

First, The circular economy struggles to achieve economies of scale because resource reduction relies on them. If the amount of waste is insufficient to reach the minimum scale required for economic processing, it's not feasible for individual companies to establish a circular system independently (Zuo, 2007). Achieving resource circularity requires specialized companies to centrally collect, sort, process, and reuse waste. Furthermore, these companies must cluster within a specific region to achieve regional economies of scale.

Second, There is a lack of standardization in the recycling process of EV batteries. E.g. the recycler had different type of 2<sup>nd</sup> life or EoL E EVB, hence different recycling principles, which significantly decrease the circularity of EVB. In light of the above considerations, rather than awaiting the establishment of standards, it would be preferable to develop battery circular standards through the bulk aggregation of similar batteries. For instance, centrally collect, sort, process, and reuse waste. This approach could scale up the battery circularity by substantially reduce the costs associated with battery circularity while enhancing its practical feasibility.

As a battery trading platform is perfect for a market information provider. So they can be a hub for information exchange. We may be able to do the case study from here.