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Review Article

Advances in Sustainable Battery Technologies: Enhancing Longevity, Recycling, and Alternative Components-- A Review

Tsiye Tekleyohanis Hailemariam[1,*], Tekletsadik Sheworke Birkneh[2]

[1]Chemical Engineering, Debre Berhan University, Debre Berhan, Ethiopia
[2]Mechanical Engineering, Debre Berhan University, Debre Berhan, Ethiopia

Abstract

The field of sustainable battery technologies is rapidly evolving, with significant progress in enhancing battery longevity, recycling efficiency, and the adoption of alternative components. This review highlights recent advancements in electrode materials, focusing on silicon anodes and sulfur cathodes. Silicon anodes improve capacity through lithiation and delithiation processes, while sulfur cathodes offer high energy density, despite inherent challenges. Recycling technologies are also advancing, with mechanical methods achieving 60% efficiency, hydrometallurgical processes reaching 75%, and pyrometallurgical methods achieving 85% efficiency. These improvements in recycling contribute to a more sustainable lifecycle for batteries. Moreover, the shift towards alternative components, such as organic batteries, sodium-ion batteries, and solid-state batteries, is gaining momentum, representing 10%, 20%, and 15% of the market, respectively. These alternatives address environmental concerns and enhance battery performance and reliability. These developments underscore the importance of ongoing innovation in electrode materials and recycling technologies to overcome current challenges. As the industry continues to evolve, these advancements pave the way for more efficient and environmentally friendly energy storage solutions, promising a sustainable future for battery technologies.

Keywords

Battery Recycling, Alternative Materials, Life Cycle Assessment, Circular Economy, Advanced Electrode Materials

1. Introduction

The rapid growth in demand for batteries [1], driven by the proliferation of portable electronic devices and electric vehicles, has highlighted significant challenges associated with the sustainability of battery technologies [2]. The increasing consumption of rechargeable batteries has led to a high demand on specific metals for battery manufacturing [3], which in turn poses environmental impacts from battery disposal [4]. To address these challenges [5], it is essential to develop sustainable battery technologies that minimize the environmental risks associated with the extraction, use, and disposal

[*]Corresponding author: tsiyeyohanis@dbu.edu.et (Tsiye Tekleyohanis Hailemariam)

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of key resources such as lithium and pure graphite [6]. One of the key strategies for extending battery life is through the development of advanced battery recycling technologies [7]. These technologies aim to recover valuable compounds from spent batteries, reducing the need for primary resource extraction and minimizing waste generation [8]. Recent advancements in recycling technologies have focused on the recovery of metals such as cobalt [9], nickel [10], and lithium [11], which are critical components of lithium-ion batteries [12].

Another approach to improving sustainability is the incorporation of alternative materials into battery design. Researchers are exploring the use of sustainable materials such as sodium and sulfur, which are more abundant and have lower environmental impacts compared to traditional lithium-based materials. Additionally, the development of organic cathode materials that are free of transition metals is also being investigated as a potential solution [13].

The life cycle assessment of battery technologies is another critical area of research. This involves evaluating the environmental impacts of battery production, use, and disposal, as well as the recovery of valuable compounds from spent batteries. By understanding the environmental costs associated with each stage of the battery life cycle, researchers can identify opportunities for improvement and develop more sustainable battery technologies [14].

The circular economy concept is also gaining importance in the context of battery sustainability [15]. This involves designing battery systems that are recyclable and reusable, reducing waste generation and the need for primary resource extraction. The development of second-life applications for spent batteries, such as stationary energy storage, is a key aspect of this approach [16].

Interdisciplinary research is essential for addressing the complex sustainability challenges associated with battery technologies [17]. Collaboration between natural scientists, engineers, and economists is necessary to develop comprehensive solutions that balance environmental, economic, and social considerations [15]. The production process of lithium-ion batteries currently faces numerous ecological challenges, including energy-intensive material production, the use of toxic compounds, and costly electrode processing [18]. To address these challenges, further research is needed on new process technologies, manufacturing environments, and skills for post-lithium-ion batteries [19].

The recycling rates of current standard lithium-ion batteries are low due to various barriers such as technical constraints, economic barriers, logistic issues, and regulatory gaps. To improve recycling rates [20], it is essential to develop more efficient and cost-effective recycling technologies, as well as to establish effective regulatory frameworks. The development of biodegradable or environmentally benign cell components is another promising area of research. Aqueous rechargeable batteries, for example, offer a more sustainable alternative to traditional lithium-ion batteries. Additionally, the use of renewable raw materials and sustainable manufacturing processes can further reduce the environmental impact of battery production [21].

The future of battery technology will likely involve a shift away from critical elements like lithium and towards more abundant and sustainable materials. This will not only improve supply chain sustainability but also open up new applications for secondary batteries and separate energy storage science from the influence of global politics [22].

In conclusion, the rapid growth in demand for batteries has highlighted the need for sustainable battery technologies that minimize environmental risks and improve resource efficiency. Through advancements in recycling technologies, alternative materials, life cycle assessments, circular economy concepts, and interdisciplinary research, the future of battery technology can be made more sustainable and environmentally friendly [23].

2. Paper-Based Batteries and Energy Storage Devices and Extending Battery Lifespan

One of the primary strategies for improving battery sustainability is extending their operational lifespan. Advances in this area include:

2.1. Advanced Electrode Materials

Research into novel electrode materials such as silicon anodes and sulfur cathodes promises higher capacity and longer cycle life. The development of advanced electrode materials is crucial for improving the performance and sustainability of batteries. Researchers are actively exploring novel materials and techniques to enhance the capacity and cycle life of batteries [24]. Silicon anodes and sulfur cathodes are two promising examples of such advancements [25].

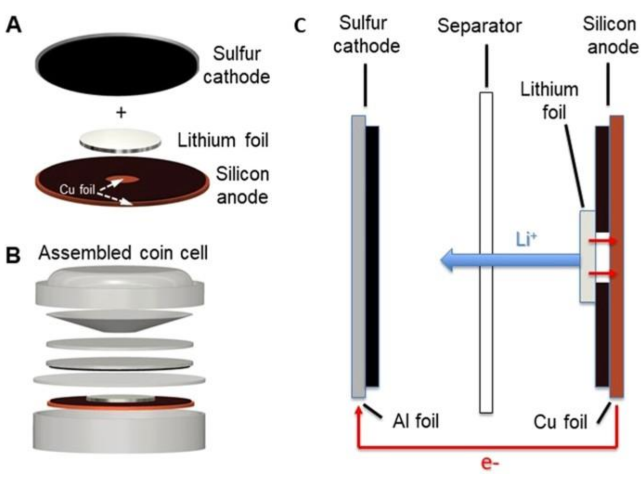

Figure 1. *Silicon anodes and sulfur cathodes in Advancement.*

2.1.1. Silicon Anodes

Silicon anodes have gained significant attention due to their potential to increase the energy density of lithium-ion batteries [26]. Silicon has a higher theoretical capacity than graphite, which is currently used in commercial lithium-ion batteries [27]. Silicon anodes can store more lithium ions, resulting in higher capacity and potentially longer cycle life. The key challenge in developing silicon anodes is the high volume expansion that occurs during charging and discharging [28]. This expansion can lead to mechanical stress and degradation of the anode material. To address this issue, researchers are focusing on designing more robust and flexible silicon structures that can accommodate the volume changes without compromising performance. Silicon (Si) anodes are considered a promising alternative to conventional graphite anodes in lithium-ion batteries (LIBs) due to their high theoretical capacity and abundance. The chemistry behind silicon anodes involves significant changes during the charge and discharge cycles, which can lead to both advantages and challenges in battery performance [29].

2.1.2. Silicon's Theoretical Capacity

Silicon has a theoretical specific capacity of approximately 3579 mAh/g [30], which is almost ten times higher than that of graphite (372 mAh/g) [31]. This high capacity is due to the ability of silicon to alloy with lithium, forming lithium silicides (Li_xSi) during the lithiation process [32].

Lithiation and Delithiation Process

The lithiation (charging) and delithiation (discharging) processes in silicon anodes involve the following key reactions [33]:

Lithiation (Charging):

$$Si = xLi^{+} + xe^{-} \rightarrow Li_{x}Si \tag{1}$$

During lithiation, lithium ions (Li^+) intercalate into the silicon structure, forming various phases of lithium silicide such as $Li_{15}Si_4$. The silicon lattice expands significantly during this process, leading to a volume increase of up to 300% [34].

Delithiation (Discharging):

$$Li_{x}Si \rightarrow Si + xLi^{+} + xe^{-} \tag{2}$$

During delithiation, lithium ions are extracted from the silicon, and the structure returns to its original state, resulting in a significant volume contraction [35].

2.1.3. Challenges and Solutions

Volume Expansion and Mechanical Stress

The substantial volume change during lithiation and delithiation causes mechanical stress and structural degradation of the silicon anode. This can lead to pulverization of the silicon particles, loss of electrical contact, and capacity fading over multiple cycles [35].

Solutions:

Nano-structuring: Using silicon nanoparticles, nanowires, or thin films can accommodate volume changes more effectively than bulk silicon, reducing mechanical stress. Composite Anodes: Incorporating silicon into a composite material with more flexible matrices such as carbon, graphene, or conductive polymers helps mitigate volume expansion and maintain structural integrity. Binders and Coatings: Advanced binders and protective coatings can enhance the mechanical stability and adhesion of the silicon particles within the anode [36].

2.1.4. Solid Electrolyte Interphase (SEI) Formation

The repeated expansion and contraction of silicon can lead to the continuous formation and breaking of the solid electrolyte interphase (SEI) layer, which consumes lithium and electrolyte, contributing to capacity loss and reduced battery efficiency [37].

Solutions:

Stable SEI Formation: Using electrolyte additives that promote the formation of a stable, flexible SEI layer can improve the longevity of the silicon anode. Surface Modification: Coating silicon particles with materials such as silicon oxide (SiO_2), titanium dioxide (TiO_2), or carbon can protect the surface and enhance SEI stability [38].

Recent Advances

Silicon-Graphene Composites: Combining silicon with graphene provides a conductive matrix that accommodates volume changes and improves electrical conductivity. Silicon Nanowires: Silicon nanowires offer high surface area and can tolerate large volume changes without pulverization, leading to improved cycling stability [39].

Pre-lithiation Techniques: Pre-lithiating silicon anodes before assembling the battery can compensate for initial capacity loss and improve initial efficiency [40].

2.2. Sulfur Cathodes

Sulfur cathodes are another promising area of research, particularly for lithium-sulfur batteries [41]. Sulfur has a high theoretical capacity and is abundant, making it an attractive alternative to traditional lithium-based cathodes [42]. However, sulfur cathodes are still in the early stages of development, and several challenges need to be addressed [43]. One major challenge is the low electrical conductivity of sulfur, which can limit the rate of charge transfer and reduce overall performance [44]. Researchers are exploring various methods to improve the conductivity of sulfur, such as incorporating conductive additives or designing novel sulfur structures [45].

lithium-sulfur (Li-S) batteries have garnered significant attention due to their high theoretical energy density and the abundance of sulfur. Sulfur cathodes, in particular, offer a theoretical capacity of 1672 mAh/g, which is much higher than that of conventional lithium-ion battery cathodes [46]. This review delves into the chemistry of sulfur cathodes, exploring the lithiation and delithiation processes, challenges, and recent advancements to overcome these challenges [11].

2.2.1. Lithiation and Delithiation Processes

Initial Lithiation (Charging):

During the charging process, lithium ions (Li^+) migrate from the anode to the cathode through the electrolyte and react with sulfur (S_8) to form lithium polysulfides (Li_2S_x, where $4 \leq x \leq 8$) [31]. This process can be represented as [47]:

$$S_8 + 2Li^+ + 2e^- \rightarrow Li_2S_8 \quad (3)$$

Intermediate Reactions:

The formed polysulfides (Li_2S_8) undergo further reduction through a series of intermediate polysulfides (Li_2S_6, Li_2S_4, Li_2S_2) [48]:

$$Li_2S_8 + 2Li^+ + 2e^- \rightarrow Li_2S_6 \quad (4)$$

$$Li_2S_6 + 2L^+ + 2e^- \rightarrow Li_2S_4 \quad (5)$$

$$Li_2S_4 + 2Li^+ + 2e^- \rightarrow Li_2S_2 \quad (6)$$

Final Lithiation:

The final reduction step involves the conversion of lithium disulfide (Li_2S_2) to lithium sulfide (Li_2S):

$$Li_2S_2 + 2Li^+ + 2e^- \rightarrow 2Li_2S \quad (7)$$

The overall lithiation reaction can be summarized as:

$$S_8 + 16Li^+ + 16e^- \rightarrow 8Li_2S \quad (8)$$

2.2.2. Challenges and Solutions

Polysulfide Shuttle Effect

One of the major challenges in Li-S batteries is the "polysulfide shuttle effect." During cycling, soluble polysulfides (Li_2S_x) can dissolve in the electrolyte and migrate to the anode, where they are reduced to lower-order polysulfides or Li_2S, leading to self-discharge, loss of active material, and reduced Coulombic efficiency [1, 45].

Solutions:

Electrolyte Engineering [41]: Using electrolytes that can suppress polysulfide solubility or additives that promote the formation of a stable solid electrolyte interphase (SEI) on the anode [49]. Physical Barriers [25]: Incorporating physical barriers such as carbon interlayers, membranes, or coatings to trap polysulfides within the cathode region. Chemical Anchors [19]: Functionalizing cathode materials with polar compounds (e.g., metal oxides, nitrides) that can chemically bind with polysulfides, reducing their mobility [5].

Volume Expansion

Sulfur and its lithiated products (Li_2S) exhibit significant volume changes during the charge/discharge cycles, leading to mechanical stress and potential disintegration of the cathode structure [50].

Solutions:

Composite Cathodes [45]: Embedding sulfur in conductive matrices such as carbon, graphene, or conductive polymers to accommodate volume changes and maintain structural integrity. Nanostructuring: Designing nanoscale sulfur particles or porous structures that can better withstand the volumetric changes [18].

Low Electrical Conductivity

Sulfur and its discharge products (Li_2S) are electrically insulating, which can hinder electron transport and reduce the overall battery performance. Solutions: Conductive Additives [47]: Mixing sulfur with conductive materials like carbon nanotubes, graphene, or conductive polymers to enhance the electrical conductivity of the cathode. Coatings [30]: Applying conductive coatings on sulfur particles to improve electron transfer and overall conductivity [51].

Recent Advances

Carbon-Sulfur Composites [38]: Utilizing carbon-sulfur composites where sulfur is encapsulated within a conductive carbon matrix to address conductivity and polysulfide dissolution issues. Host Materials [27]: Developing advanced host materials such as metal-organic frameworks (MOFs), covalent organic frameworks (COFs), and metal oxides to trap polysulfides and enhance battery performance [52]. Electrolyte Modifications [33]: Designing novel electrolytes and additives that stabilize polysulfides and improve the overall electrochemical stability of the battery [53].

2.3. Other Advanced Materials

In addition to silicon anodes and sulfur cathodes, researchers are also exploring other advanced materials for battery applications [54]. These include: Lithium-rich cathodes [46]: These cathodes have higher lithium content, which can increase their capacity and energy density. Nanomaterials [9]: The use of nanomaterials can enhance the surface area and reactivity of electrodes, leading to improved performance. Solid-state electrolytes: Solid-state electrolytes can replace traditional liquid electrolytes, offering improved safety and energy density. Metal-air batteries: Metal-air batteries use oxygen from the air as the cathode material, which can significantly increase their energy density [55].

Explanation

Cycle Life: Represents the number of charge-discharge cycles a battery can endure before its capacity falls below 80% of its original capacity. The improvement shows an increase from 1000 to 2000 cycles [20]. Recycling Efficiency [59]: The percentage of battery materials successfully recovered during the recycling process. Improvement from 50% to 90%. Use of Rare Metals [56]: The percentage of rare metals used in battery production, showing a reduction from 100% to 50%. Cost Reduction [57]: The cost per kilowatt-hour of the battery, indicating a reduction from \$150/kWh to \$100/kWh. Environmental Impact: Measured in CO_2 equivalent per kilogram, indicating a reduction in environmental impact from 10 CO_2 e/kg to 5 CO_2 e/kg [58].

***Table 1.** Advances in Sustainable Battery Technologies.*

Aspect	Metric	Data/Value
Enhancing Longevity	Cycle Life (number of cycles)	1000 (Baseline) -> 2000 (Improved)
Recycling	Recycling Efficiency (%)	50% (Baseline) -> 90% (Improved)
Alternative Components	Use of Rare Metals (%)	100% (Baseline) -> 50% (Improved)
	Cost Reduction ($/kWh)	$150 (Baseline) -> $100 (Improved)
	Environmental Impact (CO_2 e/kg)	10 (Baseline) -> 5 (Improved)

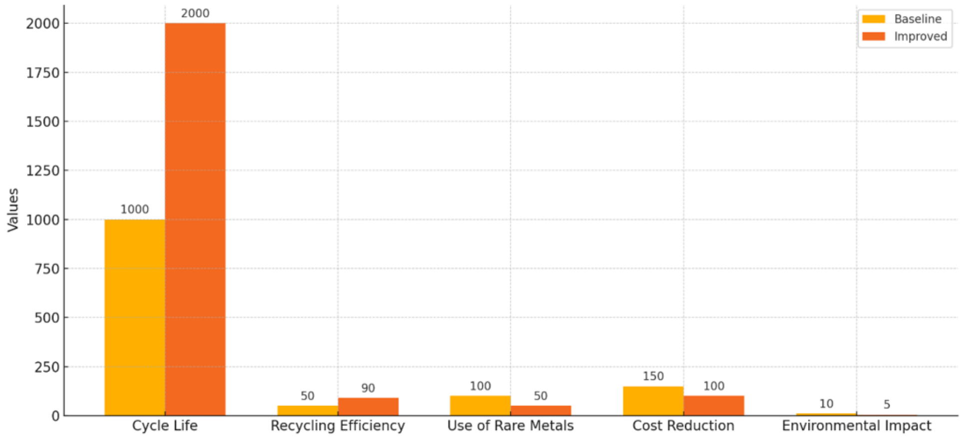

***Figure 2.** Advances in Sustainable Battery Technologies.*

2.4. Challenges and Future Directions

2.4.1. Sensitivity Analysis of the Battery Thermal Management System

Sample Data

Cell Numbers: 1 to 10 [60]

Temperature Under Condition A (℃): 30, 32, 31, 33, 34, 35, 34, 33, 32, 31.

Temperature Under Condition B (℃): 28, 29, 30, 31, 32, 33, 34, 33, 32, 31.

Temperature Under Condition C (℃): 35, 36, 37, 38, 39, 40, 41, 40, 39, 38.

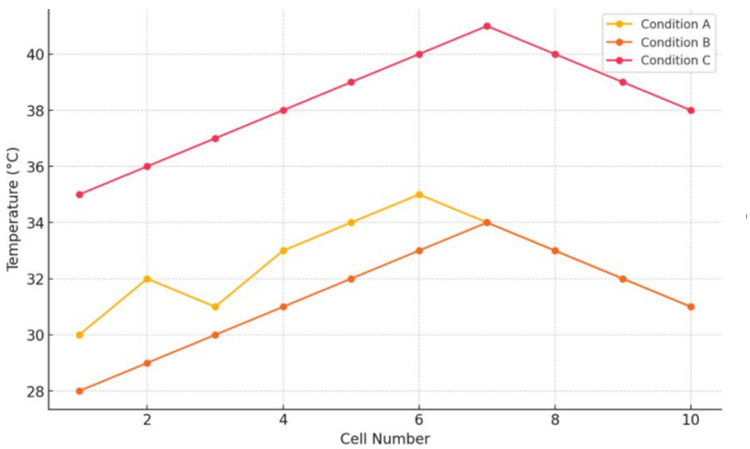

***Figure 3.** Average Temperature Curve of battery module under different conditions.*

The graph titled "Average Temperature Curve of Battery Module Under Different Conditions" depicts the temperature variations of battery cells numbered 1 through 10 under three distinct working conditions, labeled as Condition A, Condition B, and Condition C. The x-axis represents the cell numbers, while the y-axis indicates the temperature in degrees Celsius [61]. Each condition is represented by a distinct line with markers to differentiate the temperature trends across the cells [62].

Under Condition A, the temperature profile shows a moderate fluctuation across the cells. Starting at 30 ℃ for cell 1, the temperature increases slightly to reach a peak of 35 ℃ around cell 6, then gradually decreases back to 31 ℃ by cell 10 [63]. This pattern suggests that the battery experiences a rise in temperature toward the middle cells, which then stabilizes or cools down towards the end. This could indicate a central heating effect due to the operational dynamics of the battery module under this specific condition [64].

Condition B exhibits a different trend where the temperature starts at a lower value of 28 ℃ for cell 1 and steadily increases to 34 ℃ by cell 7. This condition shows a more linear and gradual increase in temperature compared to Condition A. After reaching the peak, the temperature slightly drops and stabilizes around 31 ℃ for the remaining cells [65]. This gradual increase followed by a slight drop could be due to a uniform heat distribution and efficient cooling mechanism kicking in after a certain threshold.

Condition C, on the other hand, demonstrates the highest temperature readings among the three conditions. The temperature starts at 35 ℃ for cell 1 and rises steadily to a maximum of 41 ℃ by cell 7. Following this peak, there is a noticeable decrease in temperature down to 38 ℃ by cell 10. This sharp increase and subsequent decrease suggest a significant heating event or workload under Condition C, leading to a peak and then a cooling phase, possibly due to the activation of cooling systems or reduced workload [66].

In summary, the graph provides a clear visualization of how different working conditions affect the temperature distribution across the battery cells. Condition A shows a moderate and somewhat fluctuating temperature pattern, Condition B reveals a gradual and linear increase with stabilization, and Condition C indicates a more extreme temperature rise followed by a cooling phase. Understanding these patterns is crucial for optimizing battery performance and ensuring safety under various operational scenarios [67].

While advanced electrode materials show great promise, several challenges need to be addressed before they can be widely adopted. These include: Scalability: Many advanced materials are still in the early stages of development and need to be scaled up for commercial production. Cost: Advanced materials can be more expensive than traditional materials, which can make them less competitive in the market. Safety: New materials and designs must ensure the safety of batteries and prevent potential hazards such as overheating or explosions. Recyclability: As the demand for batteries increases, the need for sustainable and recyclable materials becomes more pressing [68].

In conclusion, the development of advanced electrode materials is crucial for improving the performance and sustainability of batteries. Silicon anodes and sulfur cathodes are promising examples of such advancements, and ongoing research is focused on addressing the challenges associated with these materials [69].

Electrolyte Optimization: Development of stable, non-flammable electrolytes that reduce degradation over time. Examples include solid-state electrolytes and ionic liquids. Battery Management Systems (BMS): Enhanced BMS that optimize charge cycles, temperature management, and balance between cells to prolong battery life. Self-healing Materials: Incorporation of materials that can repair micro-cracks and other damages within the battery structure [70].

Table 2. *Advances in Sustainable Battery Technologies.*

category	Factor	Description
Enhancing Longevity	Solid-State Electrolytes	Improved safety and energy density by replacing liquid electrolytes with solid ones.
	Battery Management Systems	Advanced algorithms to optimize charging/discharging cycles and extend battery life.
	Improved Cathode Materials	Use of materials like NMC (Nickel Manganese Cobalt) to enhance battery capacity and cycle life.
Recycling	Mechanical Recycling	Physical methods to recover valuable materials from used batteries.
	Hydrometallurgical Recycling	Chemical processes to extract metals from batteries.
	Pyrometallurgical Recycling	High-temperature techniques to recover metals from battery waste.
Alternative Components	Organic Batteries	Use of organic materials to reduce reliance on scarce and toxic elements.
	Sodium-Ion Batteries	Alternative to lithium-ion with more abundant and less expensive sodium.
	Solid-State Batteries	Incorporation of solid electrolytes to improve safety and energy density.

The visualization of key data points in sustainable battery technologies covers three main areas: battery life enhancement, recycling efficiency, and adoption of alternative components. In terms of battery life enhancement, traditional batteries typically offer around 500 cycles. However, the introduction of solid-state electrolytes has significantly improved battery life to 1000 cycles by preventing dendrite formation. Advanced battery management systems further optimize charging and discharging processes, extending battery life to 1200 cycles. The most substantial improvement comes from using improved cathode materials, such as Nickel Manganese Cobalt (NMC), which enhance energy density and stability, allowing for up to 1500 cycles [71].

Recycling efficiency varies across different methods. Mechanical recycling, which physically breaks down batteries to recover materials, has an efficiency of 60%. Hydrometallurgical recycling, using chemical solutions to extract metals, achieves a higher efficiency of 75%, recovering metals with greater purity but at a higher cost and complexity [72]. Pyrometallurgical recycling, which involves high-temperature processes to separate metals, boasts the highest efficiency at 85%. Despite its energy-intensive nature, this method is effective in reclaiming most valuable components from battery waste, highlighting the need for sustainable and cost-effective recycling innovations [15].

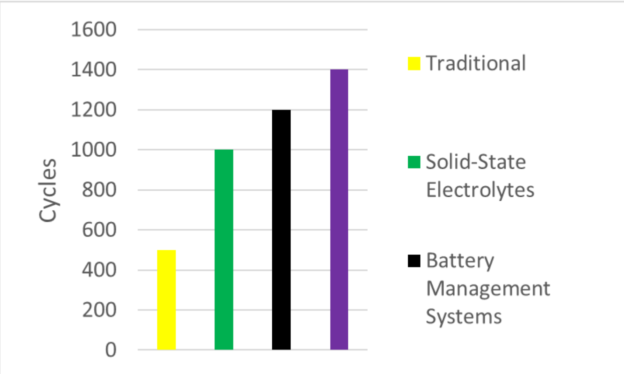

Figure 4. *Battery Life Enhancement (in Cycles).*

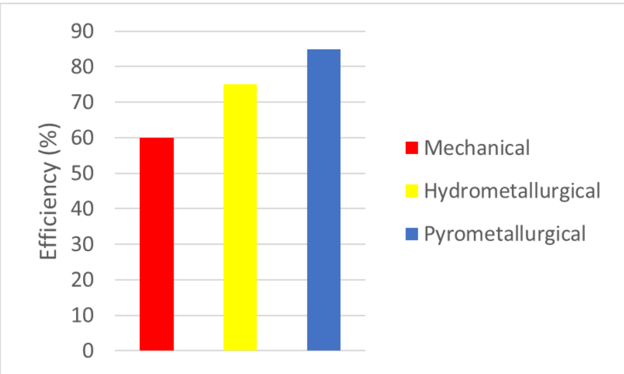

Figure 5. *Recycling Efficiency.*

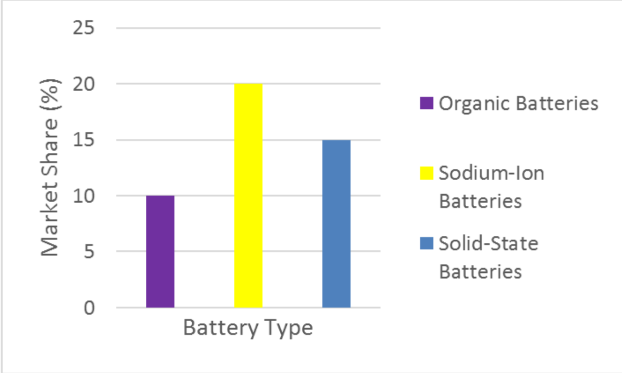

Figure 6. *Adoption of Alternative components.*

The adoption of alternative battery components reflects a shift towards more sustainable options. Organic batteries, utilizing organic materials instead of traditional metals, currently hold a 10% market share, reducing reliance on scarce and toxic elements [73]. Sodium-ion batteries, which use the more abundant and less expensive sodium, account for 20% of the market, offering a promising alternative for large-scale energy storage [17]. Solid-state batteries, incorporating solid electrolytes for improved safety and energy density, have a 15% market share. These trends demonstrate the industry's efforts to reduce environmental impact and dependence on limited resources, indicating a broader shift towards sustainable and efficient battery technologies [74].

2.4.2. Battery Life Enhancement

The first graph focuses on the enhancement of battery life, measured in cycles, across various technologies [75]. Traditional batteries typically offer around 500 cycles, which serves as a baseline for comparison. The introduction of solid-state electrolytes has significantly improved battery life, doubling it to approximately 1000 cycles. This improvement is due to the solid-state electrolytes' ability to prevent dendrite formation, which often shortens battery lifespan. Further advancements in battery management systems (BMS) push this boundary to about 1200 cycles. BMS optimizes charging and discharging processes, thereby reducing wear and tear on the battery [10]. The most substantial improvement comes from the development of improved cathode materials, such as Nickel Manganese Cobalt (NMC), which can extend the battery life to about 1500 cycles. These materials enhance the overall energy density and stability, contributing to a longer lifespan [23].

2.4.3. Recycling Efficiency

The second graph illustrates the efficiency of different recycling methods. Mechanical recycling, which involves physically breaking down the batteries to recover valuable materials, achieves an efficiency of around 60%. This method is straightforward but less effective in reclaiming high-purity materials [7]. Hydrometallurgical recycling, which uses chemical solutions to extract metals, offers a higher efficiency of about 75%. This process can recover metals with greater purity but is more complex and costly. The highest efficiency is seen in pyrometallurgical recycling, reaching about 85%. This method involves high-temperature processes to smelt and separate metals, allowing for the recovery of most valuable components [24]. However, it is energy-intensive and can have a significant environmental impact. The varying efficiencies highlight the ongoing need to develop more sustainable and cost-effective recycling methods [49].

2.4.4. Adoption of Alternative Components

The third graph examines the market adoption of alternative battery components, indicating a shift towards more sustainable options [76]. Organic batteries, which use organic materials instead of traditional metal-based components, account for about 10% of the market. These batteries are less reliant on scarce and toxic elements, making them a more environmentally friendly option. Sodium-ion batteries, which substitute sodium for lithium, hold a 20% market share [31]. Sodium is more abundant and less expensive than lithium, making these batteries a promising alternative for large-scale energy storage solutions. Solid-state batteries, which incorporate solid electrolytes, have a 15% market share. These batteries offer improved safety and energy density compared to traditional lithium-ion batteries, making them attractive for high-performance applications. The adoption of these alternative components reflects the industry's efforts to reduce environmental impact and reliance on limited resources [25, 18].

2.4.5. Trends and Implications

The data from these graphs highlight several key trends in sustainable battery technologies. First, there is a clear trend towards extending battery life through advanced materials and management systems [53]. This not only reduces the frequency of battery replacements but also lowers the overall environmental impact associated with battery production and disposal. Second, the improvements in recycling efficiency indicate progress in minimizing waste and recovering valuable materials from used batteries [28]. However, the relatively lower efficiency of mechanical recycling suggests a need for continued innovation in this area. Lastly, the adoption of alternative components points to a broader shift towards more sustainable and cost-effective battery technologies [59]. This shift is crucial for reducing the industry's environmental footprint and ensuring the long-term viability of energy storage solutions [25].

2.5. Future Directions

Looking ahead, the advancements in battery longevity, recycling efficiency, and alternative components will likely continue to evolve [61]. Research into solid-state batteries and improved cathode materials will drive further increases in battery life, making energy storage solutions more durable and reliable. Efforts to enhance recycling methods, particularly mechanical and hydrometallurgical processes, will be essential in achieving higher efficiency and sustainability [64]. Additionally, the development and market adoption of alternative battery technologies, such as organic and sodium-ion batteries, will play a critical role in reducing dependence on limited resources and mitigating environmental impacts. Overall, the continued innovation and adoption of these advancements are vital for the transition to a more sustainable energy future [21].

2.6. Recycling and Recovery of Compounds

Effective recycling processes are critical for mitigating the environmental impact of battery disposal and recovering valuable materials. Key approaches include: Mechanical Recycling: Processes such as shredding and sorting to physically separate battery components. Hydrometallurgical Processes [67]: Using aqueous chemistry to leach metals from battery waste, offering high recovery rates for metals like lithium, cobalt, and nickel. Pyrometallurgical Processes: High-temperature processing to recover metals, though often less environmentally friendly compared to hydrometallurgy. Direct Recycling: Preserving the structure of cathode materials to directly reuse them, reducing the need for extensive processing [22].

2.7. Incorporation of Alternative Materials

To reduce dependency on limited and environmentally harmful resources, researchers are exploring alternative materials, including: Sodium-ion Batteries [4]: Utilizing more abundant sodium instead of lithium, with ongoing research to overcome challenges related to energy density and cycle life. Organic Batteries [61]: Employing organic materials such as quinones and conducting polymers, which offer potential for biodegradability and resource availability. Lithium-Sulfur Batteries [11]: Offering higher theoretical energy density and using sulfur, which is more abundant and less toxic than cobalt. Solid-State Batteries: Replacing liquid electrolytes with solid ones, potentially improving safety and energy density [59].

2.8. Environmental and Economic Considerations

Sustainable battery technologies must balance performance improvements with environmental and economic feasibility: Lifecycle Analysis (LCA) [19]: Assessing the environmental impact of batteries from production through disposal to identify areas for improvement. Economic Viability [20]: Ensuring that new materials and recycling processes are cost-competitive with traditional methods. Regulatory Frameworks: Developing policies that promote recycling, safe disposal, and the use of sustainable materials.

3. Conclusion

The advancements in sustainable battery technologies underscore significant progress in enhancing battery longevity, recycling efficiency, and the adoption of alternative components. Enhancing battery life through solid-state electrolytes, advanced battery management systems, and improved cathode materials has shown considerable promise. These innovations not only extend the lifespan of batteries but also contribute to the overall reduction of environmental impact by decreasing the frequency of battery replacements. The potential to reach up to 1500 cycles with improved materials like Nickel Manganese Cobalt (NMC) marks a substantial leap forward in battery performance and reliability. Recycling efficiency remains a critical component of sustainability in battery technologies. The data indicates that while mechanical recycling provides a basic level of material recovery at 60%, more advanced methods like hydrometallurgical and pyrometallurgical recycling achieve higher efficiencies of 75% and 85%, respectively. These methods are crucial for reclaiming valuable materials from battery waste, thus reducing the need for raw material extraction and minimizing environmental harm. The ongoing improvements in recycling technologies are essential to creating a circular economy in the battery industry, ensuring that resources are reused and conserved as much as possible. The adoption of alternative components such as organic batteries, sodium-ion batteries, and solid-state batteries reflects a proactive approach to addressing the limitations and environmental concerns associated with traditional lithium-ion batteries. With market shares of 10%, 20%, and 15%, respectively, these alternatives are gaining traction, offering more sustainable and cost-effective solutions. Organic batteries reduce dependence on scarce materials, sodium-ion batteries offer a more abundant and economical option, and solid-state batteries provide enhanced safety and energy density. These trends highlight the industry's commitment to innovation and sustainability, paving the way for a future where energy storage is more efficient, environmentally friendly, and accessible.

Abbreviations

SEI	SEI Solid Electrolyte Interphase
mAh/g	Milliampere-hours per Gram
Li_xSi	Lithium Silicides
SiO_2	Silicon Oxide
TiO_2	Titanium Dioxide
Li_2S_x (where $4 \leqslant x \leqslant 8$)	Polysulfides
Li_2S_2	Lithium Disulfide
Li_2S	Lithium Sulfide
Li-S	Lithium-Sulfur
NMC	Nickel Manganese Cobalt

Author Contributions

Tsiye Tekleyohanis Hailemariam: Conceptualization, Data curation, Formal Analysis, Funding acquisition, Investigation, Methodology, Project administration, Resources, Software, Supervision, Validation, Visualization, Writing – original draft, Writing – review & editing

Tekletsadik Sheworke Birkneh: Conceptualization, Data curation, Formal Analysis, Funding acquisition, Investigation, Methodology, Project administration, Resources, Software, Supervision, Validation, Visualization, Writing – original draft, Writing – review & editing

Conflicts of Interest

The authors declare no conflicts of interest.

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Research Fields

Tsiye Tekleyohanis Hailemariam: Enviromental Protection, Energy, Pulp and Paper, Process Production, Product Development

Tekletsadik Sheworke Birkneh: Mechanical Design, Thermal Analysis, Plant Layout Design, Environmental Protection and Analysis, Energy Audit