

Updated Corporate Presentation

Iondrive Limited (ASX: ION) (Iondrive or the Company) is pleased to provide an updated corporate presentation, focusing on its sustainable battery recycling technology.

Authorised for release by the Chair of Iondrive Limited.

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Iondrive Limited: Company Profile

Iondrive is an emerging leader in battery recycling technology, listed on the Australian Securities Exchange (ASX ticker "ION"). The company's primary focus is on developing and commercialising innovative solutions for lithium battery recycling. Iondrive's Hydrometallurgical Battery Recycling project employs a patented, environmentally safe solvent to gently separate critical components from used batteries, providing a safer and more efficient alternative to traditional methods.

In addition to its battery recycling initiatives, Iondrive holds exclusive worldwide licenses from the University of Adelaide for next-generation battery technologies, including an enhanced performance non-flammable lithium-ion based battery and a low-cost, high cycle life water-based battery.

While the main emphasis is on battery technology, Iondrive also maintains a portfolio of exploration projects in South Korea, focusing on lithium. Backed by a first-class technical team, Iondrive is dedicated to advancing sustainable battery technologies and contributing to the circular economy in both Europe and Australia.

August 2024



INVESTOR PRESENTATION:

Commercialising our DES Battery Recycling Technology

ASX Ticker: ION

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londrive



Company Background

Unique partnership with leading Battery Research Institution to commercialise breakthrough technologies, with a strong focus on commercialising our DES battery recycling technology.



Extensive De-Risking

Undergoing thorough de-risking efforts through ongoing PFS to push DES battery recycling technology toward commercialisation



Commercial Management

Refreshed Management team and Board, with addition of experienced individuals with backgrounds in the battery sector, successful start-ups and commercialising breakthrough technologies



Patented Breakthrough Tech

IP to three technologies available for commercialisation or monetisation

- Hydrometallurgical Battery Recycling
- Safer Lithium Metal Batteries
- Next-gen Aqueous Sodium Batteries



Stakeholder Support

Supportive shareholder base, Government funded research projects and extensive network of potential industry partners in Korea, the EU, the USA & regionally



Industry Leading Research

IDT has a strategic partnership agreement with the University of Adelaide leveraging their significant investment into next-generation battery research led by world-class laureate researchers



Battery Industry Connectivity

Operating in South Korea since 2016, ability to leverage of our first mover advantage in a country at the forefront of the Energy Transition

Capital Structure

CORPORATE STRUCTURE:

Ordinary Shares	708.5m
Share Price (14 August 2024)	AUD\$0.01
Market capitalisation	AUD\$7.1m
Cash (30 June 2024) + T2 Placement (Jul24) + RDTI claim (Sep24)	AUD\$4.1m
Enterprise Value (EV)	~AUD\$3.0m

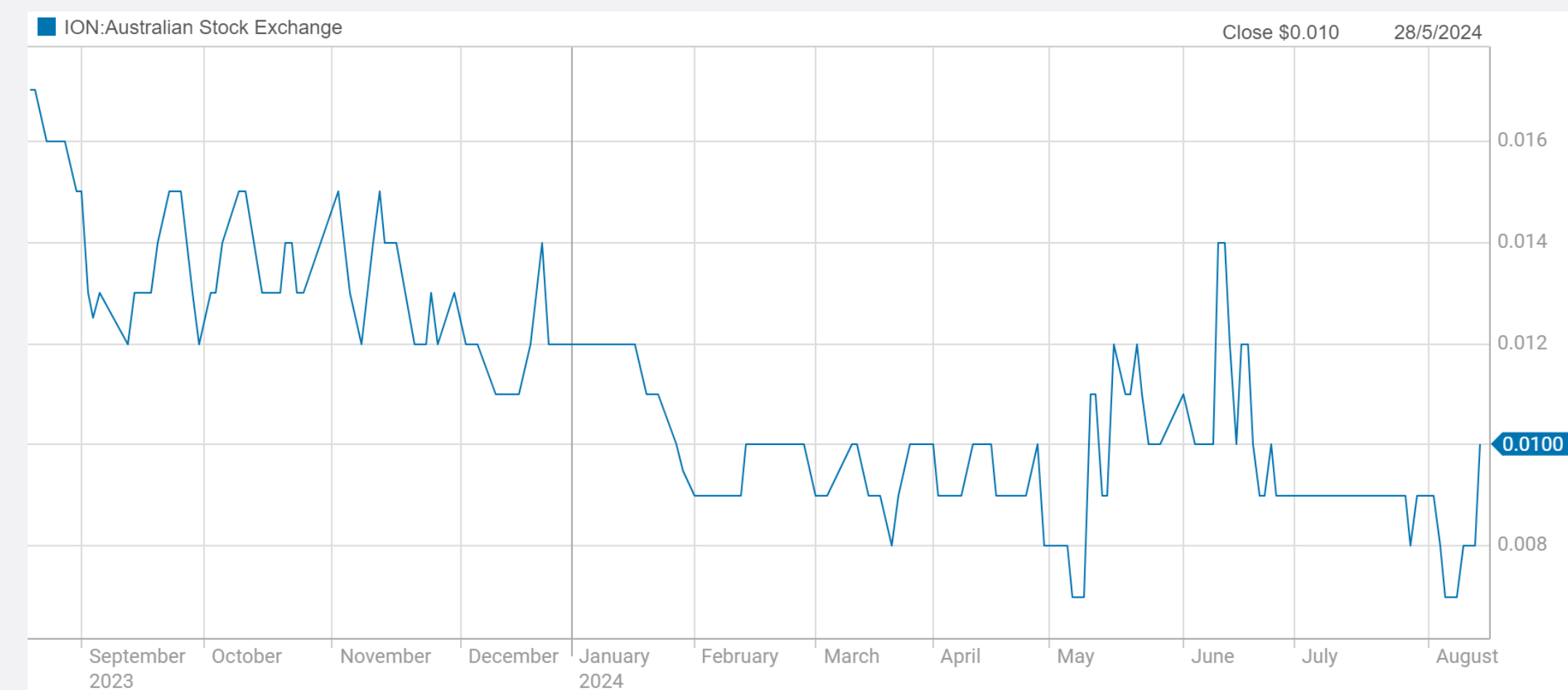
OPTIONS/PERFORMANCE RIGHTS:

ESOP incl. Directors various dates & prices	76,405,000
Options ex \$0.027 30 Dec 2024	63,000,000
Performance Rights (LTI)	30,625,000

SUPPORTIVE STRATEGIC SHAREHOLDERS - MAJOR SHAREHOLDERS (>5%)

Strata Investment Holdings Plc	~17.1%
Ilwella Pty Ltd	~15.0%

ION SHARE PRICE GRAPH 12 MONTHS



Leadership Team



Dr. Jack Hamilton

NED
PhD (Chem Eng)

- Highly accomplished senior executive and board director
- Significant leadership roles incl. Director of NorthWest Shelf Ventures for Woodside, overseeing Australia's largest resource project.
- NED roles include commercialisation of start-ups notably Calix Ltd and Anteo Diagnostix Ltd



Michael McNeilly

Chair
BA Econ

- Chief Executive Officer of Strata Investments Holdings Plc.
- Extensive experience in listed companies and is currently NED of ASX-listed Cobre Limited.
- Sits on several private company Boards within the Strata Investments Tiger Group.
- Past Board appointments include MOD Resources Limited (up to acquisition by Sandfire in November 2019), Metal Capital Limited, Greatland Gold Plc and Connemara Mining Plc.



Dr. Ebbe Dommissie

CEO
B.Eng (Chem) MSc PhD MBA GAICD

- Seasoned professional with over 25 years of commercialising technologies, execution, and manufacturing.
- Previously served as the COO at Circa Group, an Australian startup that commercialised a biochemical process from lab-scale to commercial scale.
- Prior, as Regional GM of Pact Group, an ASX-listed manufacturer, responsible for establishing a world-class plant in Indonesia and overseeing operations in SE Asia..



Ray Ridge

CFO & Company Secretary
B.Acc & Fin

- A senior financial and commercial professional with over 30 years experience across a diverse range of industries.
- CFO and capital markets experience with four other ASX listed companies, with two in technology commercialization.
- Previous roles include National GM Commercial in a large global engineering firm (now WSP Global) and CFO of the agricultural products division of Elders Limited.



Jeff Ritoe

Strategic Advisor Commercialisation
MA International Law

- Energy professional with 20 years of experience in negotiating commercial agreements, acquisitions and divestments in the energy industry.
- Worked for French energy company ENGIE in multiple jurisdictions
- Currently advises private and public clients on critical raw materials with a special focus on battery materials
- Brings together producers and consumers of battery materials

02

Battery Recycling

Market Overview

EV Sales Taking Off – Means Batteries



Electrification increases significantly

By 2030, around 40% of light vehicles globally will be based on a BEV platform and over 70% BEV share is expected in 2040. From 2030 to 2040 global battery demand will nearly double to up to 6.5TWh.



Gigafactory ramp-up in Europe

Following the EU electrification market dynamics, battery manufacturing ramps up significantly all over Europe. By 2030, nearly 1TWh in EU gigafactory supply is expected



End-of-life batteries take major role in recycling

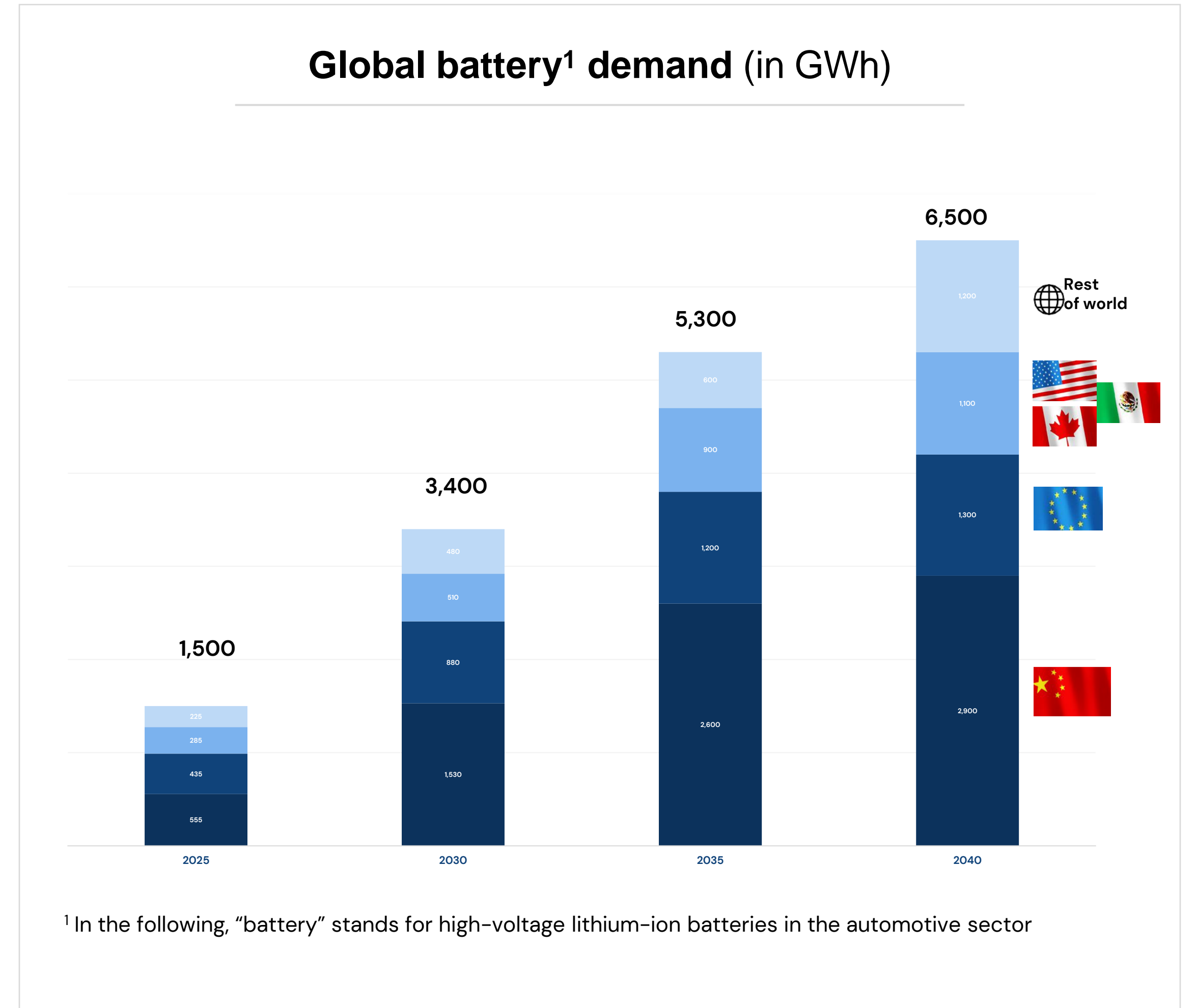
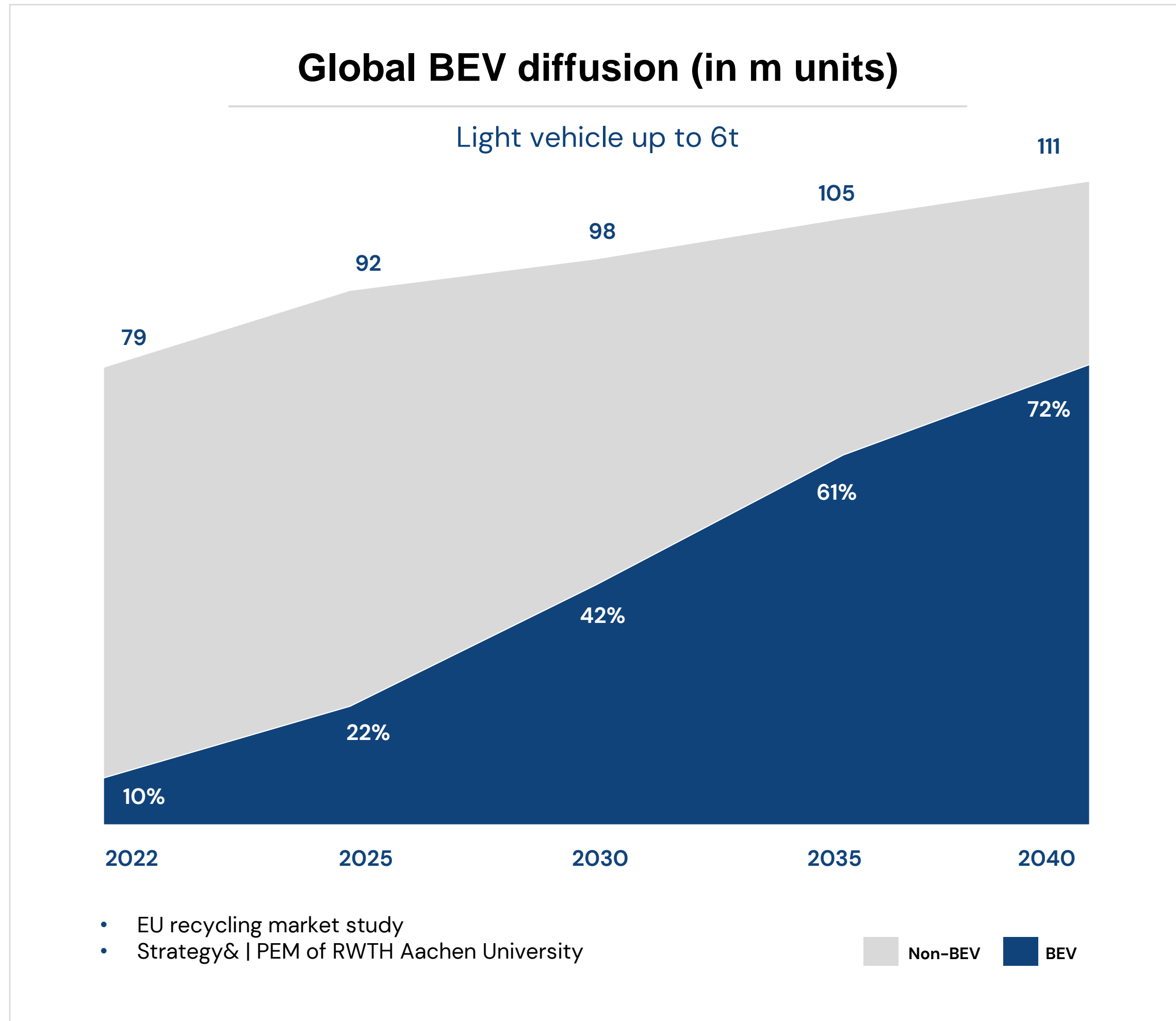
Driven initially by gigafactory scrap, the market runs from 2030 onwards, with vehicles from the first wave of electrification reaching end-of-life. By 2040, the EU battery recycling market will ramp up towards 1.0TWh.



High electrification rates and the ramp-up of EU cell production will drive the EU recycling market

Batteries Demand Growth

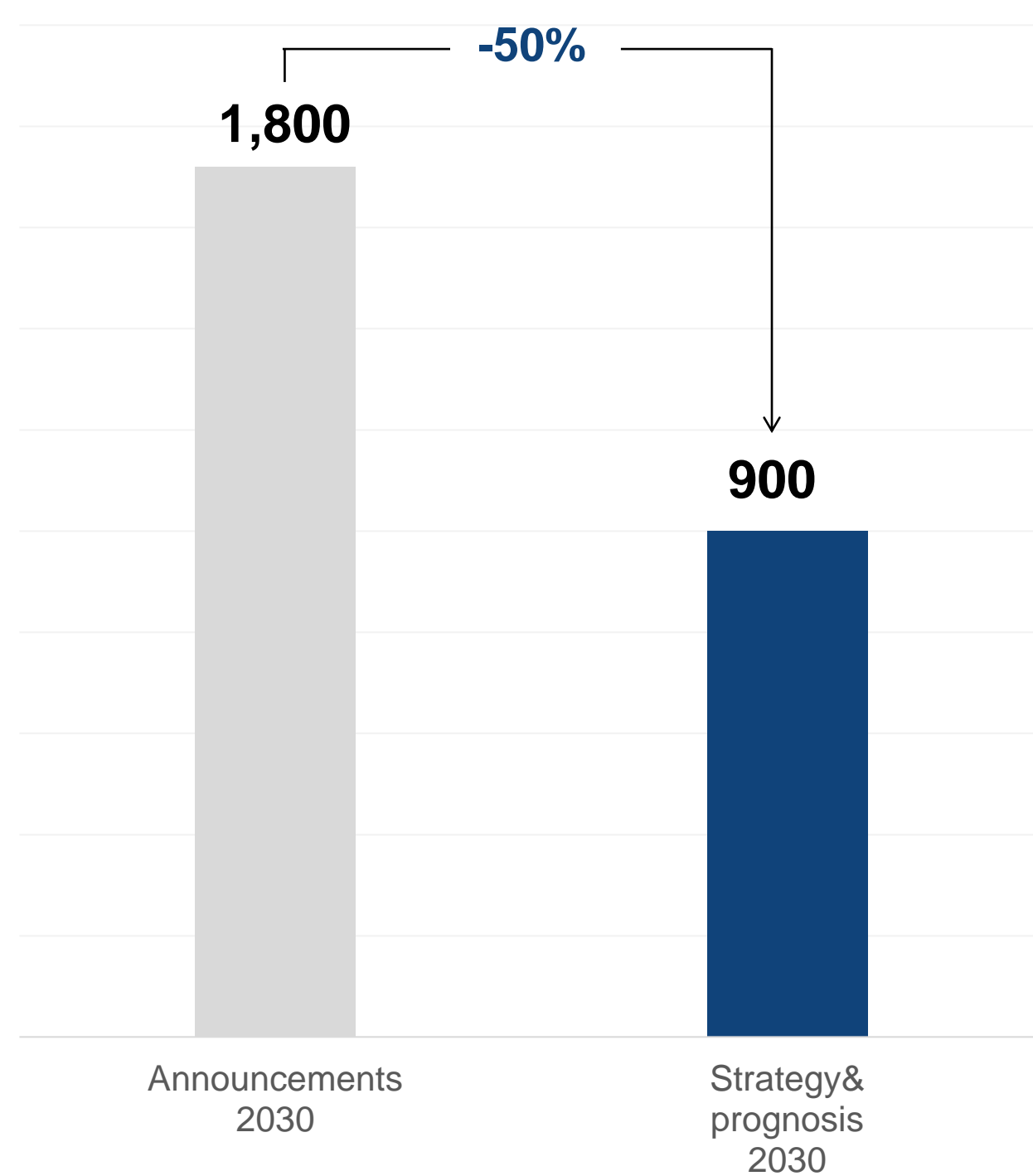
BEV diffusion and battery demand (realistic scenario, as of 2023)



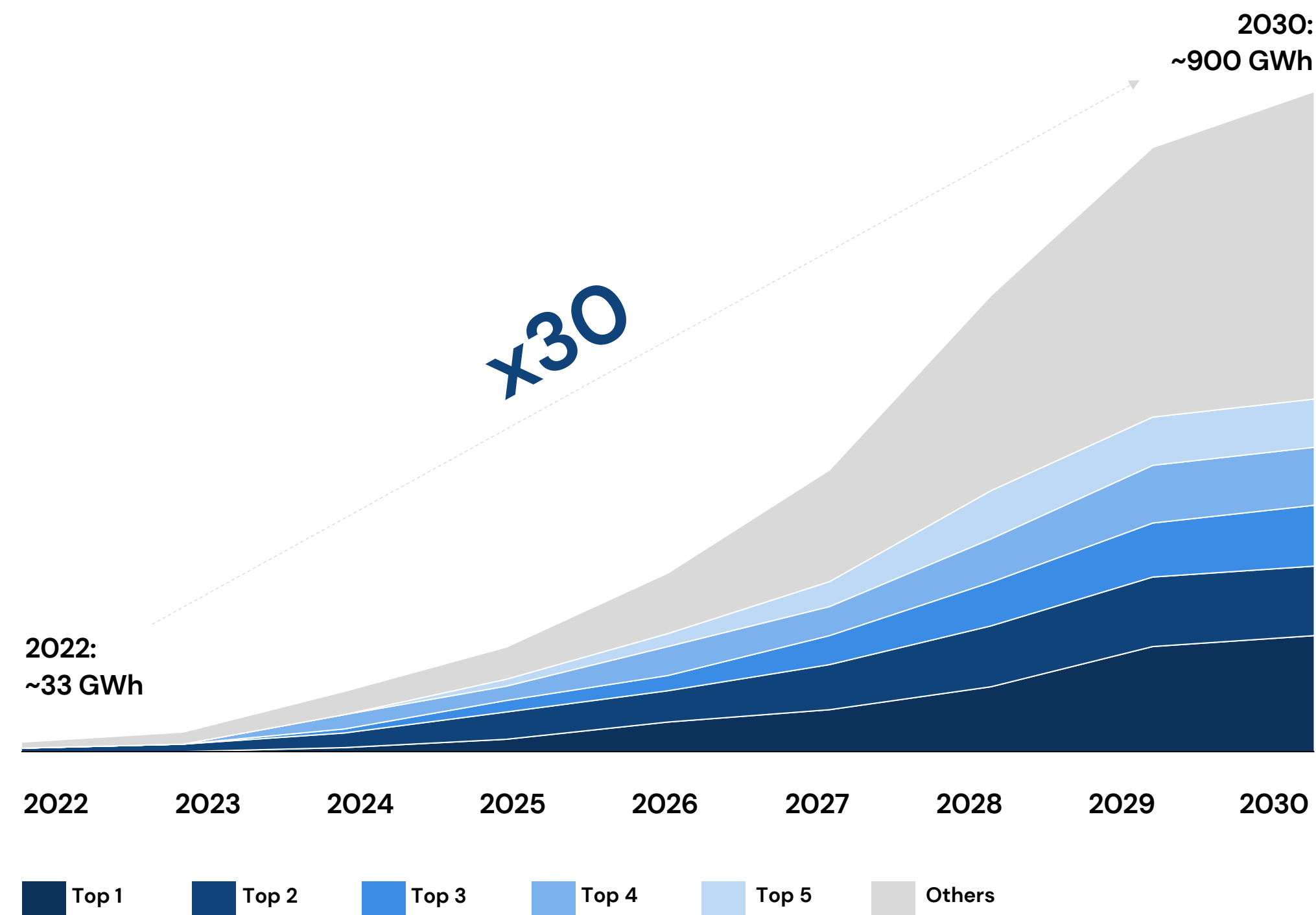
European Battery Production Growth

EU gigafactory ramp-up

Forecast for gigafactory ramp-up in Europe



- EU recycling market study
- Strategy & | PEM of RWTH Aachen University



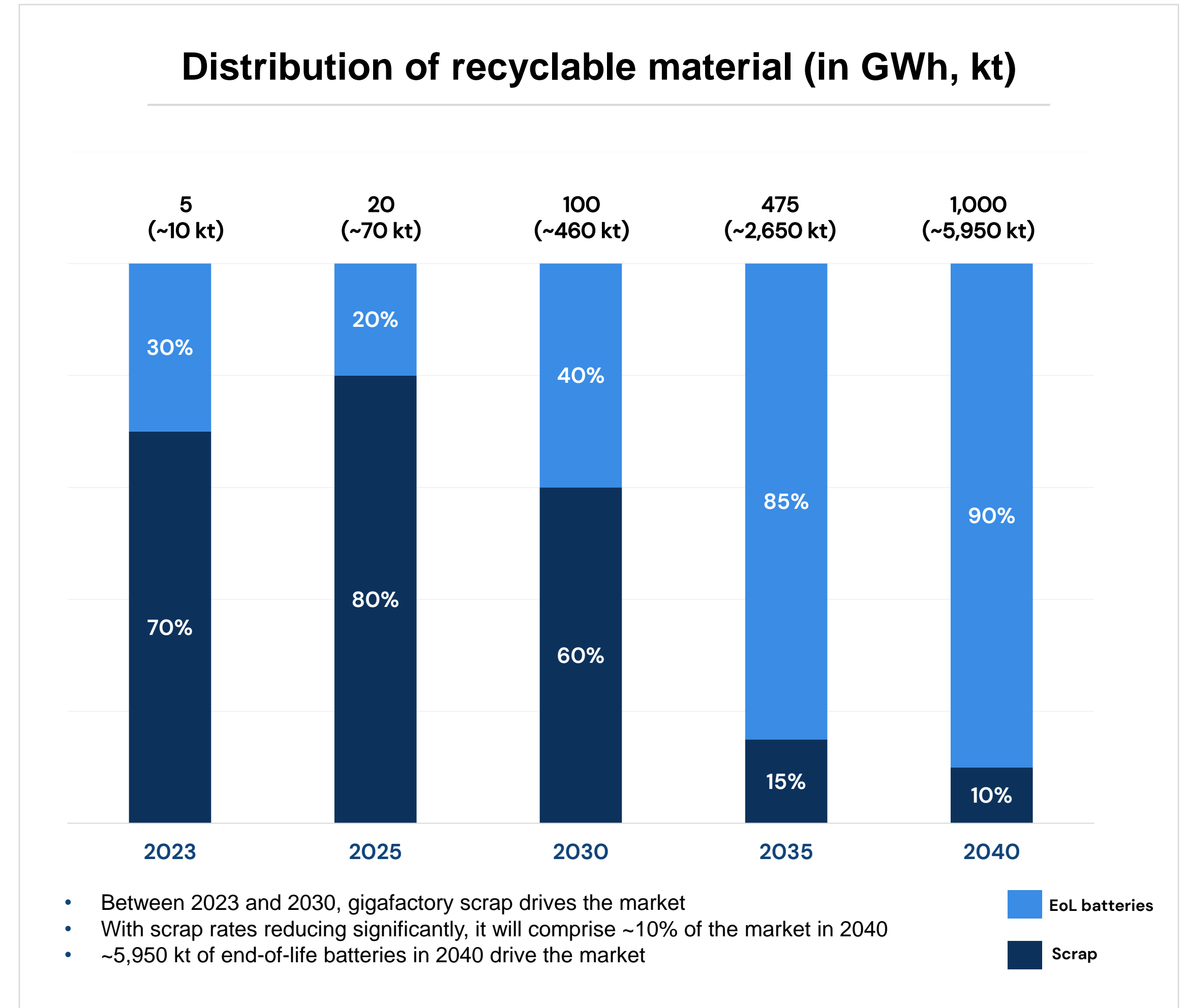
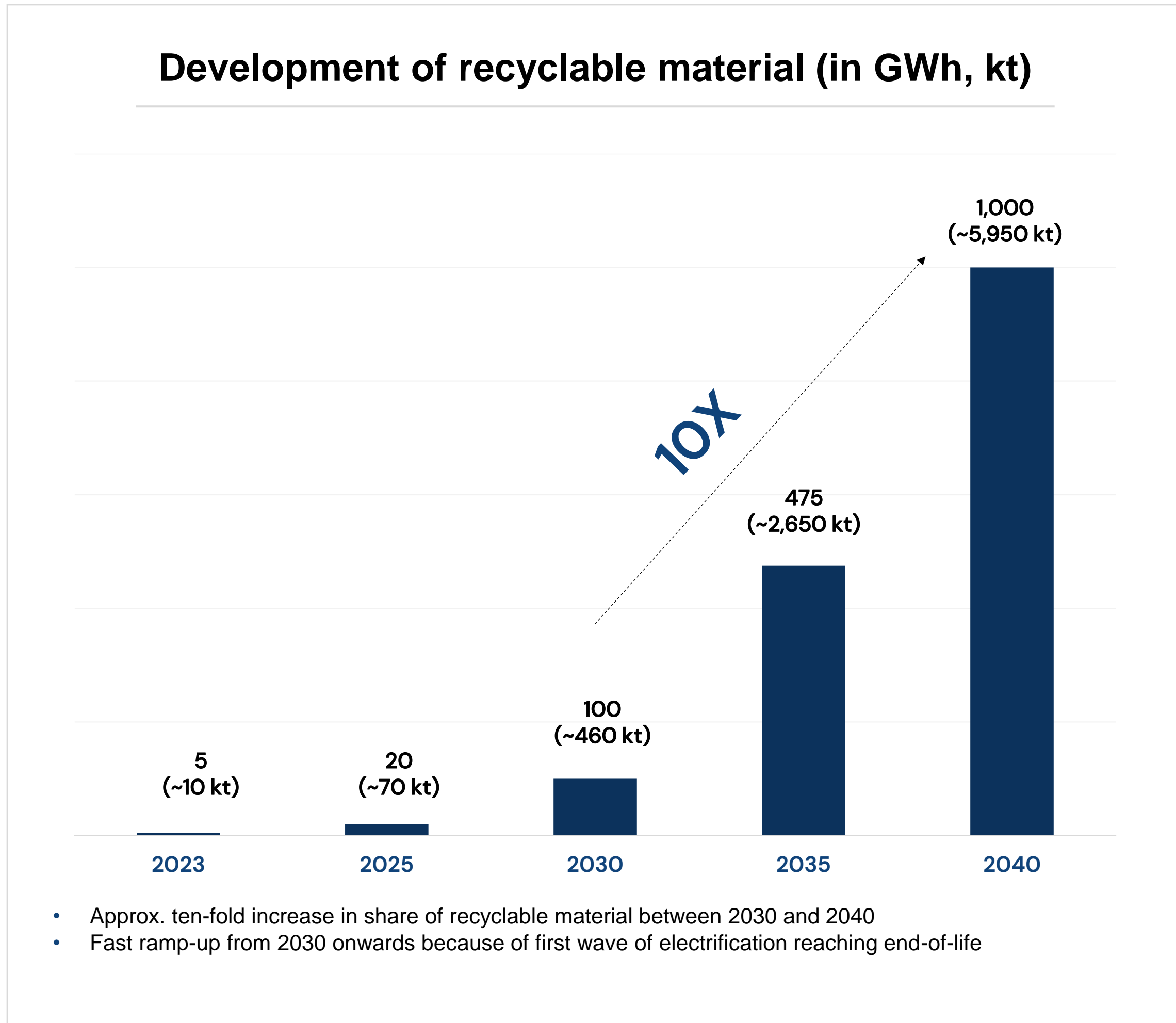
- Adjusted forecast based on announced GWh capacity compared to current project start-up status, based on desktop research and expert estimates.

Comments

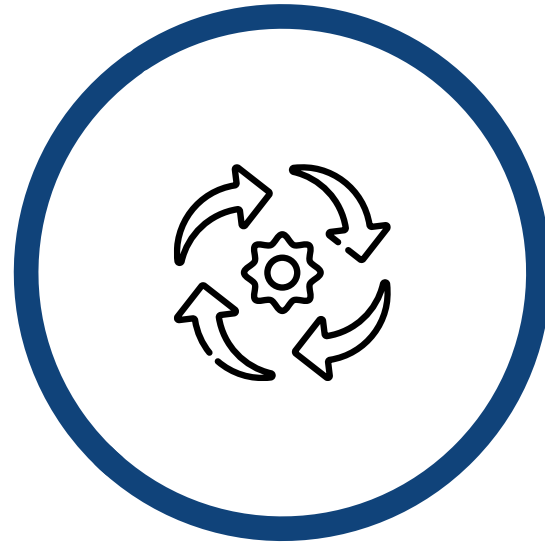
- Difference between announced and expected GWh ramp-up primarily due to late start of construction and market consolidation
- Top 5 manufacturers cover about half of total capacity in 2030
- Most small manufacturers start ramp-up from 2027 onwards

Battery Recycling Growth

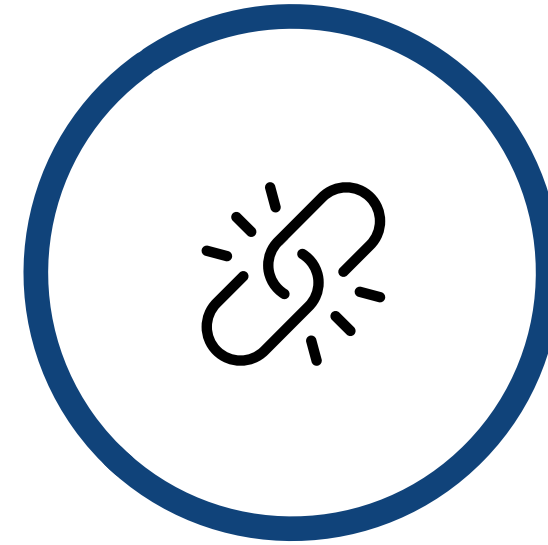
European recycling market (in GWh)



Why Recycle?



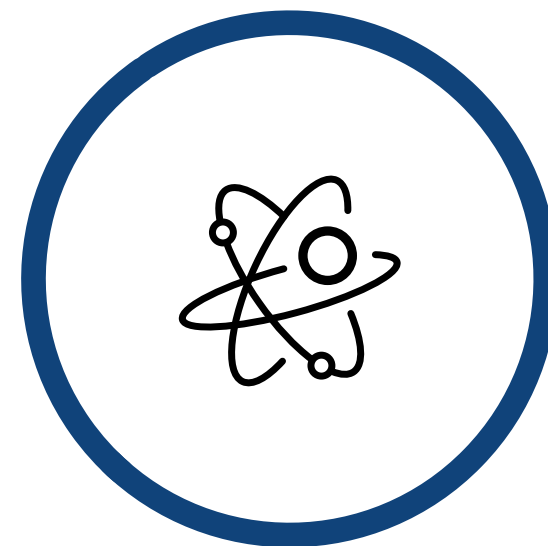
Alleviates constraints
& risks within the LiB
supply chain



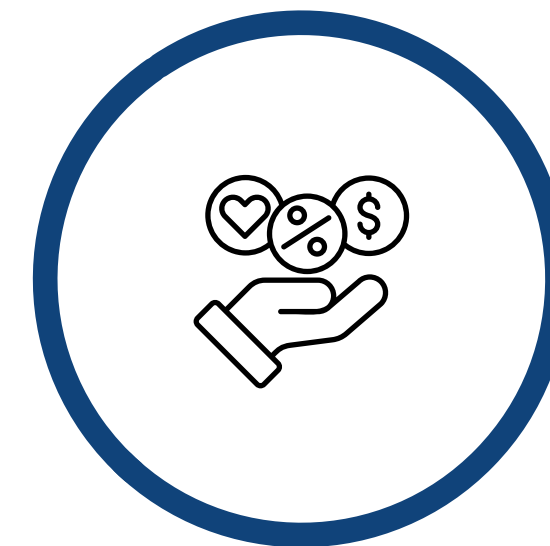
Reduces ESG risk
within the LiB
supply chain



Facilitates circular
economy

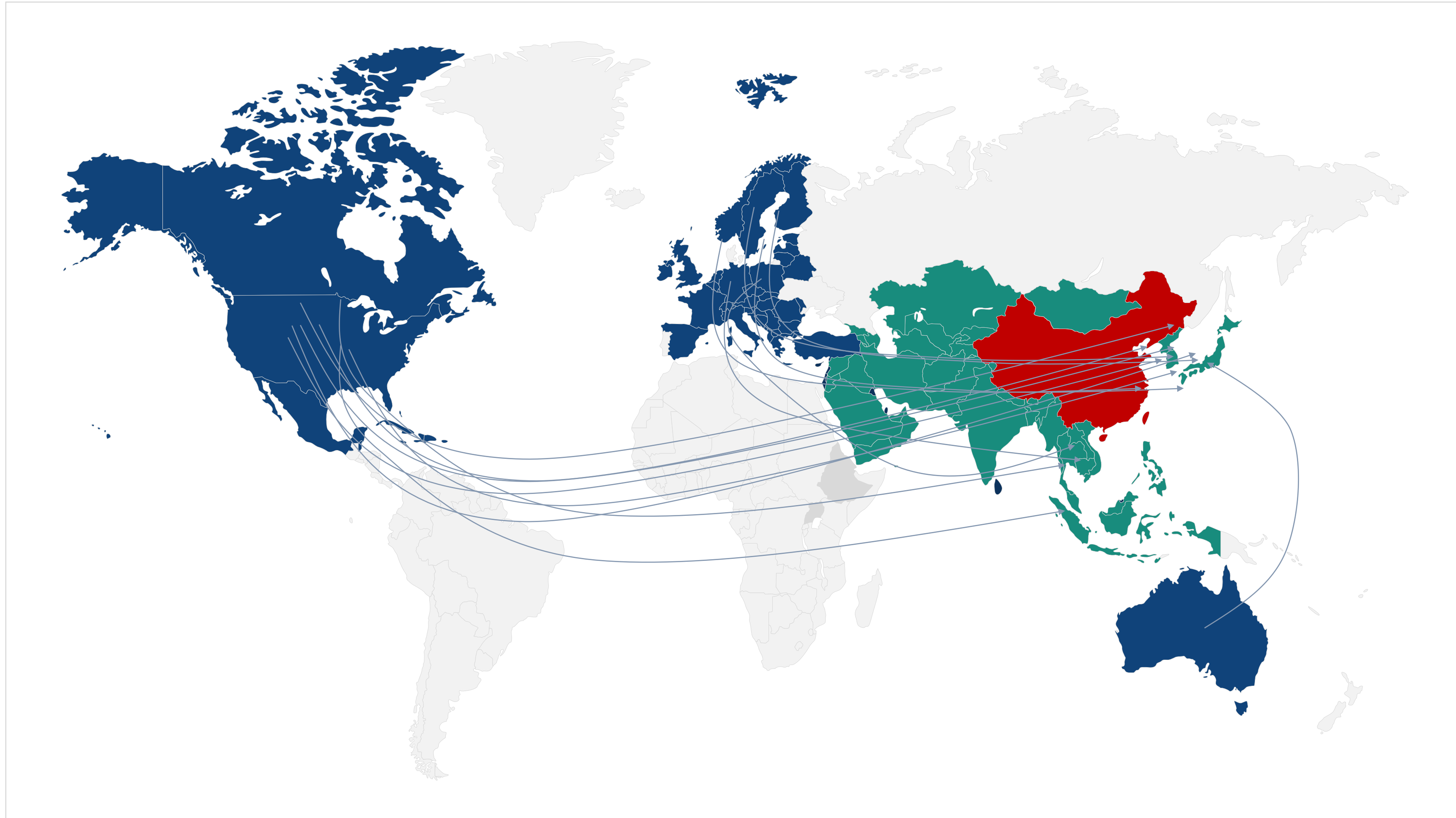


Policy momentum
sparking interest



Represents cost
benefit to be
extracted

Trade Flow of Black Mass (the West)



Drivers

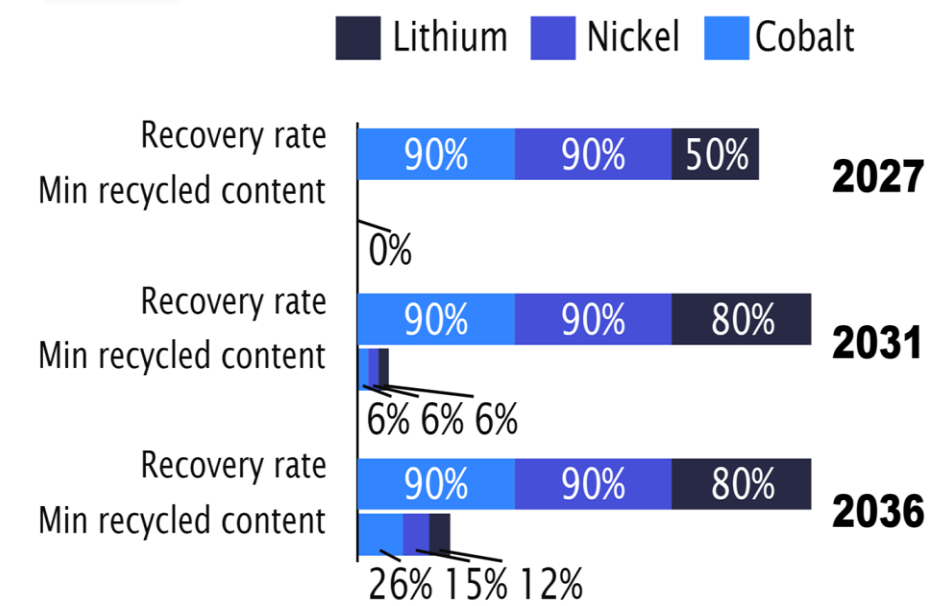
- Lack of processing capacity in the West.
- Higher purchasing power in Asia.
- Asian (ex. China) recycling overcapacity.

Battery Recycling Driving Forces

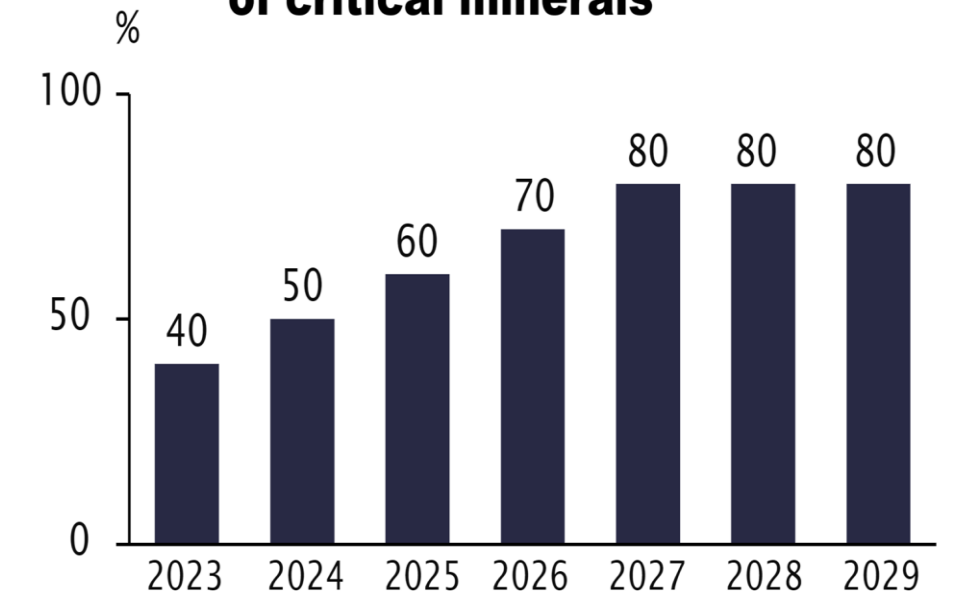
Legislation in Europe and Inflation Reduction Act (IRA) are aimed at securing sovereign energy transition capabilities (i.e. market share from China) and securing supply of critical minerals while capturing economic value

- EU now classifies black mass (expended batteries ready for recycling) as hazardous material, limiting exports
- EU legislation to require new EV batteries to include a minimum threshold of recycled critical minerals
- USA & EU drive for sovereign energy transition capabilities requiring critical minerals, in light of increasing geopolitical tensions
- EU requiring OEMs to be responsible for battery end-of-life management via “battery passports”
- Culminates in a 2030 intersection of regulatory deadlines and growth in available black mass volume
- Incumbent recycling methods are challenged to meet these new demands - incineration, use of toxic acids, energy-intensive

EU targets for material recovery rates and minimum levels of recovered contents



IRA Clean Vehicle requirements on the percentage of the value of critical minerals



03

Battery Recycling
Market Overview



Rho Motion Market Study

Potential:

11 million tpa black mass by 2040 = US\$100B recoverable value



Commercial sustainability was highlighted by Supply (securing of black mass and identified suppliers) and Demand (offtake agreements with identified potential customers)



Emphasis on the importance of industry partnerships and collaboration with governments



Iondrive positioning to be an early mover in a rapidly growing battery recycling landscape



Compounding factors of environmental regulation, supply chain security, and growing demand for EVs



Recycling expected to increase its market share of battery minerals to 60% by 2040 (remaining 40% from mining)

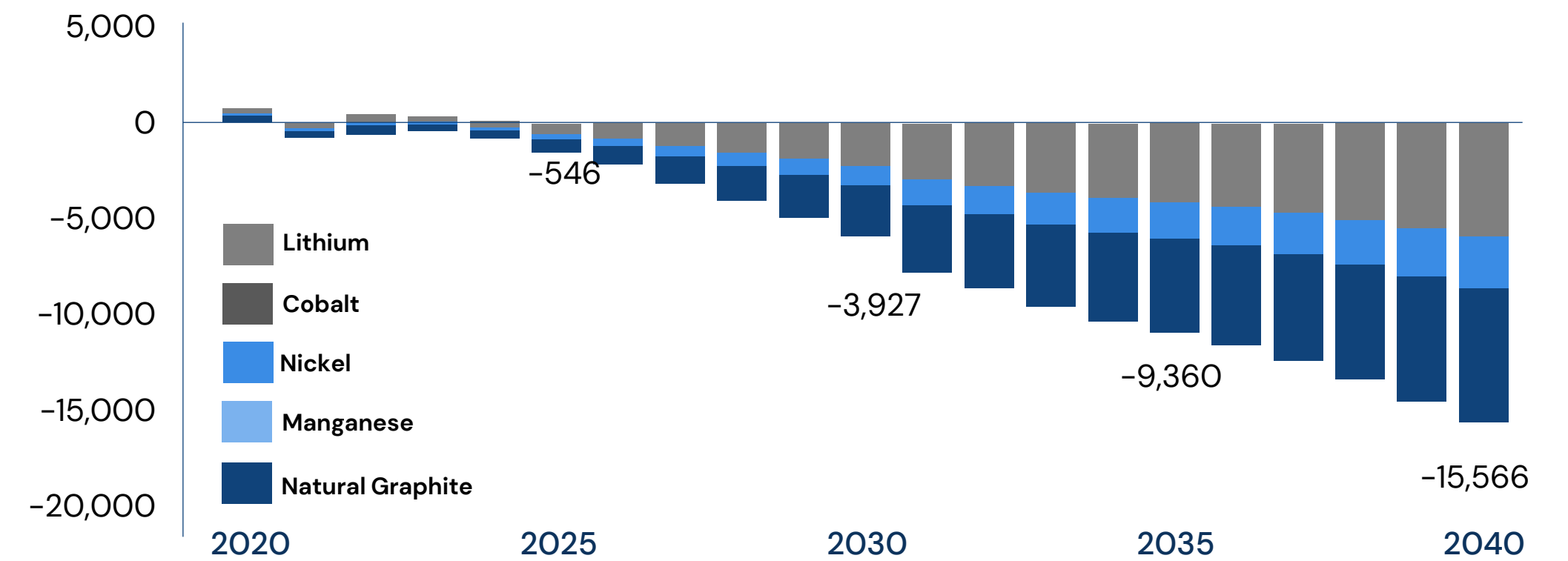


IONs eco-friendly method holds a significant advantage over incumbent technology in light of new legislation

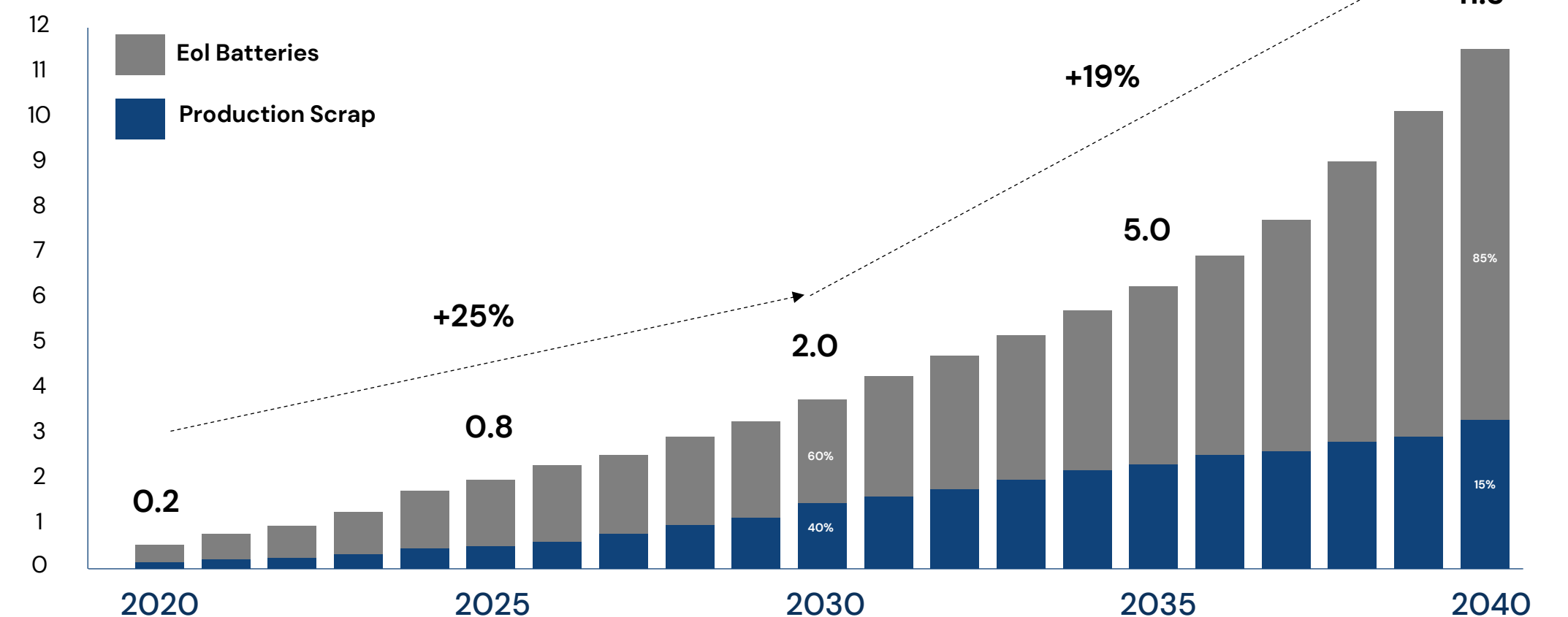


Comprehensive de-risking efforts are underway ahead of anticipated pilot plant construction in FY2025

Global market deficit for battery-grade active materials (ktpa)

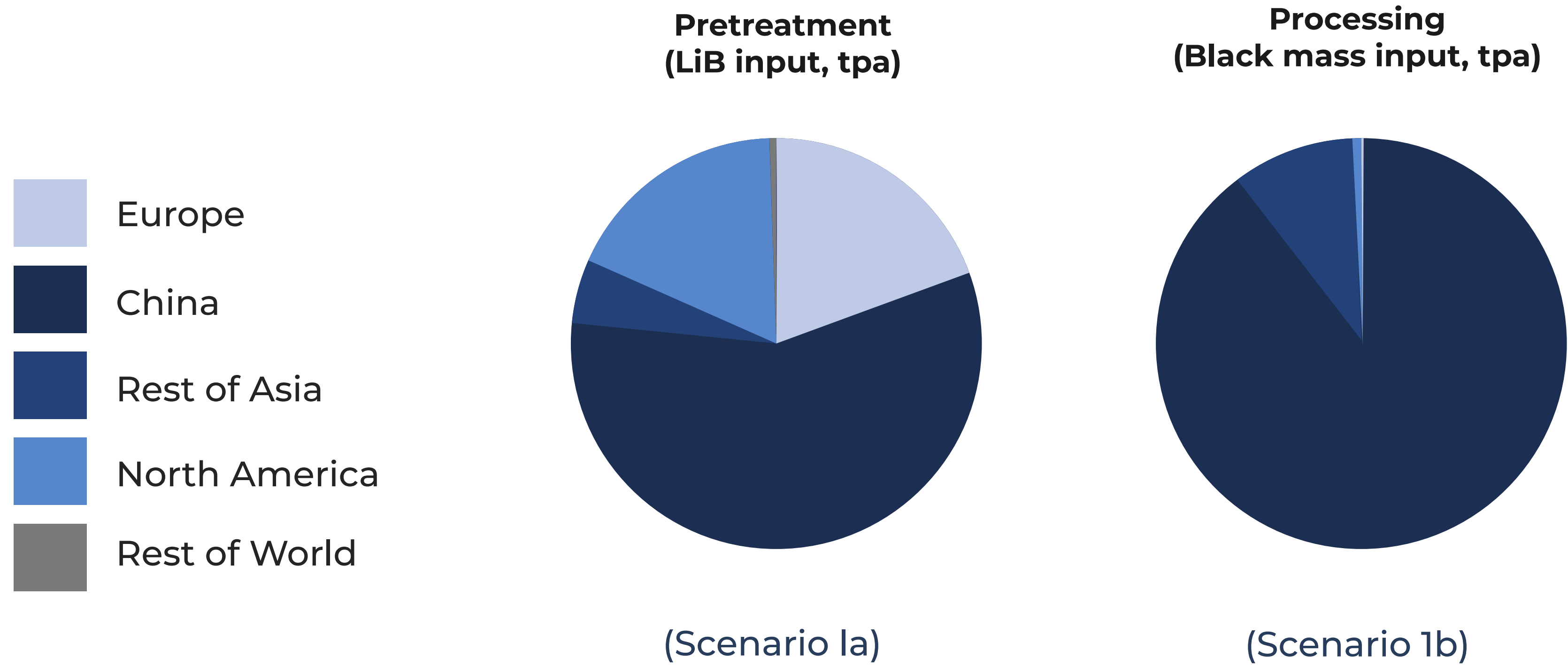


Black Mass (million tonnes)



Recycling outlook: infrastructure

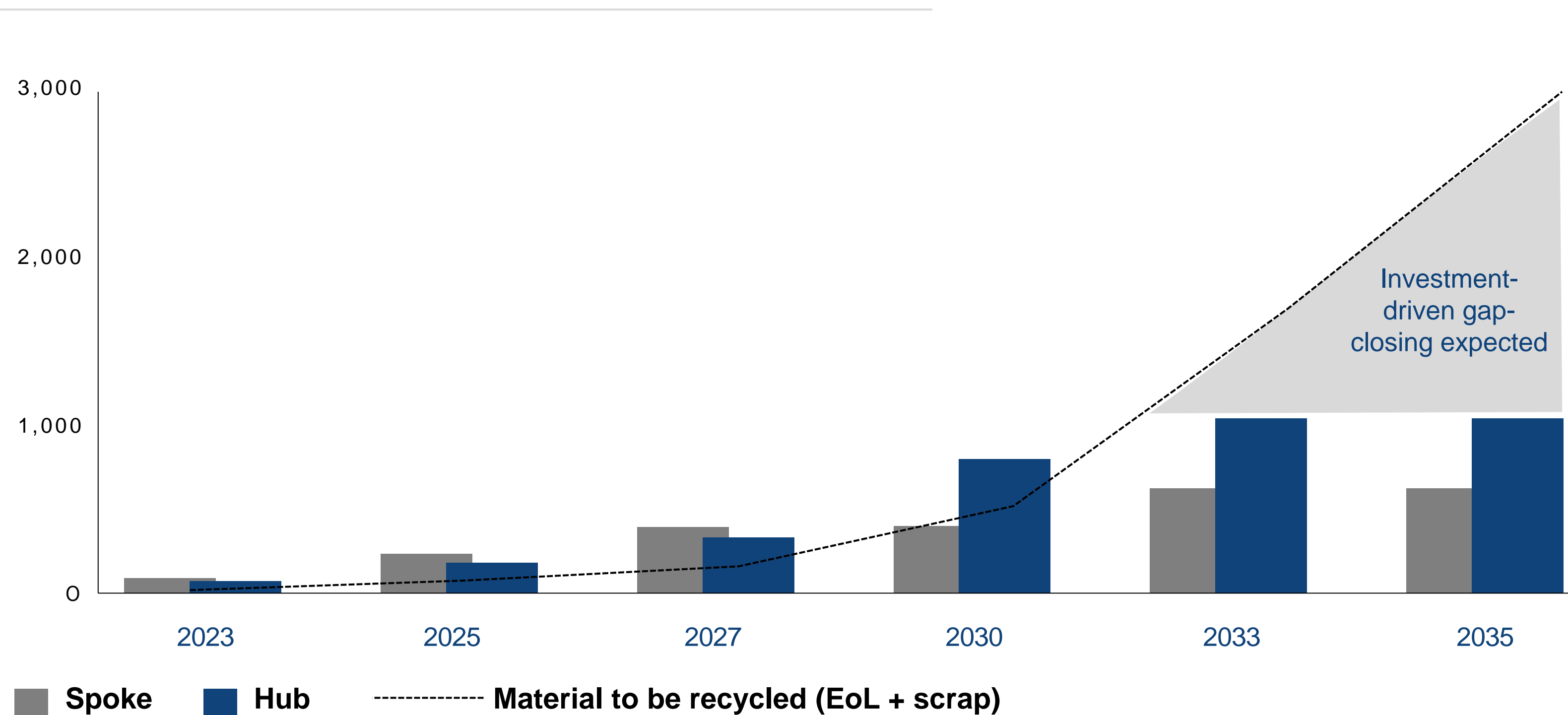
Battery recycling infrastructure (operational)



More processing infrastructure than BM available (overcapacity)

Recycling Capacity Gap in Europe

Recycling capacity development (in kt batteries)



Recycling capacity development from today to 2035

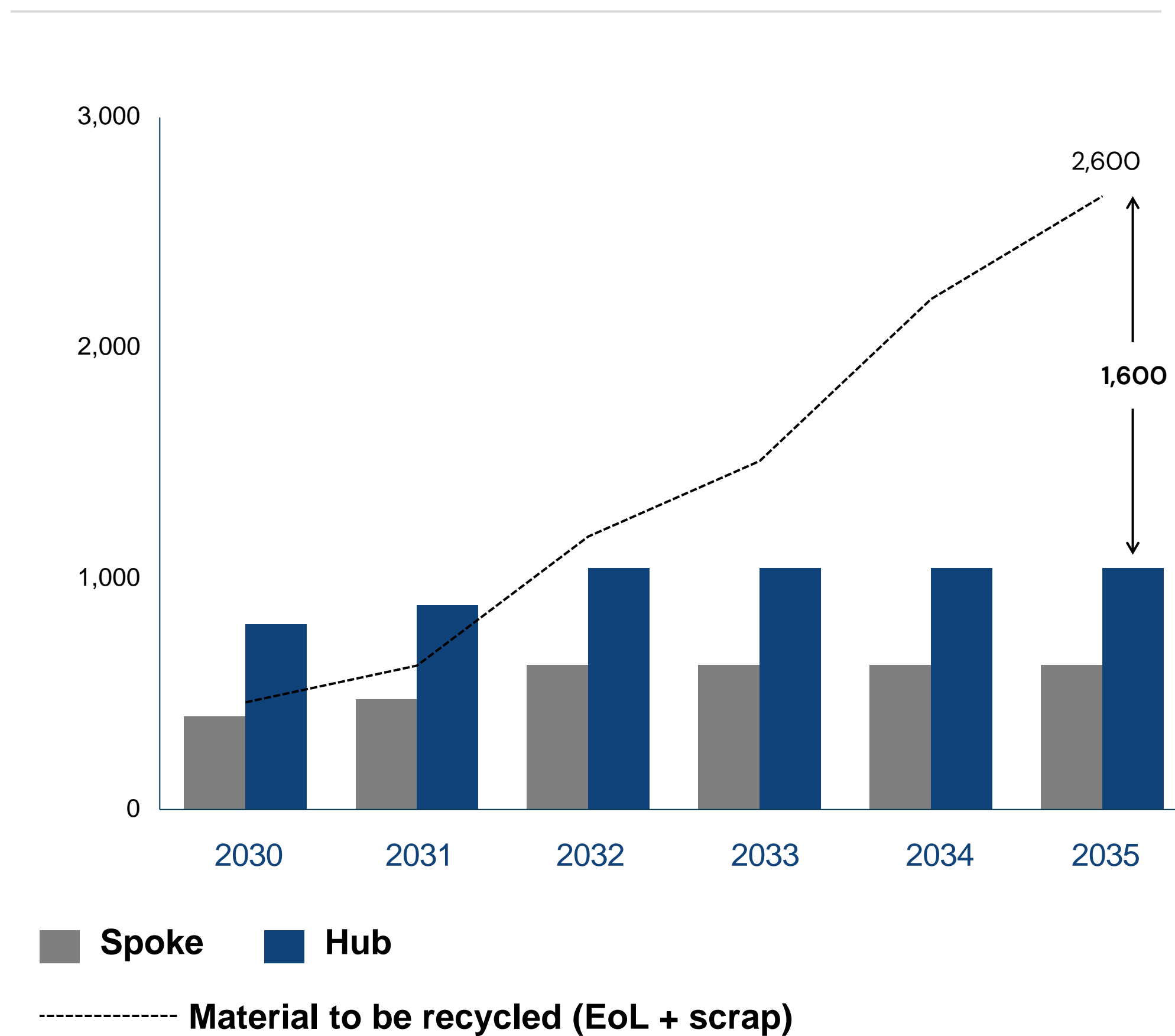
Note: Hub comprises capacity for hydrometallurgical and pyrometallurgical recycling

Comments

- Significant overcapacities in the European recycling market by 2030, market expected to consolidate
- From 2030 onwards, a gap between available material and recycling capacity arises
- The spokes, in particular, have a large capacity gap
- The recycling capacity gap is expected to be closed by additional investments

Additional Investments to close the Recycling Capacity Gap

Recycling Capacity Development (kt batteries)

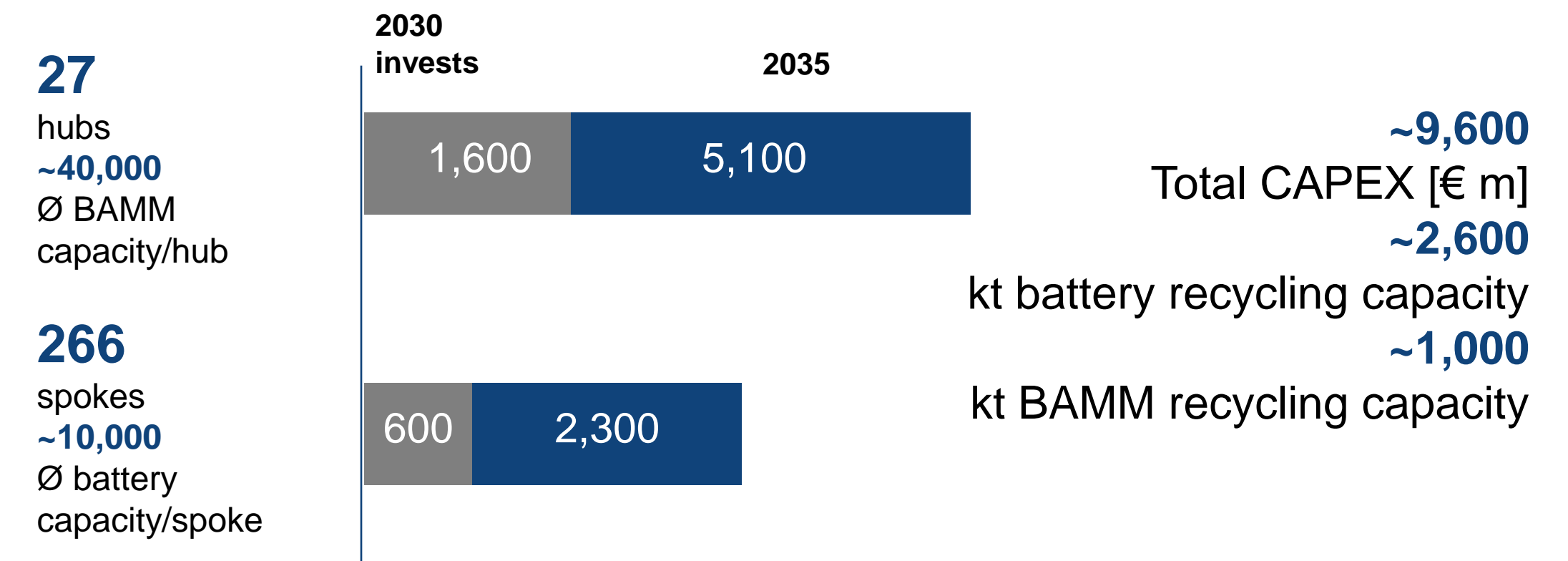


Note: Hub comprises capacity for hydrometallurgical and pyrometallurgical recycling

Source: Joint study between Strategy& and PEM of RWTH Aachen University, August 2023

Investment Requirements (CAPEX in €m)

ΣCAPEX in €m



- To meet the demand for recycling capacity in **2035**, a total **CAPEX of €9.6 bn is required**
- Based on the announcements, **€1.6 bn will already be invested in hubs and €0.6 bn in spokes by 2030**
- To build up the capacity needed, a further **~€7.4 bn in total** must be invested by 2035

pCAM Manufacturing in Europe: Nil

pCAM infrastructure (operational)

**There is currently no commercial scale
pCAM manufacturing in Europe.**

This a gap in the value chain.

A further opportunity for londrive.

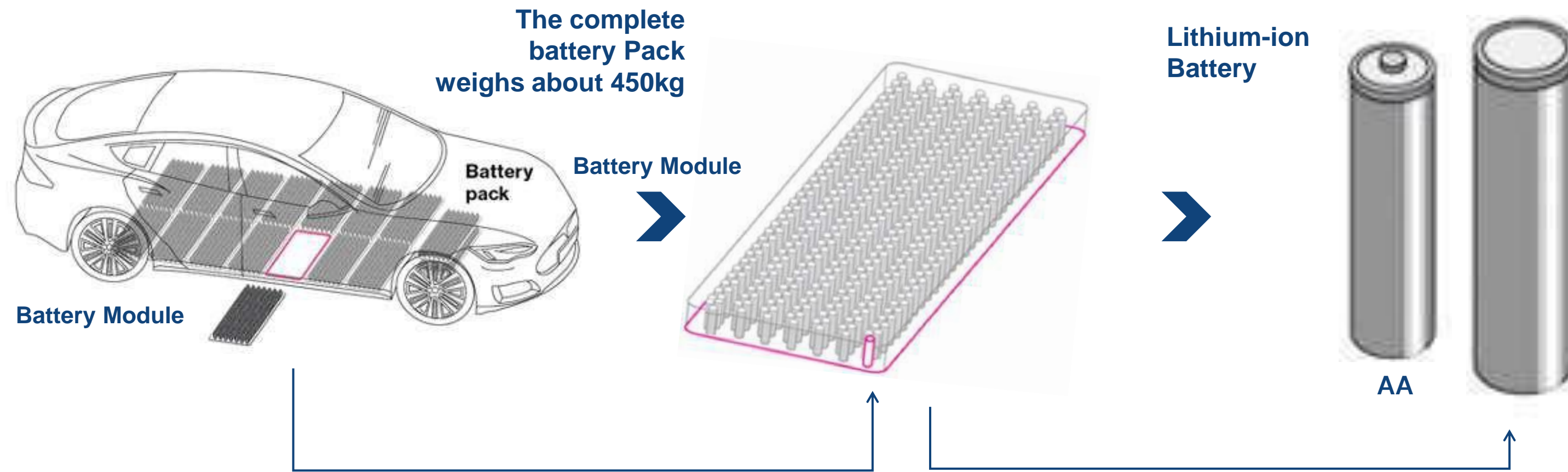
04

Battery Recycling

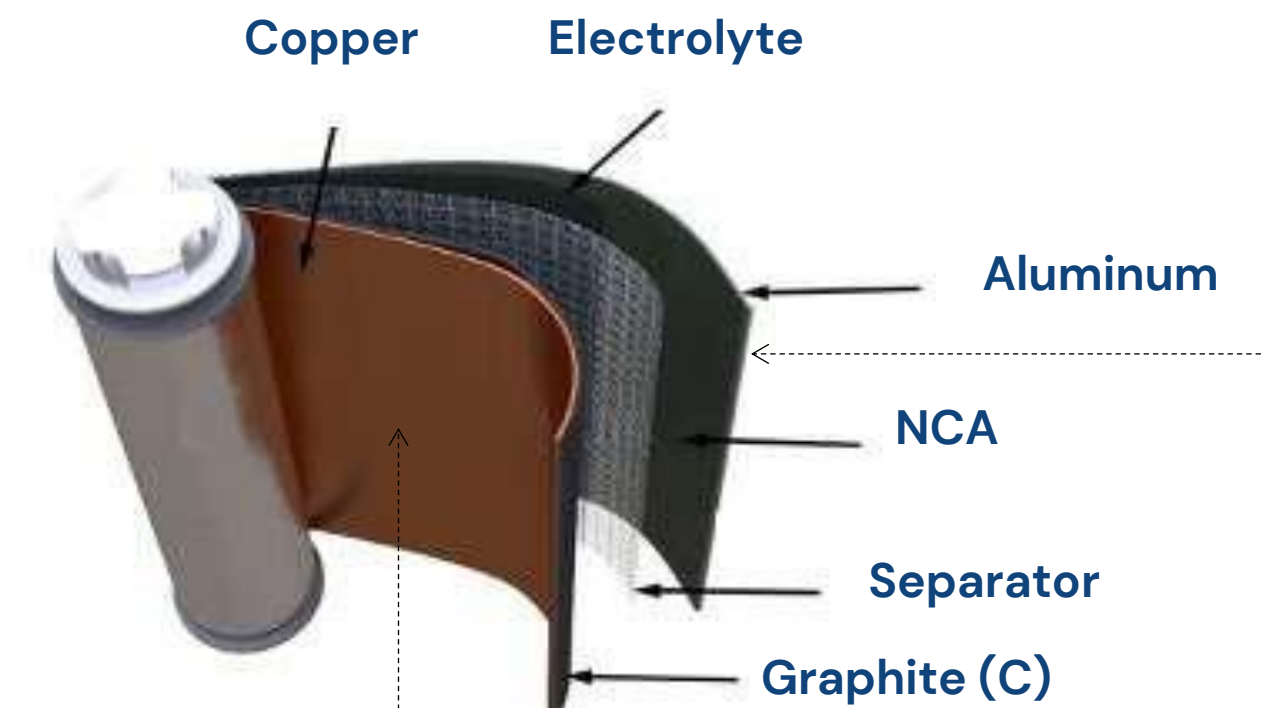
Technology Overview

EV Batteries (LiB)

Schematic of EV Battery Pack & LiB function

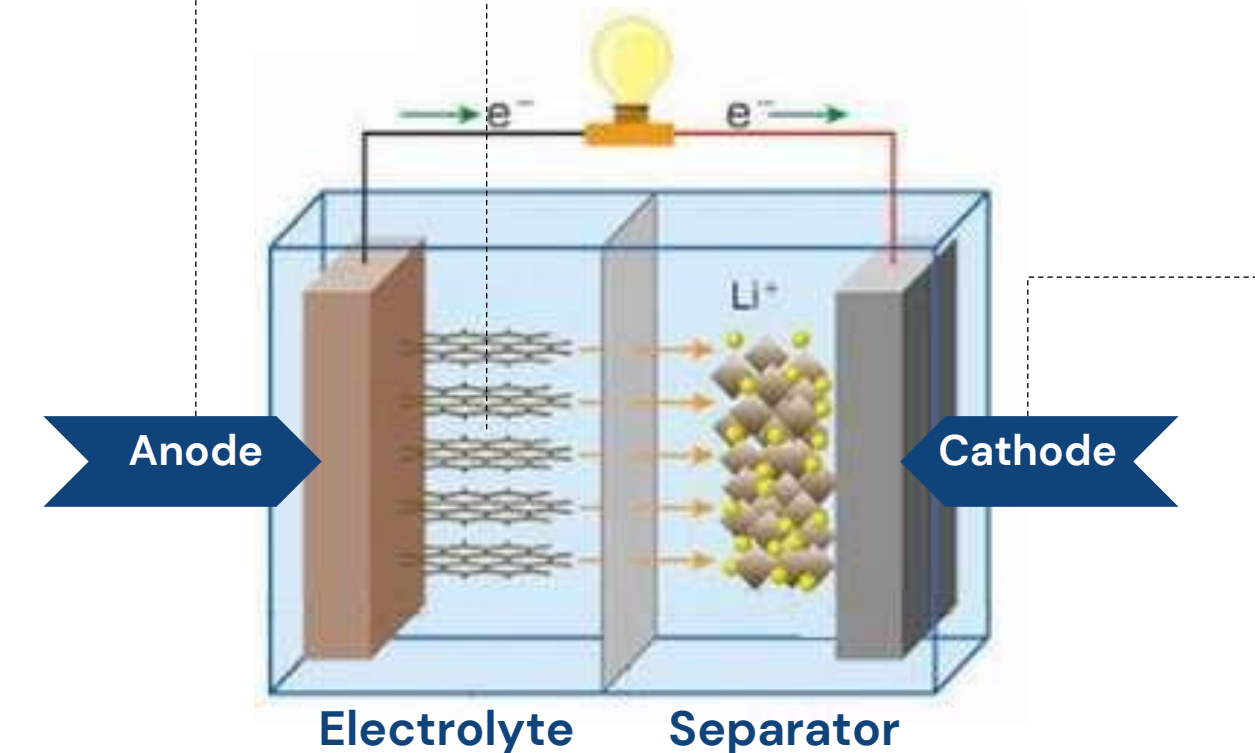
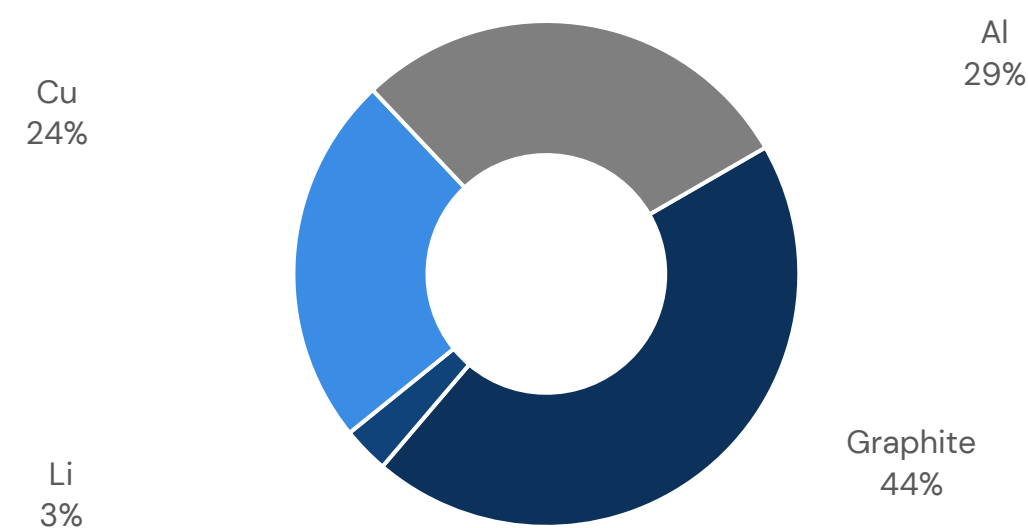


Inside a Lithium-ion Battery Cell

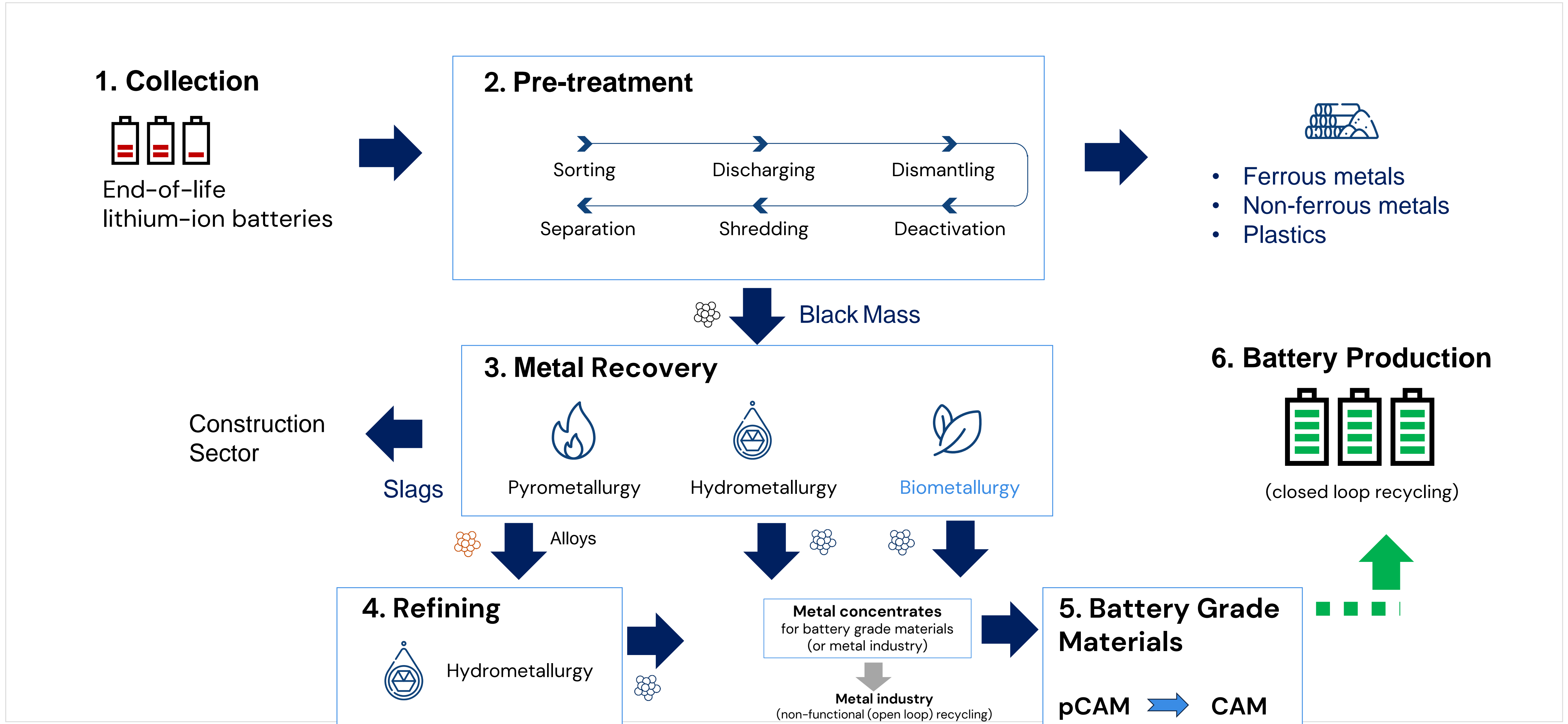


- Anode contains mostly graphite ~20-30% of the LiB battery cell. (~60kg per EV LiB Pack)
- Cathodes are predominantly NCM or LFP chemistries.
- NCM (Li, Ni, Co, Mn)
- LFP (Li, Fe)

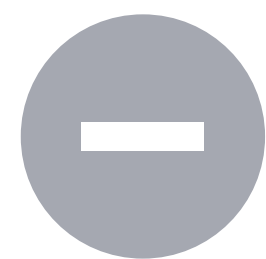
Lithium-ion Battery Cell Material Composition



End-of-Life LiB recycling



ION has scope to disrupt incumbent technology



Incumbent Recycling Technology

- Requires incineration (pyrometallurgy) or toxic acids/bases (hydrometallurgy) to extract valuable materials
- Significant, costly toxic waste treatment is needed to prevent environmental impact
- Energy-intensive processes are unattractive for ESG considerations, and erodes profitability and incentive to reclaim recyclable materials
- Minimal ability to selectively separate critical minerals, requiring more intensive post-processing
- Unappealing process for EU and USA markets due to high cost, environmental footprint and safety concerns



ION Innovative Recycling Technology

- Uses Deep Eutectic Solvents (DES) in conjunction with benign organic solvents
- Non-toxic solvents in a closed-loop process with a small environmental footprint creating attractive opportunities in green energy transition
- All solvents are reclaimed, consuming only a negligible volume enhancing the economics of the process
- High degree of separation of valuable critical minerals (selectivity) with very high recovery rates (95%+)
- ION expects strong appeal to the growing market for recycled battery materials in ESG-sensitive markets in EU and USA due to eco-friendly, safe, efficient process



05

londrive Commercialisation

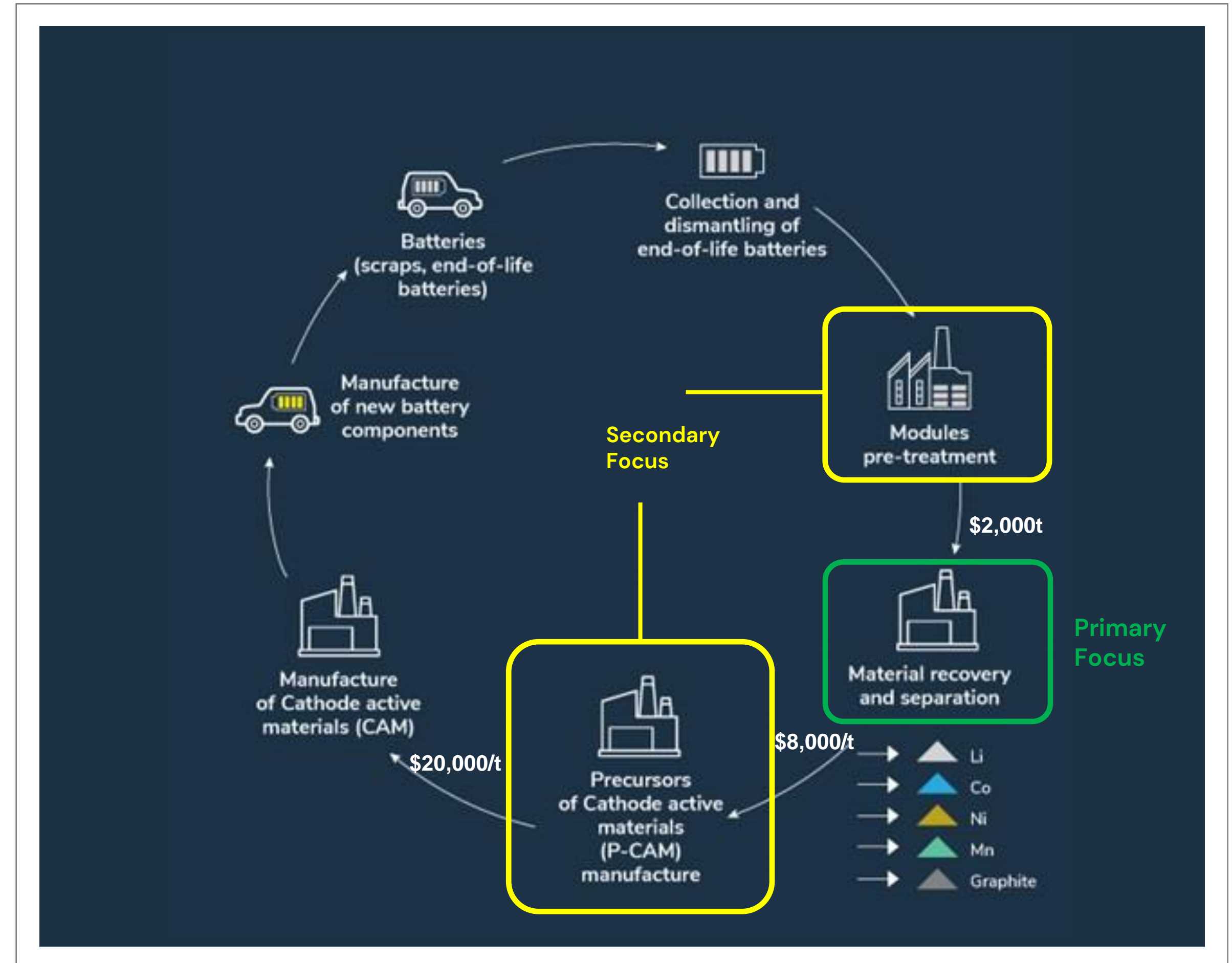


Business Model

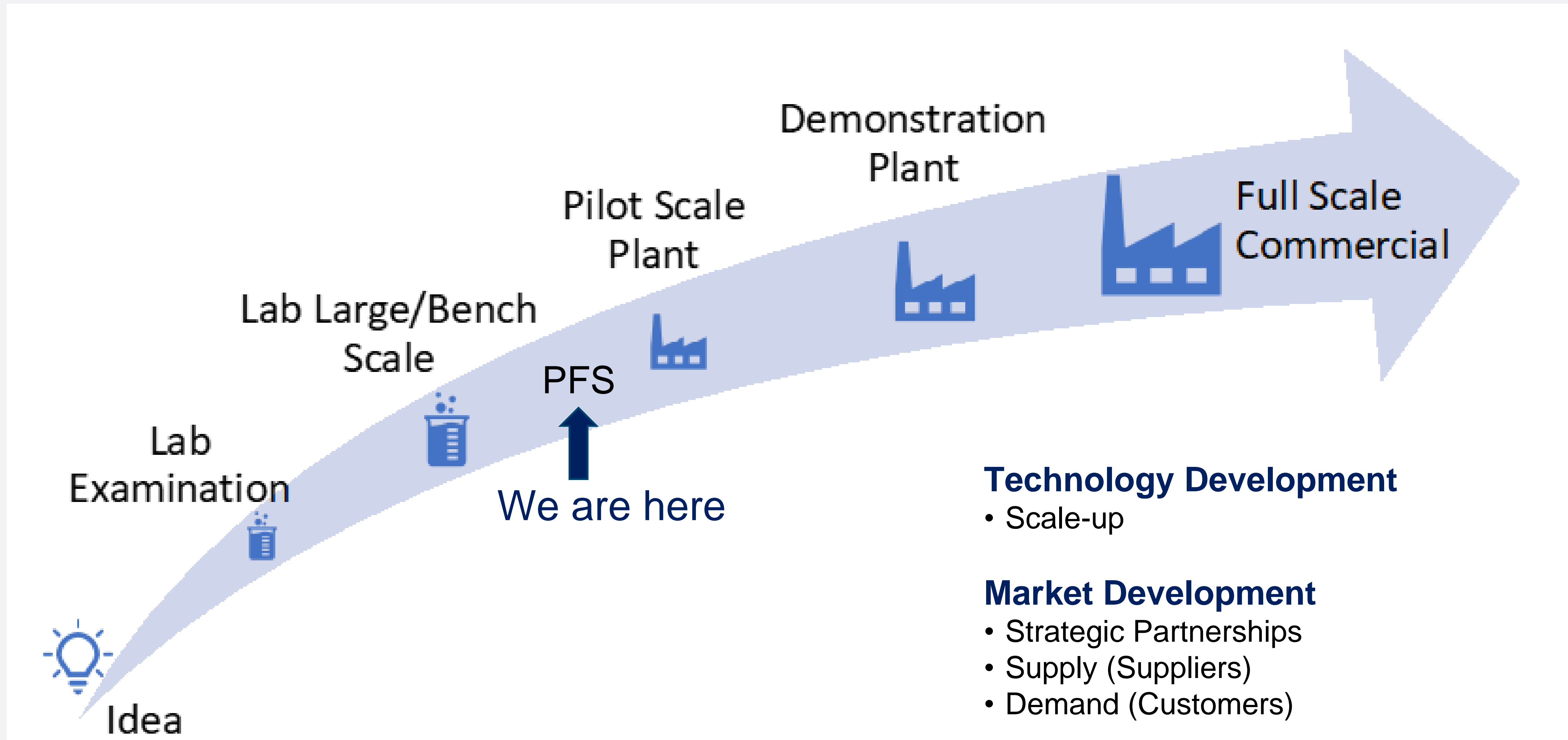
Our Innovative DES Process

ION's Deep Eutectic Solvents (DES) Battery Recycling Technology is used in conjunction with benign, biodegradable organic solvents to recover valuable critical minerals (Li, Mn, Co and Ni).

1. Our exclusively licensed and provisionally patented technology is applied through a series of hydrometallurgical unit operations to reclaim over 95% of critical minerals from Li-ion batteries
2. Large-scale bench trials have proven that negligible volumes of solvents are lost
3. Our method is safe & efficient and will enable a more secure supply chain for EV batteries through the green energy transition
4. Future development to expand the process to include valorisation of recovered metals to pCAM materials



Commercialisation Pathway & De-risking



PFS + De-risking Activities

● Complete ● In Progress ○ Pending

londrive is on track for the completion of the Pre-feasibility Study in **October 2024**. The PFS is a **Techno-Economic Evaluation** focusing on technological, commercial, and executional de-risking strategies. These de-risking activities ensure a strong foundation for successfully executing the commercialisation pathway for our recycling technology.

Technology

- University of Adelaide large-scale bench trials
- 3rd party large-scale bench trials
- High-level process engineering design of 10,000 tpa black mass plant (**Wood**)
- Value Engineering + Solvent Recovery (**Koch Modular**)
- Cost estimation – Capex/Opex (**Wood**)

Commercial

- Rho Motion market study
- Economic viability modelling
- Benchmarking 10,000 tpa plant (**PEM**)
- Cost driver deltas

Execution

- Stage-gate project execution model
- Team & Staff

Strategic Partnerships

- Strategic industry partnerships in EU
- Technology partnerships - equipment & engineering
- MOUs & LOIs for consortium participation
- Explore supply and off-take agreements* (Consortia)

Large-Scale Bench Trials

Investigating the DES process in larger volumes to determine scalability, quantify solvent losses, and an accurate mass balance.

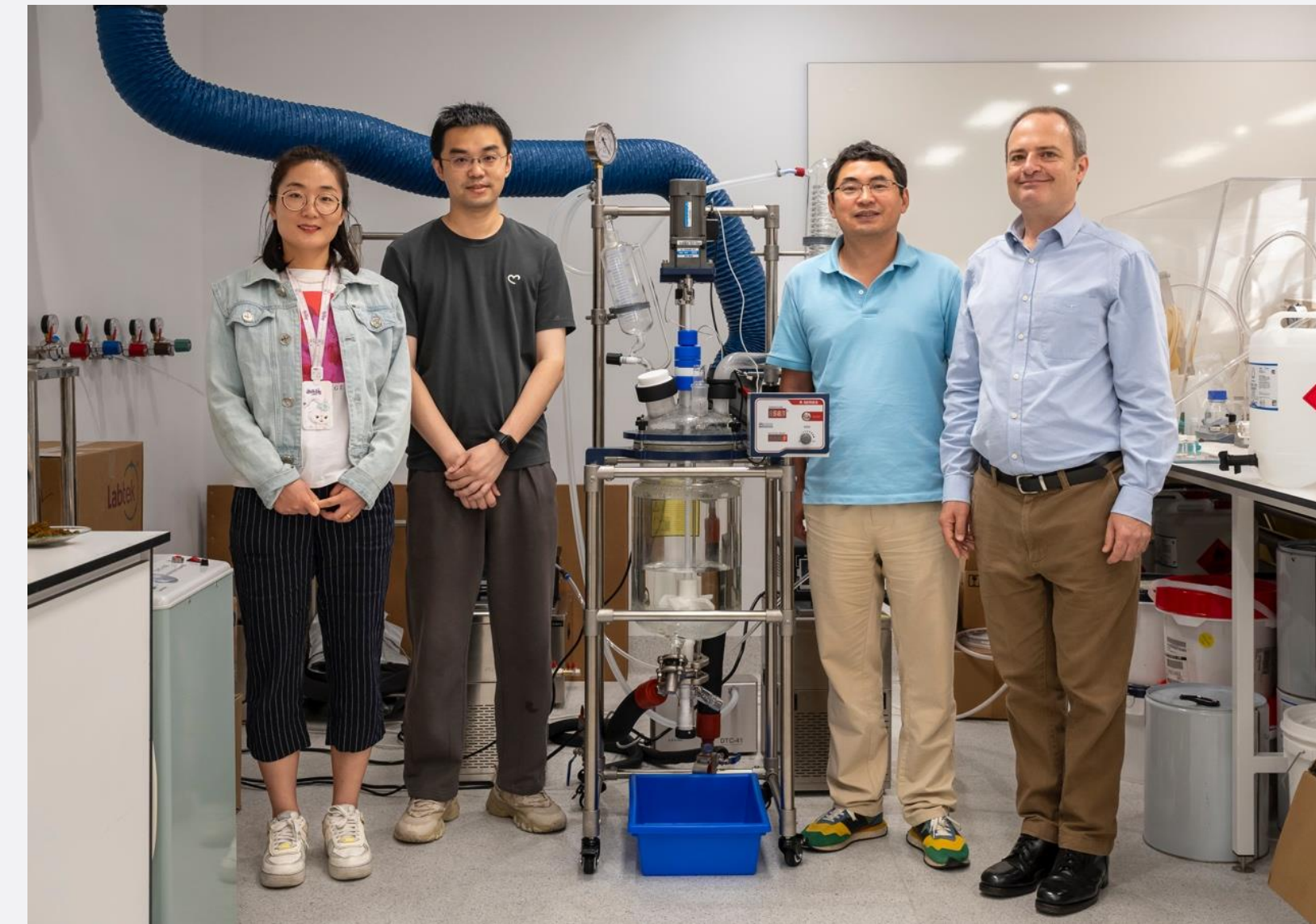
University of Adelaide Bench Scale Trials - Complete

- Verified that DES battery recycling process does scale with larger volumes
- High recoveries on par with early trials
- Solvent losses determined to be less than 2%
- As the largest cost driver, this is critical for the economics of the process
- Future work aimed at optimization of extraction selectivities

Battery Metal	Total Recovery		
	IMO Large Scale	UoA Large Scale	UoA Small Scale
Lithium	NA	NA	99.9%
Nickel	98.3%	97.6%	99.7%
Cobalt	98.6%	97.6%	97.3%
Manganese	84.6%	87.7%	92.4%

3rd Party Independent Trials - Complete

- Undertaken at Independent Metallurgical Operations (IMO) in Perth
- Independently 3'd party verification of our technology & generating necessary process data for design of pilot plant



Pilot Plant

Timeline

6-month construction in FY2025

2-year operation

→ Begun design and construction of a DES battery recycling Pilot Plant

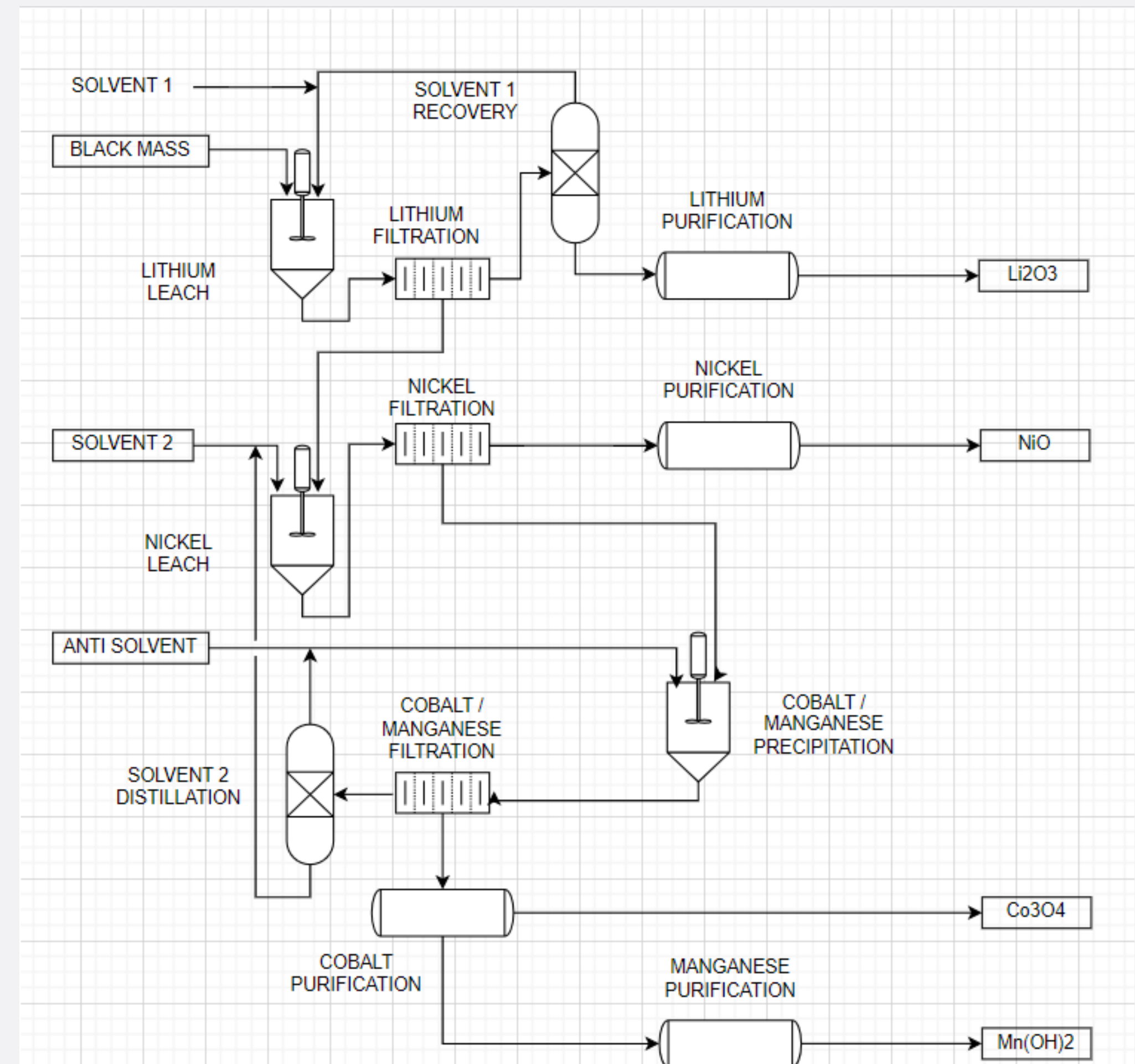
- ◆ A major de-risking step on commercialisation pathway
- ◆ Continuous, fully integrated, closed-loop system representative of a large-scale commercial operation
- ◆ Will be a test vehicle for process development & optimisation

→ Funding to be provided by a subsequent Capital Raise together with non-dilutive grants and rebates:

- ◆ \$1m pa Grant awarded to UoA for ARC Battery Recycling Training Centre (ION contribution of \$0.2m pa, largest industry participant)
- ◆ Matched CRC-P grant application to be submitted in June, outcome known from September 2024
- ◆ Other eligible expenditure claimable under the 43.5% R&D tax rebate¹

¹Refer ASX announcement 15 August 2023

DES Process Flowsheet





06

Strategic

Industry Partnerships



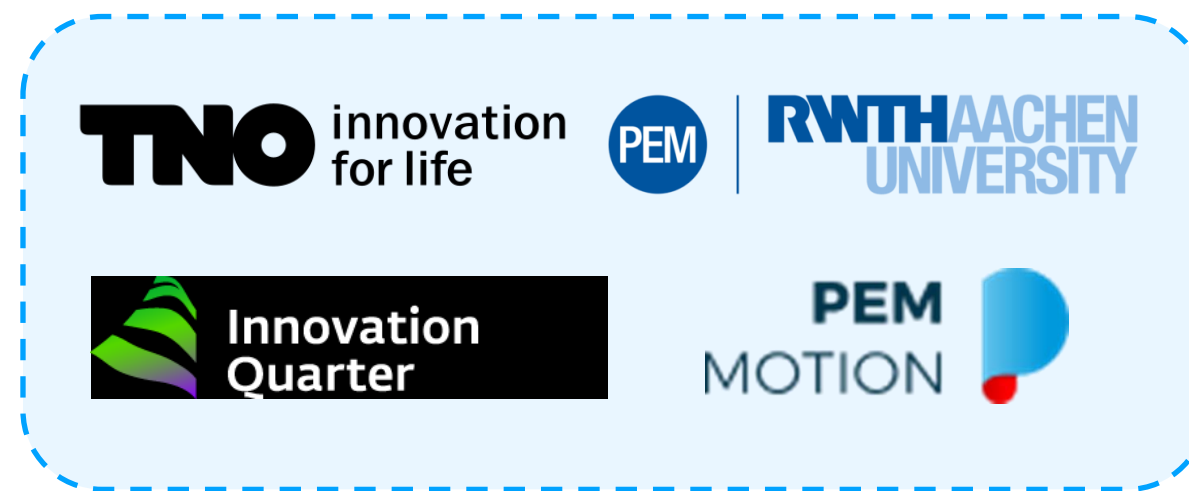
Strategic Industry Partnerships

We are forming strategic partnerships to help us scale up, optimize our process and reach commercial production

AUS Industry Partnerships



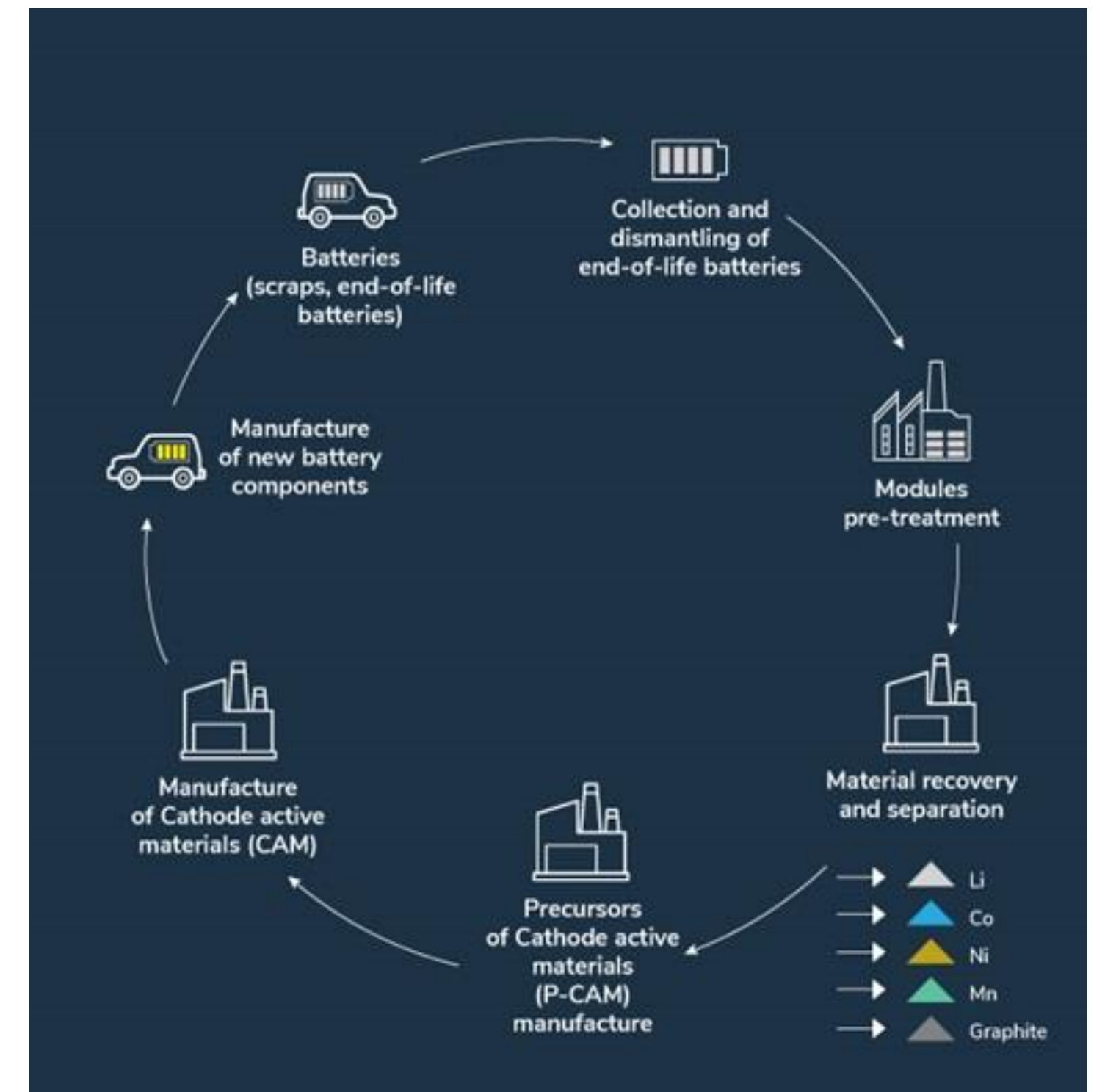
EU Industry Partnerships



Technology Partnerships



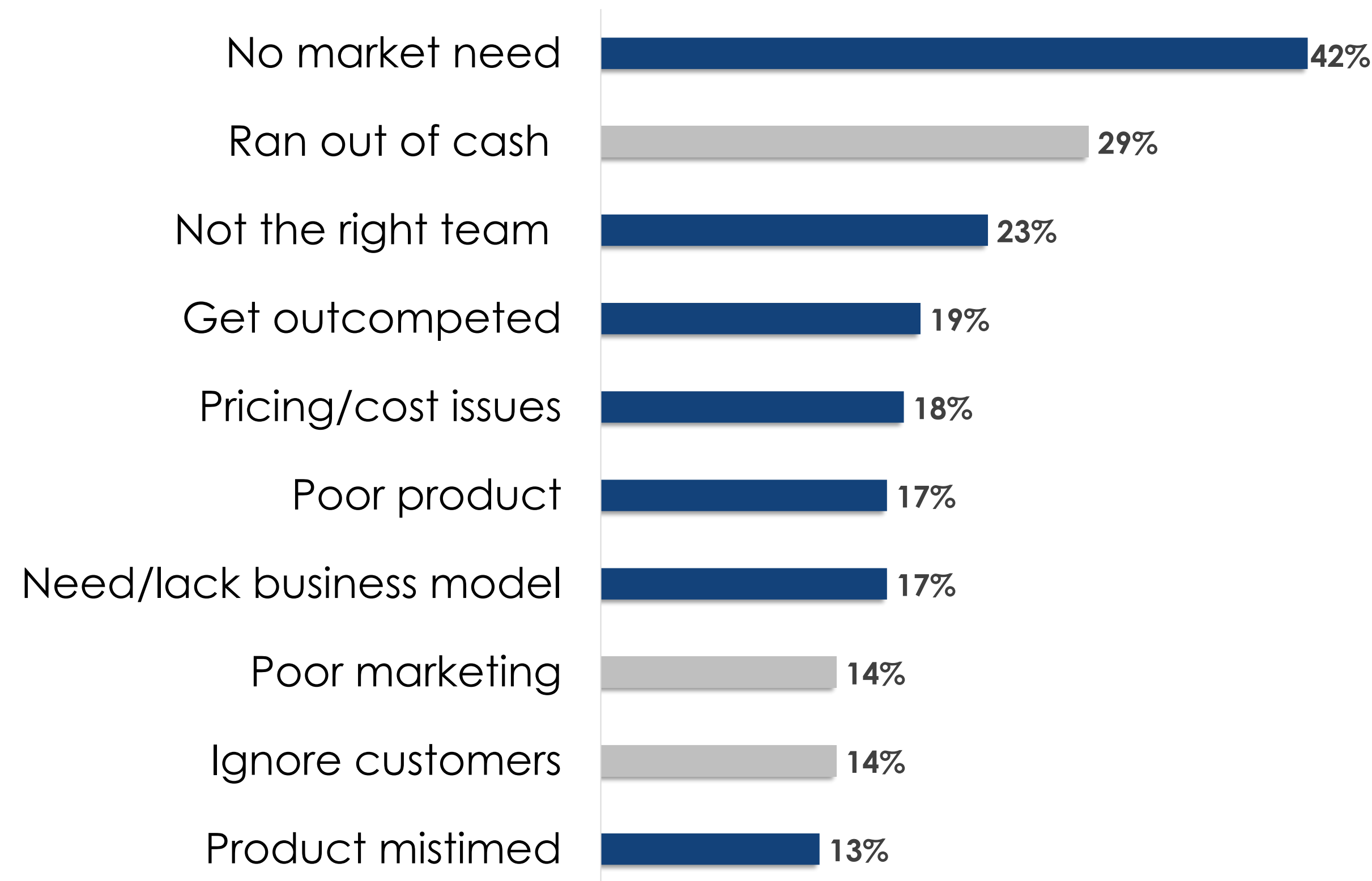
EU Consortium



Strategic Industry Partnerships – De-Risking Strategy

We are forming strategic partnerships to DE-RISK commercialisation (PEM Motion)

TOP 10 REASONS FOR STARTUP FAILURE



DE-RISK INVESTMENT DECISIONS

-  Market Competitiveness
-  Technology Innovation
-  Product Scalability
-  Team Experience
-  Customer Demands
-  Regulatory Requirements



Thank you

Dr Ebbe Dommissie

CHIEF EXECUTIVE OFFICER

[IonDrive LinkedIn](#)

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W | www.iondrive.com.au

Appendices

Executive Summary

Status/Next Steps

- ❖ londrive is a technology company commercialising a **green lithium-battery recycling process**. The company has recently completed large-scale bench trials to demonstrate that the chemistry scales. The chemistry was then validated by an independent 3^d party metallurgical consultancy (IMO, Perth). londrive is currently completing a Pre-feasibility Study (PFS) to complete a techno-economic evaluation the technology before progressing to the next stage – pilot plant.
- ❖ Post PFS the Company expects to proceed with the design, construction and operation of a pilot plant to **accelerate the commercialisation** of the technology, subject to funding. The pilot plant will be a fully integrated continuous process to use as a test bed for process optimization and input for the design of a commercial plant.
- ❖ The pilot plant is earmarked to be placed at PEM Motion, Germany in a consortium of strategic industry partners representing the entire value circle with the objective of demonstrating at pilot plant-scale that recycled minerals can achieve target performance criteria by participating automotive OEMs in their battery qualification processes. Successful participation in this consortium represents an **early mover advantage** in the market, and more importantly, given the nature of the consortium will also **secure supply of feedstock and offtake of products**.

Battery Recycling

- ❖ Recycling of lithium batteries is critical for Europe to close the deficit for critical minerals to supply future demands for EV batteries. EU legislation is providing significant tailwinds for establishing recycling processes in countries like the Netherlands as part of establishing sovereign energy transition capabilities in EU.
- ❖ These measures include enforcing black mass recycling with EU borders, recycled metals contents in new EV batteries and battery passports.

Market Opportunity

- ❖ Black mass from end-of-life batteries was estimated to grow to **11m tpa by 2040** representing a **US\$100b** in recoverable metals value.
- ❖ Although Europe has started with primary battery recycling, it does not have black mass processing and/or pCAM manufacturing capabilities at present. From 2030 onwards, significant under-investment for black mass processing is forecasted – a huge market opportunity for early movers to gain rapid market share.
- ❖ The aim of accelerating commercialisation is to enable londrive to have its **technology proven and ready at scale by 2030** – when end-of-life batteries from EVs start coming online in large volumes – to extract critical minerals and then produce battery grade materials (pCAM) to battery manufacturers.

londrive Background

- ❖ londrive management team is highly qualified and experienced in commercialisation of disruptive innovations from bench-scale to large commercial operations, while equally experienced in public company management and governance.
- ❖ londrive provides a technology solution that enables the recovery of critical minerals from black mass using a much greater environmentally friendly process within EU borders. The aim of the technology deployment is to provide European companies with commercially competitive processing capabilities to establish a battery recycling industry within Europe that produces battery grade materials (pCAM) to secure supply for the battery manufacturing industry.
- ❖ The londrive recycling process is different from conventional hydrometallurgical processes in that it doesn't use toxic, strong mineral acids to dissolve the black mass followed by precipitation of target metals, with large waste streams and thus large environmental footprints. londrive's process use a DES solvent and other benign and biodegradable organic solvents to selectively leach the critical minerals from the black mass. The reduced waste and smaller energy requirements result in a **much smaller environmental footprint**.
- ❖ Another advantage of the londrive process is that allows selective extraction of metals that can be recombined in any combination (battery chemistry) during the pCAM manufacturing to produce materials to battery manufacturers specifications.
- ❖ londrive's **IP** was developed by the UoA and is exclusively licensed to londrive Technologies.
- ❖ londrive has developed a **Commercialisation Pathway** that has considerable de-risking strategies included, e.g. on technology development and market development, as well as execution. The londrive Team has strong execution experiences to deliver on a well-thought-out plan.
- ❖ The Technology Development Plan includes a succession of scale-up steps from bench to a fully integrated pilot plant that represents a commercial process, with several **technology partnerships** participating in providing state-of-the-art technology solutions to increase the robustness of the process while improving profitability.
- ❖ Commercial Development activities include developing key **strategic industry partnerships** and then the establishment of a **consortium** of industry players representing the entire value chain/circle.

Iondrive Board



Michael McNeilly
Chair - BA Econ

- Chief Executive Officer of Strata Investments Holdings Plc.
- Extensive experience in listed companies and is currently NED of ASX-listed Cobre Limited.
- Sits on several private company Boards within the Strata Investments Tiger Group.
- Past Board appointments include MOD Resources Limited (up to acquisition by Sandfire in November 2019), Metal Capital Limited, Greatland Gold Plc and Connemara Mining Plc.



Dr Jack Hamilton
NED - PhD (Chem Eng)

- Highly accomplished senior executive and board director
- Significant leadership roles incl. Director of NorthWest Shelf Ventures for Woodside, overseeing Australia's largest resource project.
- NED roles include commercialisation of start-ups notably Calix Ltd and Anteo Diagnostix Ltd



Andrew Sissian
NED - CPA, MAcc, BCom (Finance)

- Seasoned corporate and capital markets executive and CPA.
- CEO of leading international technology company Procon Telematics, teams in India, US, AU/NZ.
- Extensive listed experience, including directly as a Co-founder and NED of Cobre Limited, (ASX: CBE).
- Previous institutional banking and equity roles with NAB in Australia and Shanghai and Wilsons Advisory.



Adam Slater
NED - BA

- Three decades of invaluable experience in the commodities industry.
- Led the development of the commodity division at CWT Limited, a company listed on the SGX, from 2007 to 2018. Pivotal to the growth in the CWT commodities division, which accounted for over 80% of Group revenues (S\$12 Billion out of S\$14 Billion) and in excess of 50% of the Group's profits.
- Current primary focus towards venture capital, contributing his expertise to multiple company boards and advisory committees.



John Rock
NED - OTB Ventures

- Extensive leadership, entrepreneurial and commercialisation experience.
- Directly involved with the IDT business since its inception.
- Co-founder and Director of OTB Ventures, a company with the specific mandate of finding, nurturing, and commercialising early-stage University technologies.



Dr. Ebbe Dommissie
CEO
B.Eng (Chem) MSc PhD MBA
GAICD

- Seasoned professional with over 25 years of commercialising technologies, execution, and manufacturing.
- Previously served as the COO at Circa Group, an Australian startup that commercialised a biochemical process from lab-scale to commercial scale.
- Prior, as GM of Pact Group, an ASX-listed manufacturer, responsible for establishing a world-class plant in Indonesia.



Ray Ridge
CFO & Company Secretary
BA(Acc), CA, GIA(cert)

- A senior financial and commercial professional with over 30 years experience across a diverse range of industries.
- CFO and capital markets experience with four other ASX listed companies, with two in technology commercialization.
- Previous roles include National GM Commercial in a large global engineering firm (now WSP Global) and CFO of the agricultural products division of Elders Limited.



Jeff Ritoe
Strategic Advisor
Commercialisation
MA International Law

- Energy professional with 20 years of experience in negotiating commercial agreements, acquisitions and divestments in the energy industry.
- Worked for French energy company ENGIE in multiple jurisdictions
- Currently advises private and public clients on critical raw materials with a special focus on battery materials
- Brings together producers and consumers of battery materials



THE UNIVERSITY
of ADELAIDE

UoA Partnership: The Arrangement

The University of Adelaide, in addition to being ranked in the top 1% of universities in the world, has a leading-edge laboratory with a large investment into the research and development of energy storage technologies, led by two Laureate professors, Professor Shizhang Qiao and Professor Zaiping Guo.

Under a Strategic Partnership Agreement (SPA), IDT has a first right to acquire or enter into an exclusive worldwide license of the IP from projects identified as appropriate for commercialisation. Three such projects have been formalised to date, protected by four patent applications.

The SPA includes:

- IDT holds a right of first option to acquire or exclusively license the technology invented by the UoA team.
- A framework for identifying further battery related technology appropriate for commercialisation.

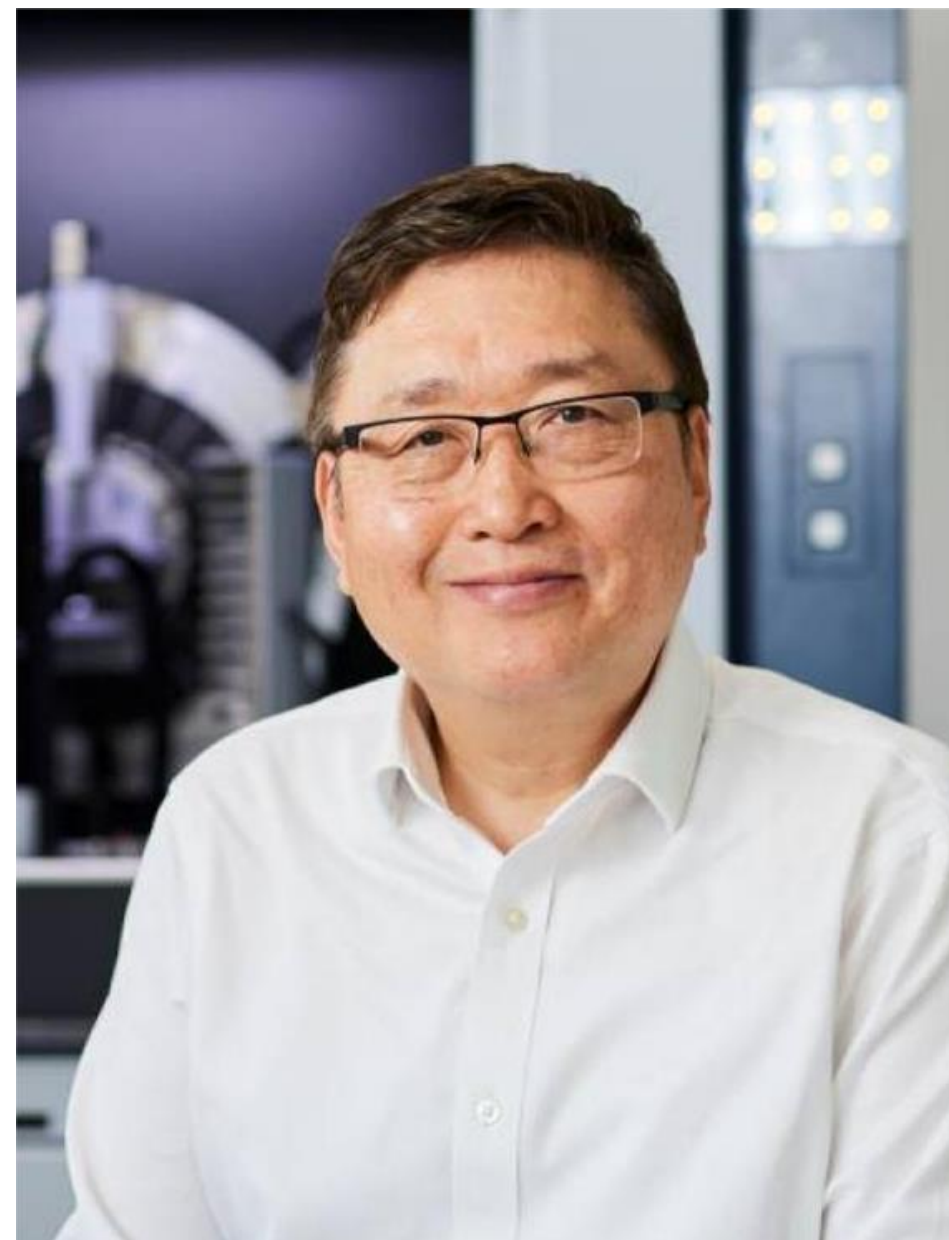


UoA Partnership: The Professors



Laureate Professors Shizhang Qiao & Zaiping Guo

The Australian Laureate Fellowship is an Australian professorial research fellowship awarded by the ARC. Fellowship represents a commitment to playing a significant, sustained leadership and mentoring role in building the country's internationally competitive research capacity.

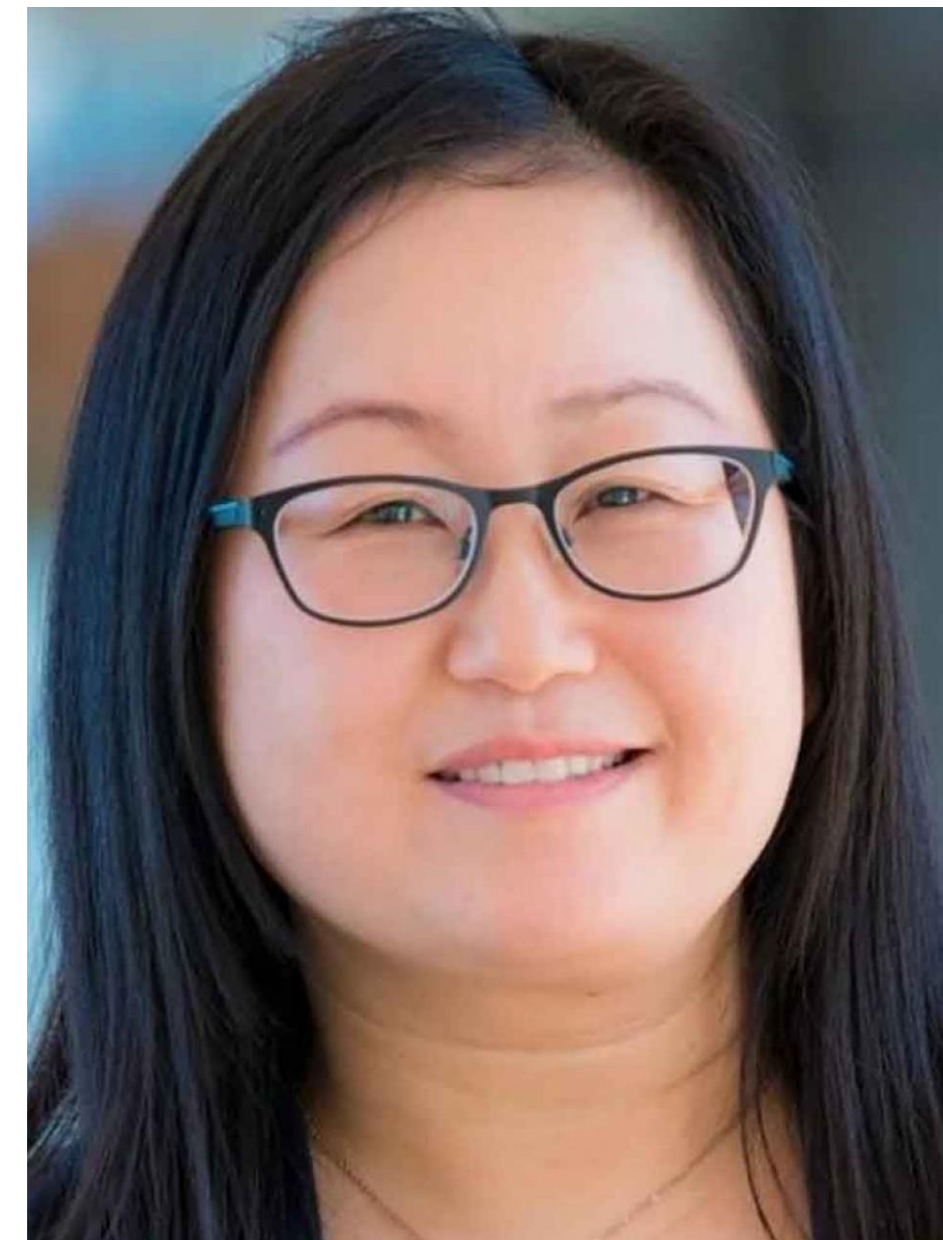


Prof. Shizhang Qiao

LAUREATE PROFESSOR

Professor Shizhang Qiao joined the School of Chemical Engineering of the University of Adelaide as a professor in the inaugural Chair of Nanotechnology, and is the founding Director of Centre for Materials in Energy and Catalysis (CMEC). Recently recognised as the [#1 Material Sciences researcher in Australia & 44th globally](#).

[Read Bio](#)



Prof. Zaiping Guo

LAUREATE PROFESSOR

Professor Zaiping Guo is an ARC Australian Laureate Fellow at School of Chemical Engineering & Advanced Materials, The University of Adelaide. She has won multiple awards for her work on rechargeable batteries amongst other fields.

[Read Bio](#)

Additional ION Assets

UoA Partnership Agreement

Strategic partnership agreement with the University of Adelaide to have first option to new battery technology.

→ IP Engine

Sodium Aqueous Battery tech

Patented Na-aq battery design with high-performance cathodes and highly reversible anodes for long-life & high energy for BESS market.

→ SPA or Licensing options

Next-gen safe Li-ion NCM-811 Battery tech

Patented non-flammable high performance NCM-811 with high energy density and long cycle life for BEV market

→ SPA or Licensing options

Lithium Exploration (KoBold Metals JV)

Exploration across ION's five Lithium Projects in South Korea is being funded by KoBold up to A\$7m over 5 years to earn a 75% interest.

→ SPA Option

Legacy Exploration Assets

ION is advancing opportunities to monetise its 100% owned exploration leases in South Korea, prospective for Copper, Gold, Silver and REE.

→ SPA Option