on manufacturers and demand for lithium will continue to grow.

REGULATORY CONSTRAINTS

With the EU Battery Passport and Rules of Origin requirements UK car manufacturers will have to source low carbon lithium with origination tracking.

The UK government's sole focus on sourcing lithium from abroad, makes it seem as if the UK lithium extraction industry isn't big enough to be a viable sourcing option. This is not true. Traceable from source to production, with one of the world's lowest carbon footprints, the industry is ready and will support businesses nationwide.

The Policy Asks

To unlock the UK lithium sector the Government needs to:

1. Set a UK extraction target of 50,000tpa of lithium from domestically sourced raw materials per year by 2030.
2. Ensure that the regulatory and policy landscape is focused on delivering the new UK domestic production target.
3. Establish a traceability standard that will future-proof our ability to use and trade lithium produced in the UK.

The UK has the largest lithium reserves in Europe, with enough under our feet in Cornwall to extract

50,000 tonnes

per year for over 20 years – over half of what the EV industry needs.

But right now,

we import 100%

of the lithium we use.

It's a wasted opportunity that makes our industries less resilient to global supply chain volatility.

