

# ACCELERATING SUSTAINABLE MOBILITY FOR ALL



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**PRESS KIT**  
JAN 2024

**ACC**  
AUTOMOTIVE CELLS Co

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- Laure Jouffrai - CFO
- Yann Laot - Strategy & BP, Marketing & Sales VP
- Jean Mouro - MFG & Industrial projects VP
- Jean Baptiste Pernot - Deputy-CEO Strategy & Development
- Alain Raposo - Research & Development VP
- Erhard Schletterer - Deputy CEO Operations



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1 ...

## PREAMBLE

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ACC is one of Europe's newest and most exciting high-tech companies. Our goal? To accelerate the transition to cleaner, greener transport for all. And we plan to do it by revolutionising battery technology and producing sustainable, affordable, high capacity and longer lasting batteries.

We're building a powerful global network of R&D associates, industry partners and suppliers who share our vision. We're backed by some of the biggest names in the energy and automotive sector: Saft-TotalEnergies, Stellantis and Mercedes - and to help steer our project to success, we've brought together some of the industry's finest talent in our state-of-the-art facilities.

Our R&D center is up and running in Bruges (Bordeaux / Nouvelle-Aquitaine) - as is our pilot plant in Nersac (Angoulême / Nouvelle-Aquitaine), France.

Our first Gigafactory is built in Billy-Berclau Douvrin, (Hauts-de-France). It's an enormous undertaking and it will be one of the most - if not the most - impressive manufacturing facilities in Europe. A jaw-dropping 34m high, 600m long edifice. The first block is already complete, a second one is currently under construction and this world-changing Gigafactory started production at the end of 2023. The ramp-up to mass production is planned for the first half of 2024.

Next, a second lithium-ion Gigafactory are planned in Kaiserslautern, Germany, for 2025. And we've just announced the opening of a third new Gigafactory in Termoli, Italy.

In all, this represents a total of €7 billion in investment.

The road ahead is paved with opportunities to make our world a cleaner place.

## A WORD FROM YANN VINCENT

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*The transition to clean mobility is a critical step in safeguarding our planet for future generations. By reducing our reliance on carbon fuels, we can decrease our carbon footprint and mitigate the devastating effects of climate change. This is a once-in-a-lifetime opportunity to make a real difference and create a sustainable future.*

*This mission is about more than just protecting the environment. It's also about revitalizing our economies and creating a brighter future for all. By reindustrialising Europe and promoting the growth of clean technologies, we can create and safeguard jobs, promote economic growth, and restore Europe's technological and industrial sovereignty.*

*France, in particular, has a long history of technological innovation and industrial prowess. By investing in clean mobility and promoting sustainable economic growth, we can tap into that legacy and build a brighter future for all. This is an exciting time to be part of this initiative, and I'm thrilled to be part of a team that is working tirelessly to meet these objectives.*

*I look forward to working together to achieve the positive impact that is at the heart of our mission.*

A stylized, handwritten signature in dark ink, appearing to read 'Y. Vincent'.

**Yann Vincent**  
CEO of ACC

2...

## OUR COMMITMENT

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Launched in 2020, ACC is fuelled by a strong ambition: to help drive the energy transition by making sustainable, environmentally-friendly electric vehicles accessible to all.

Our planet is clearly going through a profound ecological and energy transition. Local, national and international policies are all working to curb pollution and CO<sub>2</sub> emissions. For the automotive sector, this means:

- The phasing out of 'thermal' technology in the short term,
- Hastening the introduction of the electric vehicle.

These will present huge challenges for France and Europe. Almost the entire battery value chain is currently controlled by Asian countries (China, Korea, Japan) —From the extraction and refining of ores, to the manufacture and assembly of components.

With this in mind, Stellantis and Saft/TotalEnergies launched ACC (with the support of the European Union) to make France and Europe key players in all stages of the electric battery value chain. They were later joined by Mercedes.

Since the battery accounts for about 40% of the price of an electric vehicle —and the vast majority of manufacturers are currently in Asia— setting up battery production sites in Europe will cut costs significantly.

But of course, it's not just about cost. We're committed to running our entire business —be it our procurement policy, the eco-design of our products or the management of our factories— ethically, responsibly and with respect for the environment.

ACC is a hugely ambitious, innovative and international project. We have a clear plan, and we're right up to date with it. Our Research and Development center near Bordeaux is producing its first prototypes. The pilot plant in Nersac, near Angoulême, is now operating. The construction of our first Gigafactory is finished, the first batteries rolled off the production line at the end of 2023 and the ramp-up to mass production is due before the second half of 2024. And it will be followed less than 2 years later by our other two major production sites; Kaiserslautern in Germany, and Termoli in Italy.

We're changing the future of motoring, and the planet itself. And we've brought together some of the greatest minds in several fields to do it. They're rightly considered the pioneers of an incredible adventure, and whatever the next few years hold, they'll have a special place in history books.



2...

## OUR OBJECTIVES

To be a  
**CENTER OF EXCELLENCE**  
for high technology and innovation

To produce EV batteries that are  
**MORE AFFORDABLE**  
than they've ever been

To be  
**CLEANER AND GREENER**  
sustainable, ethical and environmentally friendly

To bring about the energy transition  
**AS FAST AS POSSIBLE**

To create many  
**JOB OPPORTUNITIES**  
along the way

2...

## OUR KEY FIGURES

### INVESTMENTS



**>€7B**

Investment including 1,3 billion euros of public funds



**1 year**

The time it took for ACC to become one of the fastest growing global automotive companies (2020-2021).

### PRODUCTION OBJECTIVES 2030



**120GWh**

Combined production capacity in our 3 Gigafactories



**2.5M**

Batteries produced in 2030

### PEOPLE



**1-2 new recruits / day**

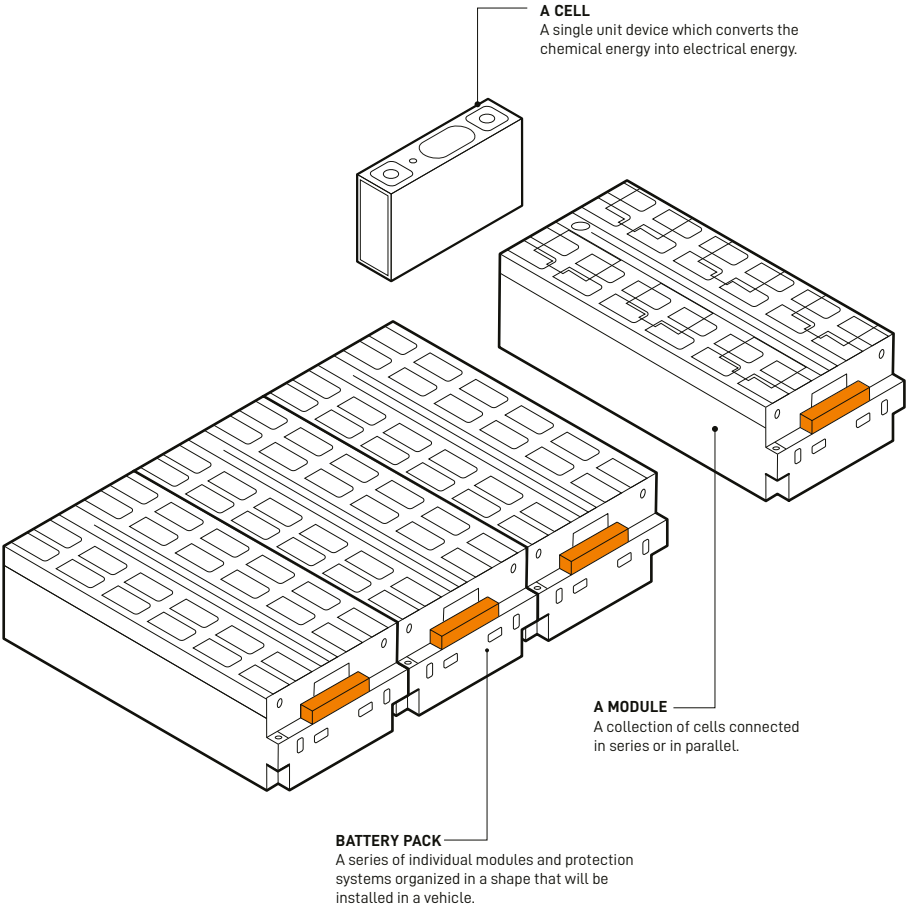
From close to 1000 collaborators in Jan 2023 to 2000 in the first quarter of 2024

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## OUR PRODUCTS

### What are we producing at ACC?

ACC designs and produces cells and module sub-assemblies that store energy. These active elements are then assembled into battery packs by car manufacturers to power your car.

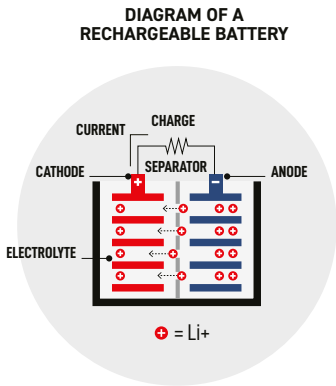


## OUR PRODUCTS

### How does a battery work?

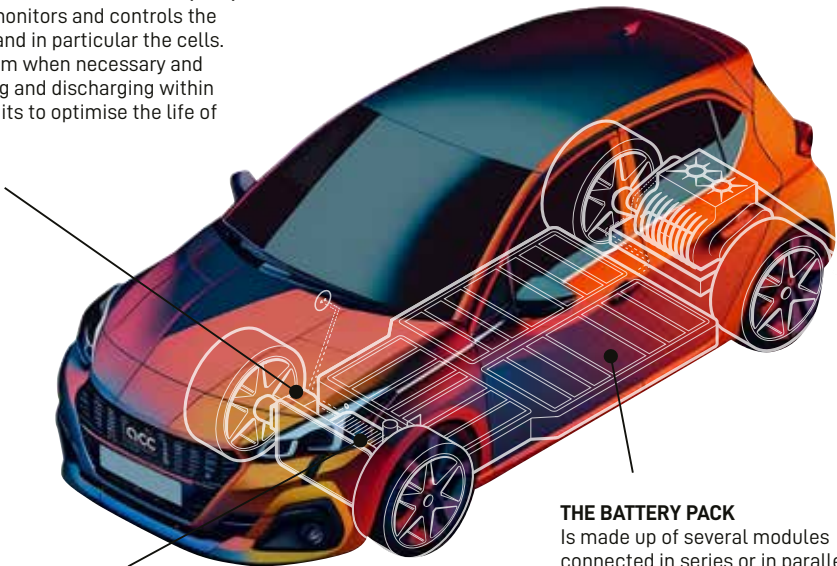
A battery converts the chemical energy into electrical energy using one or more cells containing a positive electrode, a negative electrode, and an electrolyte. When connected to a circuit, electrons flow from the negative to positive electrode, creating an electrical current which can then be converted to drive a motor.

Once all the energy has been transferred from one terminal to the other, the battery can no longer produce an electrical current. Recharging involves applying an electrical current to the cell, which causes a chemical reaction to restore the charge.



**THE BATTERY MANAGEMENT SYSTEM (BMS)** continuously monitors and controls the entire battery and in particular the cells. It balances them when necessary and allows charging and discharging within the voltage limits to optimise the life of the battery.

**THE ACCESSORIES BATTERY**  
This 12 V battery is used to power the car's accessories (infotainment, GPS, windows, radio, electrical sensors).



**THE BATTERY PACK**  
Is made up of several modules connected in series or in parallel, themselves made up of several cells. These batteries store and redistribute electricity according to the driver's action on the accelerator and brake pedals.

2...

## A NEW GENERATION OF SUSTAINABLE AND EFFICIENT BATTERIES

We're developing a new generation of batteries. Fast-charging, safe and affordable batteries that will open our eyes to new ways of seeing and understanding the automobile. We're building on Saft's experience of more than a century producing high-tech

batteries – as well as the expertise of Stellantis and Mercedes in the mass production of quality vehicles. Having the technology and structure in place gives us a solid foundation to focus on innovation and develop ever better products.



## ACC TECHNOLOGY ROADMAP

NMC 811  
(Gen 3 & 3+)  
600-660 Wh/l

LMFP BASE  
Entry Range  
500-550 Wh/l  
(Currently under review)

NMC Step2  
High Range  
~750 Wh/l

Solid State (Gen4/4+)  
High Range  
~850-1100 Wh/l



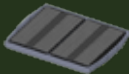
Fast Charge  
20-25min 20-80%



MODULE BASED



Fast Charge  
20-25min 10-80%



CELLS TO PACK



Fast Charge  
15-20min 10-80%



Fast Charge  
10-15min 10-80%



CELLS TO UNDERBODY

2024

2025

2026

2027

2028

2029

2030



OUR RESPONSIBLE VISION

BUILDING A GREENER EUROPEAN EV BATTERY INDUSTRY

ACC's mission is to accelerate the transition to affordable emission-free mobility for all. We'll achieve it by revolutionising electric car battery technology. Significantly reducing greenhouse gas emissions through innovation. And by cultivating long-term partnerships to forge an unprecedented manufacturing chain supplying high-performance cells and modules that will bring about the end of petrol and diesel cars.

A HOLISTIC APPROACH TO BATTERY PRODUCTION

Our approach to corporate social responsibility ("CSR") is rooted in analysing the life-cycle of batteries to identify key environmental and social impacts. We take a holistic view of the expectations of our stakeholders - authorities, customers, employees, elected representatives, local communities and non-governmental organisations ("NGOs").

HERE ARE THE MAIN CHALLENGES WE HAVE IDENTIFIED:

- 01 More and more batteries are needed to power the energy transition. This puts pressure on mineral resources.
- 02 Social & environmental impact of mineral extraction and refining.
- 03 Countries are banning thermal vehicles, but electric vehicles are still expensive and do not offer a long range. In addition, the recharging network is limited.
- 04 Throughout the chain, the manufacture of batteries consumes a lot of water and energy.
- 05 The end-of-life and recycling of batteries is always a concern.
- 06 Electric vehicles are still the privilege of a few. They are expensive to buy and the battery accounts for over 40% of the cost.



THE ROAD TO CLEANER MOBILITY

We've identified the issues where we can have the greatest impact - the four pillars of our CSR strategy. A number of policies support these pillars and will help us achieve our goals. They determine the rules we follow and the people we work with.

ACC CSR ROADMAP

OUR VISION: THE 4 PILLARS OF ACC'S CSR STRATEGY



1

ECO-DESIGN AND INNOVATION

Design and develop ever more efficient and environmentally friendly manufacturing processes and products. Adopt a circular model, designing products that can be repaired, re-used or recycled.



2

RESPONSIBLE MANUFACTURING

Establish and maintain a fair, transparent and sustainable supply chain that supports the continuous reduction of our environmental impact. Actively and continuously reduce the environmental impact of battery cells and modules at every stage of their life cycle.



3

WORKING ENVIRONMENT AND PEOPLE'S DEVELOPMENT

Contribute to the development and strengthening of a highly skilled cell manufacturing workforce, through appropriate training and development. Fostering motivation and a work environment conducive to our commitment.



4

EUROPEAN INDUSTRIAL AND ACADEMIC BATTERY ECOSYSTEM

Advance the reindustrialisation and development of a responsible European battery ecosystem. Share all non-IP protected knowledge with industry and the scientific community.



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OUR MILESTONES

2020

**January**  
President Emmanuel Macron inaugurates our pilot line in Nersac, at the heart of Saft's facilities.

**August**  
Official launch of ACC.

2021

**September**  
Inauguration of our R&D Expertise Center in Bruges.

2022

**March**  
Inauguration of the Nersac Industrial Excellence Center.

**March**  
Mercedes officially joins ACC. Third Gigafactory announced in Termoli.

**March**  
Production starts at our pilot line in Nersac.

2023

**May**  
Inauguration of ACC's first Gigafactory in Billy-Berclau Douvrin.

2024

**Feb**  
Start of ramp-up in our first Gigafactory in Billy-Berclau

Closing of a €4.4 billion fundraising, increasing the total funding for the construction of three gigafactories for lithium-ion battery cell production in France, Germany, and Italy, as well as for R&D.

2030

By 2030 we'll be able to boast a production capacity of 120 GWh —more than two and a half million batteries per year.

FORTHCOMING HIGHLIGHTS

2025

A second gigafactory is expected to open in Germany and a third will be then built in Italy.

WHILE ACC HAS ONLY BEEN IN EXISTENCE SINCE 2020, WE'VE ALREADY ACQUIRED €3.3 BILLION IN CAPITAL, SECURED A FULL ORDER BOOK FOR THE PERIOD 2024-2028, BUILT OUR FIRST PROTOTYPES (WHICH ARE NOW BEING JOINTLY REFINED WITH CLIENTS), BUILT FACILITIES IN BRUGES AND NERSAC, AND COMPLETED OUR FIRST UNPRECEDENTED GIGAFACTORY IN BILLY-BERCLAU DOUVVIN, WHICH HAS BEEN OPERATIONAL SINCE THE END OF 2023.

HUMAN RESOURCES



73%  
Male



27%  
Female



39 years  
Average age

45

Nationalities represented



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## OUR SITES

The Expertise Center in Bruges, near Bordeaux in the Nouvelle Aquitaine Region is where the magic happens. It's our very first site, the cradle where all our innovations are born.

At the heart of this R&D center, our prototype cells and modules are designed and refined in the laboratory over a three-year timescale, before being put into factory production to test every aspect of the technology and performance expected by car manufacturers. The cells and modules undergo demanding tests —tougher than real conditions, so that we can guarantee faultless operation. At ACC, safety is not optional.

To this end, we have created 2,300 m<sup>2</sup> of laboratories, 1,300 m<sup>2</sup> of test areas and 4,140 m<sup>2</sup> of brand-new offices to house our project, R&D and industrialization teams —some 700 people— who will design tomorrow's products and put them into production.

**Expertise Center**  
**Bruges**  
**Bordeaux**  
**New Aquitaine**  
**France**



## THE ACC EXPERTISE CENTER IN FIGURES



13,200 m<sup>2</sup> of buildings



2,300 m<sup>2</sup> of laboratory space



4,140 m<sup>2</sup> of office space



€30 million initial investment



700 employees

# BRUGES

### Find us

ACC Expertise Center  
140 avenue d'Aquitaine  
33540 Bruges

4...

## OUR SITES

The Pilot Line - where our concepts take off.

The Nersac Pilot Line is where we develop and test our battery technologies. It's where we test our manufacturing processes at scale and refine them on a full-size pilot production line —exact working replicas of those in the gigafactories.

We develop the fastest and most cost-effective new chemical and production processes for electric vehicle batteries. Once built, the cells are evaluated for performance, range and safety.

And the Nersac Pilot Line is not just here for the future of our products, it's also for the future of our people. It doubles as the "industrial excellence" training center for all the colleagues who will work in our gigafactories. This includes the Stellantis teams who are being trained before joining the Billy-Berclau Douvrin plant.

**Industrial Excellence Center**  
**Nersac**  
**Angoulême**  
**New Aquitaine**  
**France**



## NERSAC'S INDUSTRIAL EXCELLENCE CENTER IN FIGURES



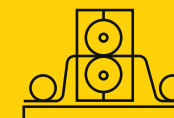
24,000 m<sup>2</sup> of buildings



7,800 m<sup>2</sup> of dry room



1600L of mixer capacity



2 GWh of generation



300 factory staff

# NER SAC

### Find us

Nersac Pilot-Line  
10 Rue Ampère  
16440 Nersac  
France

OUR SITES

This is where the batteries of the future will be built – on an unprecedented scale, in the Hauts-de-France. From the second half of 2024, we'll be producing at high-scale lithium-ion battery cells and modules to power the next generation of electric vehicles. We are launching with a capacity of at least 13 GWh, and gradually increase to 40 GWh by 2030, as the three production blocks come online. And if we need even more space in the future, the site can even accommodate a fourth block.

The Hauts-de-France has been dubbed the "Valley of batteries" and our first Gigafactory – an extraordinary superstructure on the former site of the Française de Mécanique de Stellantis in Billy-Berclau Douvrin started battery manufacture at the end of 2023. Production is a blend of radical new processes and proven materials - notably in our R&D center in Bruges and in the pilot plant in Nersac.

Gigafactory  
Billy-Berclau Douvrin  
Hauts-de-France  
France

A PLANT DESIGNED  
TO BE GREENER

The Gigafactory in Billy-Berclau Douvrin is built on the ground of the Stellantis site, specializing in mechanical components. By repurposing the site and integrating it with the Gigafactory, it creates new job opportunities and a sustainable future. The plant's location on an existing industrial site helps preserve natural areas, and its intensive environmental impact assessment underscores ACC's commitment to sustainability :

Fauna and flora:

Relocation of protected species; implementation of avoidance and compensation measures.

**Water:** low water consumption. No discharge of industrial water outside the site.

**Energy:** ACC will make every effort to reduce its energy consumption. We're exploring the possibility of generating our own renewable energy.

**Air quality:** Occasional and controlled emissions from industrial solvents, below regulated levels in all cases.

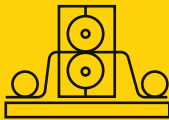
**Noise:** No noise pollution; noise from the power station, substation, auxiliary equipment and traffic will remain below regulatory thresholds.

**Waste:** Production of 'classic' waste, liquid waste (with solvents) and solid waste (particularly metals) which have been identified and for which treatment channels already exist. We aim to recycle 90% of our waste.

Recycling of batteries at the end of their life is the responsibility of vehicle manufacturers. However, ACC strives to make it easier for them by using recyclable materials and eco-designed batteries that are simple to disassemble and repair.



DOUVRIN BILLY-BERCLAU  
IN FIGURES



3 production blocks by 2030



13.4 GWh per block,  
i.e. a total of 40 GWh by 2030



34 hectares site



20,000 m² of Dry Rooms



Around 2,000 people  
will eventually work in the  
plant by 2030



**Gigafactory  
Kaiserslautern  
Rhineland-Palatinate  
Germany**

## OUR SITES

Kaiserslautern, in Rhineland-Palatinate, will be ACC's second Gigafactory. Here, as in Billy-Berclau Douvrin, hundreds of people will produce next-generation lithium-ion cell technologies and battery modules - producing them on a huge scale to power the electric vehicles of tomorrow. Production will begin in 2025 with an initial capacity of 13.4 GWh, which will eventually

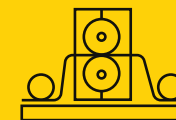
be increased to 40 GWh, enabling more than 800,000 vehicles to be equipped each year.

In line with our policy (implemented on all our other sites), we've adopted a brownfield approach, which means that no agricultural land or natural areas have been cleared. The ACC Gigafactory in Kaiserslautern is being built on the site of the Stellantis/Opel GmbH factory, so it can be

converted to support the energy transition and develop highly qualified jobs, while keeping our environmental footprint to a minimum.

The project received a €437m grant from the German government and from local authorities in September 2021, under the IPCEI (Important Project of Common European Interest).

## KAISERSLAUTERN IN FIGURES



3 production blocks by 2030



13.4 GWh per block,  
i.e. a total of 40 GWh by 2030



34 hectares site



600 to 700M € of investment for  
the construction of each block

# KAISERS LAUTERN

### Find us

Automotive Cells Company Deutschland  
GmbH  
Opelkreisel 1,  
67663 Kaiserslautern,  
Germany

Gigafactory  
Termoli  
Molise Region  
Italy

OUR SITES

The Italian Gigafactory located in the Molise Region is the third announced by ACC. The production plant will be located in an area of 74 hectares within the former perimeter of the Stellantis Powertrain plant in Termoli still producing combustion engines as well as manual transmissions.

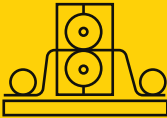
The Gigafactory will consist of 3 blocks with a production capacity of 13.4 GWh each, equivalent to about 5 million modules for BEV cars made of 70 million high performance

lithium-Ion cells every year. Launch of production of the first block is scheduled as early as 2026. Each production block will extend about 700 meters in length and about 110 meters in width involving highly technical process to build up to date battery cells and modules.

The total investment for the construction of the plant amounts to more than €2 Billion and will involve about 1,800 highly skilled employees by 2030.

This investment is of strategic importance: it will help secure a role for Italy in the new European battery supply chain and it will protect and strengthen the industrial relevance of southern Italy and the Biferno Valley, whilst supporting the transition to electric mobility in Europe.

TERMOLI  
IN FIGURES



3 production blocks by 2030



13.4 GWh per block,  
i.e. a total of 40 GWh by 2030



74 hectares site



Around 1,800 people  
will eventually work in the plant

TERMOLI



## OUR SITES

**Paris Office**  
**Morning, Cléry**  
**21 rue de cléry**  
**75002 Paris**

**An office strategically located at  
the crossroads of our European sites**

Our Paris office is right in the center of the City of Lights – within easy reach of our clients' and partners' offices and labs. As a young start-up, we wanted a flexible, accessible and professional office in Paris. So we moved to Morning, a dynamic, productive and collaborative coworking space on rue de Cléry, in the 2nd Arrondissement.

It's a great working space, but an equally great area for our staff to take it easy when they're off duty. A lively neighbourhood where they can sip espresso, enjoy a massage at their desk, do yoga or just take a nap in the winter garden. And they can take advantage of the vibrant internal community to expand their network, open their minds, share ideas with colleagues and create new synergies.

**Find us`**

ACC Paris Office  
Morning, Cléry  
21 rue de cléry  
75002 Paris

Metro Sentier / Bonne Nouvelle  
Lines 3, 8 and 9  
Vélib : 4 rue de Cléry / 112 rue d'Aboukir

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## OUR SHAREHOLDERS

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ACC is supported by some of the main cornerstones of the energy and automotive sector. The complementary experience and skills that these big players bring give ACC a solid launch pad for our high ambitions.

**saft**



Saft has been designing high-tech batteries for over a century. A wholly-owned subsidiary of energy giant TotalEnergies, it has forged its own reputation as a global pioneer of the battery industry.

STELLANTIS

Stellantis is one of the world's leading automakers and a mobility provider. With its story and iconic brands including Abarth, Alfa Romeo, Citroën, DS Automobiles, Fiat, Jeep®, Maserati, Opel, Peugeot, Free2move and Leasys... Stellantis aspires to become the greatest sustainable mobility tech company.



Mercedes-Benz is one of the world's leading automaker of premium and luxury cars and vans.

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## AN IPCEI PROJECT

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ACC enjoys official support. The project has been deemed an "Important Project of Common European Interest" (IPCEI) confirming its status as "an important contribution to the growth, employment and competitiveness of the European industrial sector and to the strategic objectives of the European Union". IPCEIs bring together leading players from the EU's public and private sectors to share their knowledge, expertise and financial resources to meet needs and conquer challenges which would not be possible by any other means.



OUR LEADERS



**Yann Vincent**  
**CEO**

Yann Vincent is a graduate of the Ecole Centrale de Paris (1980) and holds an MBA from INSEAD (1989). In 1982, he joined the Renault group where he held the posts of Plant Director, Programme Director, Group Quality Director and Director of Renault in Russia (AvtoVAZ). In 2009, Yann joined Alstom Transport, where he was appointed Director of Operational Performance and a Member of the Executive Committee. In June 2014, he became Industrial and Logistics Director of the PSA Group – a position he held until August 2020. On 3 September 2020, Yann Vincent was appointed General Manager of ACC.



**Philippe Biensan**  
**Chief Expertise Officer**

With a PhD in Physical Chemistry and Computer Science from the University of Bordeaux, Philippe joined Saft in 1991, first as a research scientist on rechargeable lithium and Li-ion technologies in Poitiers, then from 1996 to 2009 as Head of Lithium-ion Research. From 2008, he ran the Li-ion unit, driving development, industrialisation and production of NCA-based cells before taking responsibility for Saft’s European Development of Cylindrical Li-ion in 2012. From 2016, he was Deputy Director of the Bordeaux-based Business Incubator, resolving chemical, mechanical and systems challenges for Saft technologies, becoming Technical Director in 2018 to lead Saft’s new cross-functional programme for R&D and industrialisation of next-generation Lithium-ion and Lithium Solid State batteries on which ACC was founded. In 2020, he became Technical Director of ACC.



**Peter Bleyhl**  
**Quality Management VP**

Having studied Electrical and Industrial Engineering at Germany’s University of Karlsruhe, Peter served 27 years with Mercedes in various roles across Germany, the USA, South Africa and China. Back in Germany, he assumed responsibility for Supplier Quality at the Sindelfingen plant for all production equipment, including JCS HV batteries in Nersac. From 2012 to 2016, he was Vice President of Quality in the BBAC joint venture, setting up the Quality Management organisation to support and manage all newly built factories at the Beijing site. He returned to Germany in 2016 to manage Global Quality Organisation for all MBAG engine plants, then Global Supply Chain Management for all compact car plants in Europe and Mexico since 2019. Peter joined ACC in June 2022.



**Aurélien Chevalier**  
**VP - Customer Projects**

Aurélien graduated from the Ecole des Mines Engineering School and the IFP school. In 2008 he started his career with PSA Group where he held several roles in powertrain engineering. In 2014, he joined Jaguar Land Rover group in England as Vehicle Platform Programme Manager. He oversaw a number of major vehicle platform upgrade programs, bringing to market 4 updated vehicles, including the new Jaguar F-Pace and Jaguar XF. In May 2021, he returned to France, to join ACC and became Director of Client Projects. His responsibilities include the management of the planification and the execution of the customer projects.



**Patrick Houry**  
**VP - Human Resources**

Leveraging 10 years of Accenture consulting work and +20 years in HR Leadership roles for technology companies, Patrick Houry supports fast-growing companies, helping them to successfully transform their businesses by attracting extraordinary talent in high demand and empowering them to achieve their career goals and by building the best organization’s systems.



**Matthieu Hubert**  
**General Secretary**

As a graduate in Political Science from the IEP de Lille, Matthieu went on to take a DEA in Political Science, then started his career as Chief of Staff to Nicole Notat, Secretary General of the Confédération Française Démocratique du Travail. He joined Renault in 2003, first as Company spokesperson with specific responsibility for crisis communication, then as Head of Communication for the Quality Department. The next 10 years were spent as a Manufacturing Manager, spreading his expertise between various Renault factories in France and the Tangiers plant in Morocco. Matthieu joined ACC at the beginning of 2021, taking on a broad portfolio of responsibilities, including internal and external communication, public affairs, legal and CSR.

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## OUR LEADERS



**Laure Jouffrai**  
**CFO**

Laure studied engineering at the ENSTA school in Paris. She started her career in 1987 at the Information System Department of PSA Group, as a logistic and commercial systems (SAP) and finance systems Project Manager. From 2002 to 2010, she progressed through the ranks of PSA's Purchasing Department where she became VP of Purchase Controlling, managing the Finance Controlling for all Purchasing activities.

In 2011, as Senior Finance Vice President of PSA's R&D and Programs activities (3 Mrd € R&D + CAPEX), she took charge of the assessment of projects costs and profitability for all projects, managing a team of 450 people.

In 2017, she became Senior Finance Vice President of Accounts payable for PSA's European sites where she oversaw the merger with OPEL Automobiles. Laure joined ACC at its inception in 2020, as our Chief Financial Officer.



**Yann Laot**  
**Strategy & BP, Marketing & Sales VP**

Yann has a dual background, in Chemistry (M.Sc. and PhD from Ecole Polytechnique, France) and in Business/Strategy. A battery/energy specialist, he worked at AirLiquide as a lithium-ion Technology Foresight Analyst, before joining the Boston Consulting Group as a Senior Associate for the energy sector.

In 2011, Yann joined Total New Energies as Head of Strategy on Stationary Energy Storage (batteries and lithium-ion in particular). In 2017, he joined Saft as Strategic Marketing Manager on Stationary Energy Storage (ESS) for Renewables & Power Grids and for Electric Mobility/Electric Vehicle (xEV) focusing on lithium-ion technology and industry. He became a Director in 2018, and was involved in negotiations that led to the IPCEI funding.

Appointed Technical Director of the Solid State Battery programme, Yann took charge of TotalEnergies-Saft's investment in ACC and negotiated with Mercedes-Benz and Stellantis' investment in ACC. He officially joined ACC in August 2022.



**Jean Mouro**  
**MFG & Industrial projects VP**

Jean has 28 years experience covering various areas of the automotive business during a varied international career: engineering & project management, manufacturing and plant management, joint venture & cooperation, and executive management. Focused on customer satisfaction and cost reduction, he was vehicle plant general manager in Slovakia and France and launched many new products in different countries.

He managed the joint venture of PSA in China, tripling sales and profits, and made the South America operations of PSA a benchmark in the PSA Group in terms of product quality and cost. He is now putting this experience to the service of the transition to sustainable mobility, and the reindustrialization and sovereignty of Europe, driving the change with ACC.



**Jean-Baptiste Pernot**  
**Deputy-CEO Strategy & Development**

Jean-Baptiste Pernot is a graduate of the Centrale Paris Engineering School and of ESSEC.

In 2005, he joined Areva in China as Sales Director, then General Manager of the "AREVA T&D Suzhou High Voltage Switchgear" plant for the Alstom group.

In 2011, he became Vice President, China of Areva NP in Beijing and worked to position Areva as a leading sustainable supplier for the Chinese nuclear fleet.

In March 2016, he returned to France, spending 5 years as Vice President of Transformation & Operations of Saft and designing a global transformation plan for operational excellence before joining ACC on its creation, as Chief Operating Officer.

His responsibilities include the management of ACC operations (industrialisation, plants, purchasing, IT, engineering, projects).



**Alain Raposo**  
**Research & Development VP**

After graduating in 1987 from France's INSA (National Institute of Applied Sciences) and ENSPM (National Institute of Petrol and Engines) where he specialized in engines and products of petroleum applications, Alain started his career at Renault. He was primarily in charge of engine and transmission development. In 2005, he moved to Nissan to lead its powertrain efforts. From 2008 to 2017, he spearheaded powertrain strategies that maximized synergies at the Renault-Nissan Alliance. In 2014, he added EV engineering to his CV, overseeing the alliance's efforts in electrification development.

In 2017, at Stellantis he led the development of electric vehicle programs. Within a year, he became responsible for the development of powertrains, batteries and chassis for cars both traditional and electric. From October 2020 to October 2022 at Hyundai Motor Group he led the Electric Propulsion Tech Unit in the R&D Division, preparing Energy transition and supporting Hyundai Smart Mobility Solutions Provider strategies.

Alain joined ACC to develop a new generation of sustainable and efficient batteries.



**Erhard Schletterer**  
**Deputy CEO Operations**

Erhard Schletterer is a pure product of Mercedes-Benz, where he spent 32 years of his career, in varied roles in Germany and USA.

He's been heavily involved in e-Mobility since 2008. He was responsible for the manufacturing engineering and production of Fuel Cells, E-Motors and Electric Drivetrains, Battery Cells as well as Battery Modules and Packs. From 2010 to 2013 he took the direction of Li-Tec, a joint venture between Evonik Industries and Mercedes-Benz aimed at developing and producing Battery Cells in Kamenz near Dresden, Germany. In 2017, he became managing director of ACCUMOTIVE GmbH, also in Kamenz, where he was responsible for Battery Modules and Pack production.

More recently, as Chief Engineer and Manufacturing Engineer, Erhard was tasked with the setup of Mercedes-Benz's worldwide battery production network, including the creation of facilities in the USA, Germany, Poland, China, Thailand and Finland. Erhard was involved in the acquisition of the Mercedes-Benz's shares of ACC. He joined ACC in June 2022 as Vice President of Industrial strategy, Industrialisation Strategy, Partnerships and Project Management.