



# Battery life georgia

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The project, announced in 2022, now represents an investment of more than \$7.5 billion in Georgia, counting investments by suppliers and partners including a venture with Korean conglomerate LG Energy Systems to make battery packs at the site.

The Georgia Tech Research Institute (GTRI) is working to optimize Georgia's EV battery supply chain by developing cost- and energy-efficient methods to recover materials from spent batteries so that more of them can be reused - and pose fewer environmental risks.

A new 65 megawatt battery energy storage system named Mossy Branch Energy Facility in Talbot County is live. It features 6,700 batteries in 208 gray enclosures on 2.5 acres that store energy from the grid and provide energy when it's needed during peak demand.

ATLANTA - November 11, 2022 - Governor Brian P. Kemp today announced that FREYR Battery, a developer of clean, next-generation battery cell production capacity, will invest \$2.57 billion into Georgia's sustainable technology ecosystem and create 723 new jobs over the next seven years at a manufacturing facility in Coweta County.

EV Battery End-of-Life Summary  
oEV battery recycling offers strategic and economic opportunity for U.S.  
oSecondary use batteries can provide positive impact to national energy security and trade policy  
oEV battery policy should be flexible and not hinder EV battery innovation

Less than two decades ago, the Kia Georgia plant made history — as the Korean automaker's first manufacturing operation in the U.S. and, at the time, the largest economic project in Georgia.

Kia's \$1.2 billion facility, along with a network of suppliers, brought thousands of jobs — and new life — to Troup County, a once-struggling textile area that had one of the highest unemployment rates in the state. More importantly, it made Georgia a player in auto manufacturing once again, a legacy that dates back to 1915 when Ford established a manufacturing plant and its Southeastern headquarters in Atlanta.

“Once up to full capacity, the metaplant has the capacity to produce 300,000 vehicles a year.”  
Chris Smith, chief project implementation officer and general counsel, Hyundai Motor Group Metaplant America

The large EV projects are bringing a host of battery manufacturers and other automotive suppliers to the state, from Metro Atlanta to the west central region to Southeast Georgia.

“Today, the five largest projects in the state's history have all been related to



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e-mobility," says Kristi Brigman, deputy commissioner of global commerce at the Georgia Department of Economic Development. "Broadly speaking, since 2018, projects related to the e-mobility supply chain have created about 32,200 new jobs in Georgia and \$27 billion in investment."

"Once up to full capacity, the metaplant has the capacity to produce 300,000 vehicles a year," Smith says. "If the demand dictates, there is room to expand the facility to produce 500,000 vehicles."

Making EVs requires a ready supply of parts from bumpers to tires and, of course, batteries. Growth in manufacturing attracts new suppliers and promotes expansion by existing suppliers, bringing jobs to areas that often need them the most. The majority of these jobs are outside the Atlanta-Fulton County area, says Brigman. "We celebrate every time we land a project in a community. We want people to be able to live in the community they want to be in. Communities are instrumental in helping us recruit the projects," she says.

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