

Q3 2024 Earnings & Business Update Call

Investor Presentation
November 7, 2024



Forward Looking Statements And Unaudited Results

Certain statements contained in this presentation may be considered “forward-looking statements” within the meaning of the U.S. Private Securities Litigation Reform Act of 1995, Section 27A of the U.S. Securities Act of 1933, as amended, Section 21 of the U.S. Securities Exchange Act of 1934, as amended, and applicable Canadian securities laws. Forward-looking statements may generally be identified by the use of words such as “believe”, “may”, “will”, “continue”, “anticipate”, “intend”, “expect”, “should”, “would”, “could”, “plan”, “potential”, “future”, “target” or other similar expressions that predict or indicate future events or trends or that are not statements of historical matters, although not all forward-looking statements contain such identifying words. Forward-looking statements in this presentation include but are not limited to statements about: Li-Cycle’s ability to satisfy the conditions precedent to the first and subsequent advances under the DOE loan, including additional funding requirements of approximately \$173 million and certain other conditions precedent to the first advance under the DOE loan; the continued evaluation of additional financing options for first advance of the DOE loan and to increase liquidity; Li-Cycle’s go-forward strategy; total project cost estimates of approximately \$960 million for the Rochester Hub, with the remaining cost to complete estimate of approximately \$487 million; expected annual production of lithium carbonate and MHP at the Rochester Hub; nameplate processing capacity at the Rochester Hub; amount of black mass processed at the Rochester Hub; and prioritizing a self-sufficient and financially accretive Spoke business. These statements are based on various assumptions, whether or not identified in this presentation, including but not limited to assumptions regarding the timing, scope and cost of the Rochester Hub and Li-Cycle’s other projects, including Li-Cycle’s ability to successfully re-start and complete construction of the Rochester Hub, other paused or curtailed projects, and Li-Cycle’s ability to establish a self-sufficient and financially accretive Spoke business; the processing capacity and production of Li-Cycle’s facilities; Li-Cycle’s ability to source feedstock and manage supply chain risk; Li-Cycle’s ability to increase recycling capacity and efficiency; Li-Cycle’s ability to obtain financing on acceptable terms or at all, including to fund Li-Cycle’s remaining base equity contributions under the DOE loan, the remaining costs to complete the Rochester Hub (assuming the availability of the entirety of the DOE loan for those costs) and Li-Cycle’s ongoing operating costs; Li-Cycle’s ability to successfully reduce operating costs and execute any strategic transactions; the success of Li-Cycle’s cash preservation plan; the outcome of the go-forward strategy of the Rochester Hub; Li-Cycle’s ability to retain and hire key personnel and maintain relationships with customers, suppliers and other business partners; Li-Cycle’s ability to attract new suppliers or expand its supply pipeline from existing suppliers; general economic conditions; currency exchange and interest rates; the outcome of current, and the risk of future, legal proceedings involving Li-Cycle; compensation costs; and inflation. There can be no assurance that such estimates or assumptions will prove to be correct and, as a result, actual results or events may differ materially from expectations expressed in or implied by the forward-looking statements. These forward-looking statements are provided for the purpose of assisting readers in understanding certain key elements of Li-Cycle’s current objectives, goals, targets, strategic priorities, expectations and plans, and in obtaining a better understanding of Li-Cycle’s business and anticipated operating environment. Readers are cautioned that such information may not be appropriate for other purposes and is not intended to serve as, and must not be relied on, by any investor as a guarantee, an assurance, a prediction or a definitive statement of fact or probability. Forward-looking statements involve inherent risks and uncertainties, most of which are difficult to predict and many of which are beyond the control of Li-Cycle and are not guarantees of future performance. Li-Cycle believes that these risks and uncertainties include, but are not limited to, the following: Li-Cycle’s inability to develop the Rochester Hub as anticipated or at all, and other future projects including its Spoke network expansion projects in a timely manner or on budget or that those projects will not meet expectations with respect to their productivity or the specifications of their end products; risk and uncertainties related to Li-Cycle’s ability to continue as a going concern; Li-Cycle’s failure to effectively remediate the material weaknesses in its internal control over financial reporting that it has identified or its failure to develop and maintain a proper and effective internal control over financial reporting; Li-Cycle’s insurance may not cover all liabilities and damages; Li-Cycle’s reliance on a limited number of commercial partners to generate revenue; the lack of substantial remaining assets available for incurring additional secured debt; Li-Cycle failure to satisfy the conditions required to fully draw down on the DOE loan facility; Li-Cycle’s failure to continue to raise funds under the ATM program in the future; the risk of substantial dilution resulting from the conversion of the first tranche of Glencore’s secured convertible note following the DOE loan close, and from any further shares issuance under the ATM program. These and other risks and uncertainties related to Li-Cycle’s business are described in greater detail in the section titled “Item 1A. Risk Factors” and “Item 7. Management’s Discussion and Analysis of Financial Condition and Results of Operation—Key Factors Affecting Li-Cycle’s Performance” in its Annual Report on Form 10-K and the sections titled “Part II. Other Information—Item 1A. Risk Factors” and “Part I. Financial Information—Item 2. Management’s Discussion and Analysis of Financial Condition and Results of Operation” in its Quarterly Reports on Form 10-Q, in each case filed with the U.S. Securities and Exchange Commission and the Ontario Securities Commission in Canada. Because of these risks, uncertainties and assumptions, readers should not place undue reliance on these forward-looking statements. Actual results could differ materially from those contained in any forward-looking statement.

Li-Cycle assumes no obligation to update or revise any forward-looking statements, except as required by applicable laws. These forward-looking statements should not be relied upon as representing Li-Cycle’s assessments as of any date subsequent to the date of this presentation. Li-Cycle reports its financial results in accordance with accounting principles generally accepted in the United States of America (“U.S. GAAP”). The Company makes references to certain non-GAAP measures, including adjusted EBITDA (loss). These measures are not recognized measures under U.S. GAAP, do not have a standardized meaning prescribed by U.S. GAAP and are therefore unlikely to be comparable to similar measures presented by other companies. Rather, these measures are provided as additional information to complement those U.S. GAAP measures by providing a further understanding of the Company’s results of operations from management’s perspective. Accordingly, they should not be considered in isolation nor as a substitute for the analysis of the Company’s financial information reported under U.S. GAAP. Li-Cycle defines adjusted EBITDA (loss) as earnings (loss) before depreciation and amortization, interest expense (income), income tax expense (recovery), and fair value (gain) loss on financial instruments. Reconciliation of the non-GAAP measure included in this presentation to Li-Cycle’s financial results as determined in accordance with U.S. GAAP is included in the Appendix.

Market and Industry Data

This presentation includes market estimates, including for the size of the EV and hybrid market in North America and the supply of battery materials for recycling in North America. These estimates are based on a variety of sources, including information from independent third-party industry analysts and publications, as well as the Company’s own estimates and research. The Company’s estimates are derived from publicly available information released by third party sources, as well as data from its internal research, and are based on such data and management’s knowledge of the industry, which the Company believes to be reasonable.

Closed Upsized \$475 Million Loan Facility with U.S. DOE

Loan Facility of up to \$475 million

an increase of \$100 million from the original conditional commitment through the Department of Energy (DOE) Loan Programs Office's (LPO) Advanced Technology Vehicles Manufacturing (ATVM) program

Significant milestone for Li-Cycle

and critical step towards the goal of restarting construction at the Rochester Hub

Strong vote of confidence

in Li-Cycle's patented and sustainable recycling technology and its important role in the U.S. battery materials supply chain

First DOE loan to be finalized for a battery resource recovery

facility and sustainable lithium-ion battery materials company

Follows detailed DOE technical, market, financial and legal due diligence

Attractive loan terms

relative to other third-party financing alternatives



Li-Cycle



U.S. DEPARTMENT OF
ENERGY

DOE Loan Facility: Attractive Commercial Terms

\$ Loan Facility Amount of up to \$475 million

- Principal of up to \$445 million
- Capitalized interest during the construction period of up to \$30 million

% Interest Rate:

Interest rates fixed from the date of each advance to the maturity date of the loan at the applicable long-dated U.S. Treasury Rate with 0% spread

📅 Maturity Date and Tenor:

Final maturity of March 15, 2040, for an approximately 15-year term

🕒 Grace Period:

- Grace period on scheduled principal repayments until June 15, 2027
- Interest during the construction period can be capitalized (up to \$30 million), instead of being paid in cash

📄 Other Key Terms:

Customary covenants and events of defaults for a project finance loan facility

CRITICAL MATERIALS | ADVANCED TECHNOLOGY VEHICLES MANUFACTURING

LI-CYCLE

ROCHESTER, NEW YORK

With a first-of-a-kind lithium-ion battery recycling facility, Li-Cycle is supporting a circular economy for critical materials.

FINANCED BY THE U.S. DEPARTMENT OF ENERGY

📋 Conditions Precedent to First Advance⁽¹⁾:

- Satisfaction or waiver of certain conditions and requirements to complete the base equity contribution (“BEC”), including:
- Settlement of commitments related to the project for costs of ~\$92 million that were incurred but not yet paid⁽²⁾
- Fund reserve account requirements of ~\$173 million⁽³⁾ (of which up to ~\$97 million can be satisfied through letters of credit)

Note: For additional details on the DOE loan commercial terms, please refer to the Form 8-K filed with the SEC and available on the investor relations section of the Li-Cycle website; (1) First Advance shall occur on or prior to November 7, 2025. The amounts represent a significant portion of the remaining BEC, are based on current estimates, may change prior to First Advance, and are among other components of the BEC that will need to be satisfied prior to First Advance; (2) Commitments as of September 30, 2024; (3) The DOE Loan Facility reserve accounts required for First Advance includes reserves for project construction, project ramp-up, and Spoke capital expenditures. Funding of these reserve accounts does not constitute capital expenditure on the project and the requirement to fund these reserve accounts is in addition to the total capital cost of the Rochester Hub project through to mechanical completion. The majority of these reserve account funds are expected to be released to the Company on or before the completion of the Rochester Hub project.

Li-Cycle's Go-Forward Strategy: Key Objectives

Key Objectives

Closing of the U.S. DOE Loan

Secure Additional Financing Alternatives

Complete Comprehensive Review

Optimize Spoke Network and Maximize Value

Current Status

✓ Closed agreement for loan facility of up to \$475 million, \$100 million more than the original conditional commitment

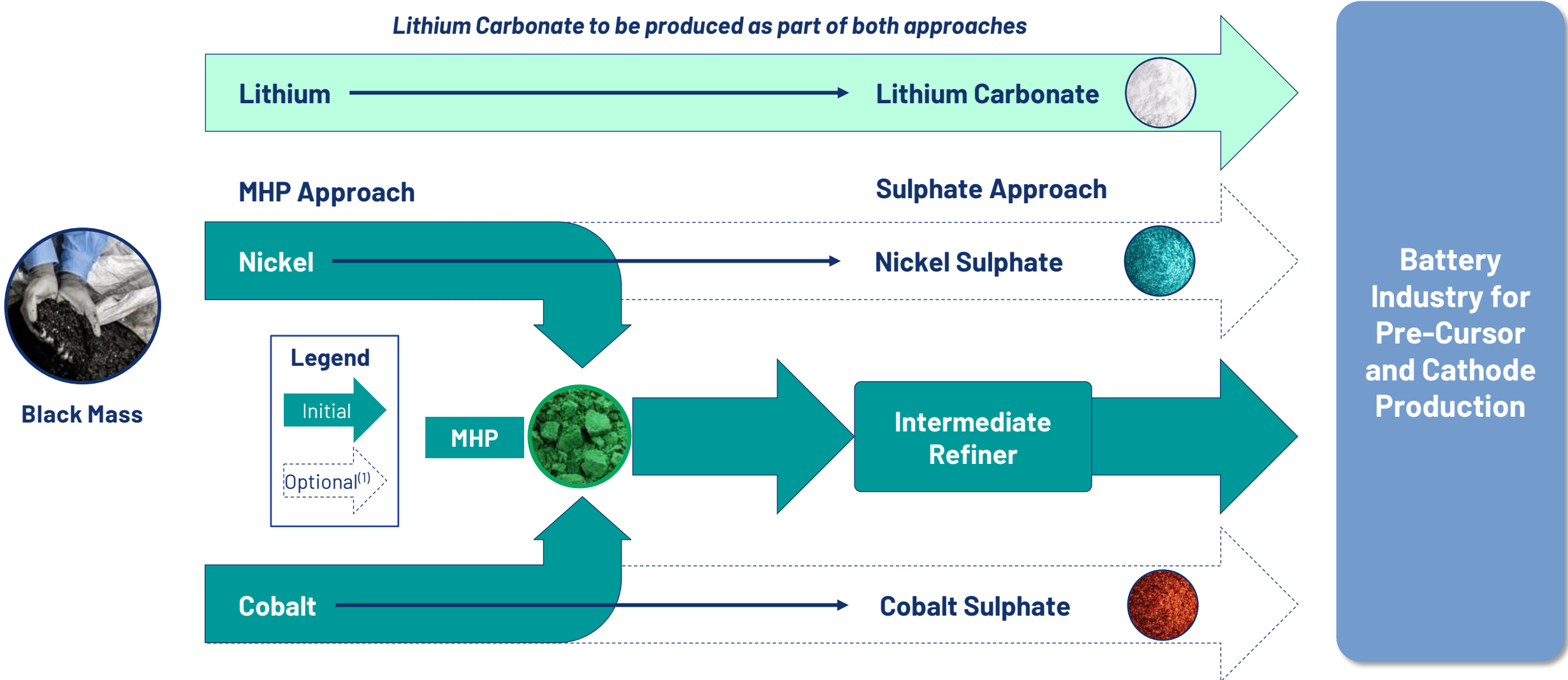
- Continuing to explore additional financing and strategic options for full funding package needed to restart construction of the Rochester Hub

- ✓ Completed internal technical review of Rochester Hub MHP scope
- ✓ Secured off-take agreement with Glencore for 100% of MHP production at the Rochester Hub
- Completion of comprehensive review and updated final investment decision (FID) to restart construction at the Rochester Hub will be underpinned by the full funding package

- ✓ Prioritizing a self-sufficient and financially accretive Spoke business by focusing on optimizing Generation 3 Spokes
- ✓ Consistent with the focus on the Generation 3 Spokes, curtailed operations at New York Spoke and continuing closure activities at Ontario Spoke

Note: Updated final investment decision for the Rochester Hub to follow post full financing package

Rochester Hub: Technical Review Confirmed the Technical Viability of the MHP Process



(1) Optional construction reflects the production of nickel sulphate and cobalt sulphate, as originally planned for the Rochester Hub. There are no current plans that include production of nickel sulphate and cobalt sulphate.

Rochester Hub Project: Completed Technical Review, Established Commercial Framework for Products

Completed Technical Review for MHP Scope

- Total project cost estimate to mechanical completion remains at ~\$960 million⁽¹⁾, of which the remaining cost to complete the project is estimated at ~\$487 million⁽²⁾
- Expected annual production of up to ~8,250 tonnes of battery-grade lithium carbonate and up to ~72,000 tonnes of MHP⁽²⁾
- Expected nameplate processing capacity remains at 35,000 tonnes of black mass annually

Established Commercial Framework for Rochester Hub Products

- Secured off-take agreement with Glencore for 100% of MHP production on market terms
- Glencore's and Traxys' existing off-take rights covering lithium carbonate production from the Rochester Hub are not affected by these amendments

Construction Site as of Mid-October 2023 Prior to Pause



WAREHOUSE BUILDING



LITHIUM PROCESS AREA FOUNDATION



FINAL PRODUCTS AREA

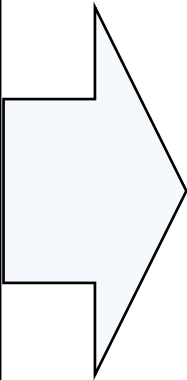
Note: The construction site image reflects the production of nickel sulphate and cobalt sulphate, as originally planned for the Rochester Hub. There are no current plans that include production of nickel sulphate and cobalt sulphate; (1) Total project cost estimates through to mechanical completion excludes costs for project commissioning, ramp-up, working capital or financing. (2) Remaining cost to complete of ~\$487 million includes commitments related to project for costs incurred but not yet paid of ~\$92 million as of September 30, 2024; (2) MHP production of up to 72ktpa on a wet basis

Rochester Hub: Revenue Inflection Upon Operationalization



1. Spokes Produce Black Mass



Spokes produce **black mass** by sustainably recycling all types of lithium-ion battery materials, regardless of chemistry and form factors



2. Rochester Hub expected to process up to **35,000 tonnes** of black mass per year and produce:

| | | |
|--|--|-------------------------|
| Lithium Carbonate <i>(tonnes/year)</i> | Mixed Hydroxide Precipitate (MHP) <i>(tonnes/year)</i> | |
|  Up to ~8,250 t/y |  Up to ~72,000⁽¹⁾ t/y | |
| Metal Equivalent (consistent with originally planned Hub sulphates approach) | | |
| Lithium Carbonate | Nickel | Cobalt |
| Up to ~8,250 t/y | Up to ~11,300 t/y | Up to ~1,600 t/y |

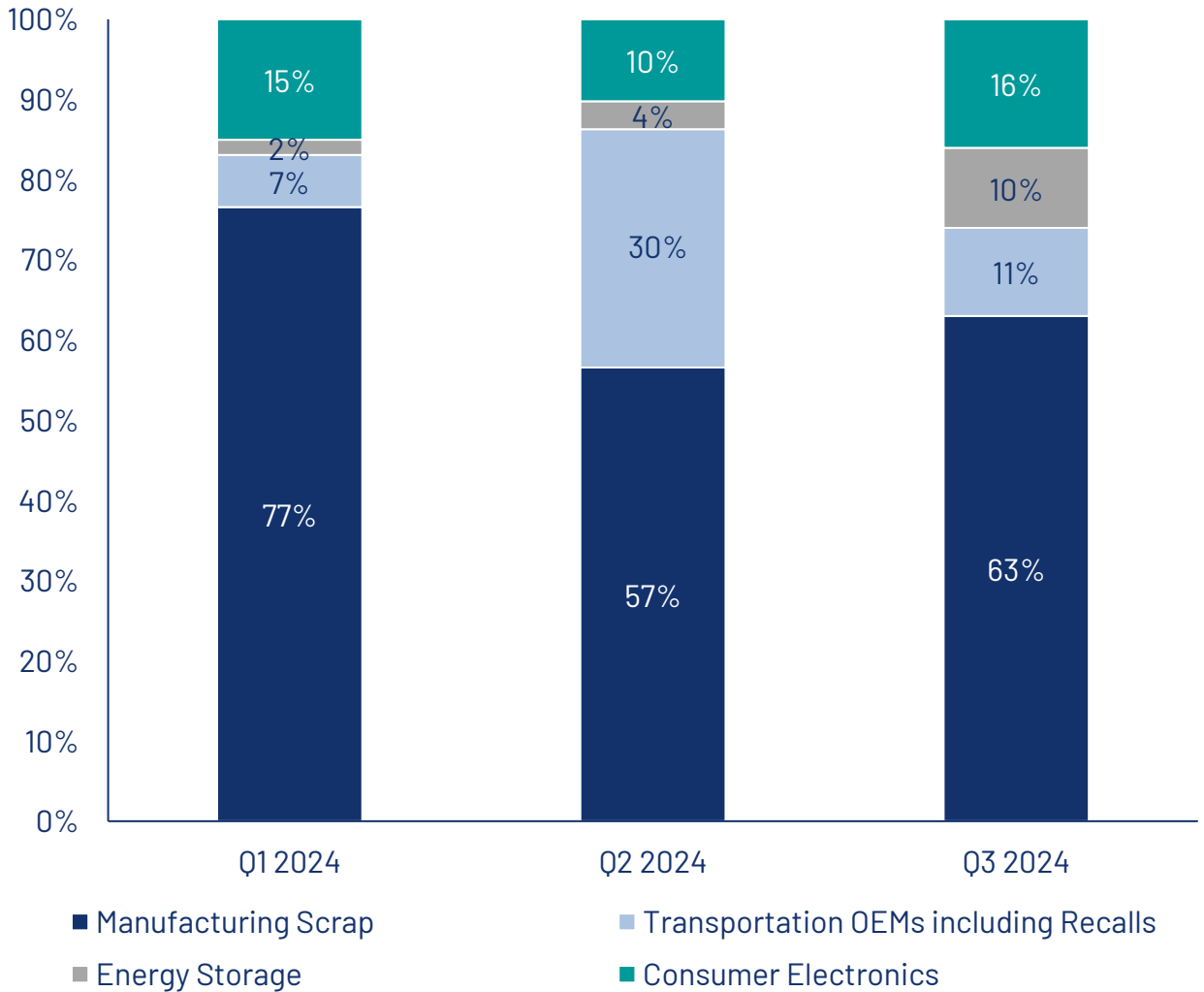
| End-Product or Relevant Metal Prices (\$/tonne)⁽²⁾ | | | |
|--|--------------------------|---------------|---------------|
| Projected | Lithium Carbonate | Nickel | Cobalt |
| December 2024 | \$12,225 | \$16,997 | \$27,577 |
| December 2025 | \$9,750 | \$17,213 | \$25,629 |
| December 2026 | \$12,250 | \$17,625 | \$28,798 |

(1) MHP production of up to 72ktpa on a wet basis; (2) Based on BMI estimates as of September 2024.

Continued Commercial Traction in Q3 2024

- Largest customer source of revenue was a leading U.S.-headquartered vertically integrated EV and battery manufacturer with a substantial global EV market share
- Four of top five global customers are EV OEMs, and top five comprise ~70% of global battery feed intake
- ~40% of total global battery input processed were EV battery packs
- Expanded agreement with one of the largest EV OEMs in Europe and added new customers in North America
 - Li-Cycle now has recycling contracts with four of the largest EV OEMs in Europe
- Continued to widen commercial footprint across Europe for feedstock for Germany Spoke

Battery Input Feed by Type



Spoke: Remain Focused on Optimization to Support Customers and Improve Cash Flow

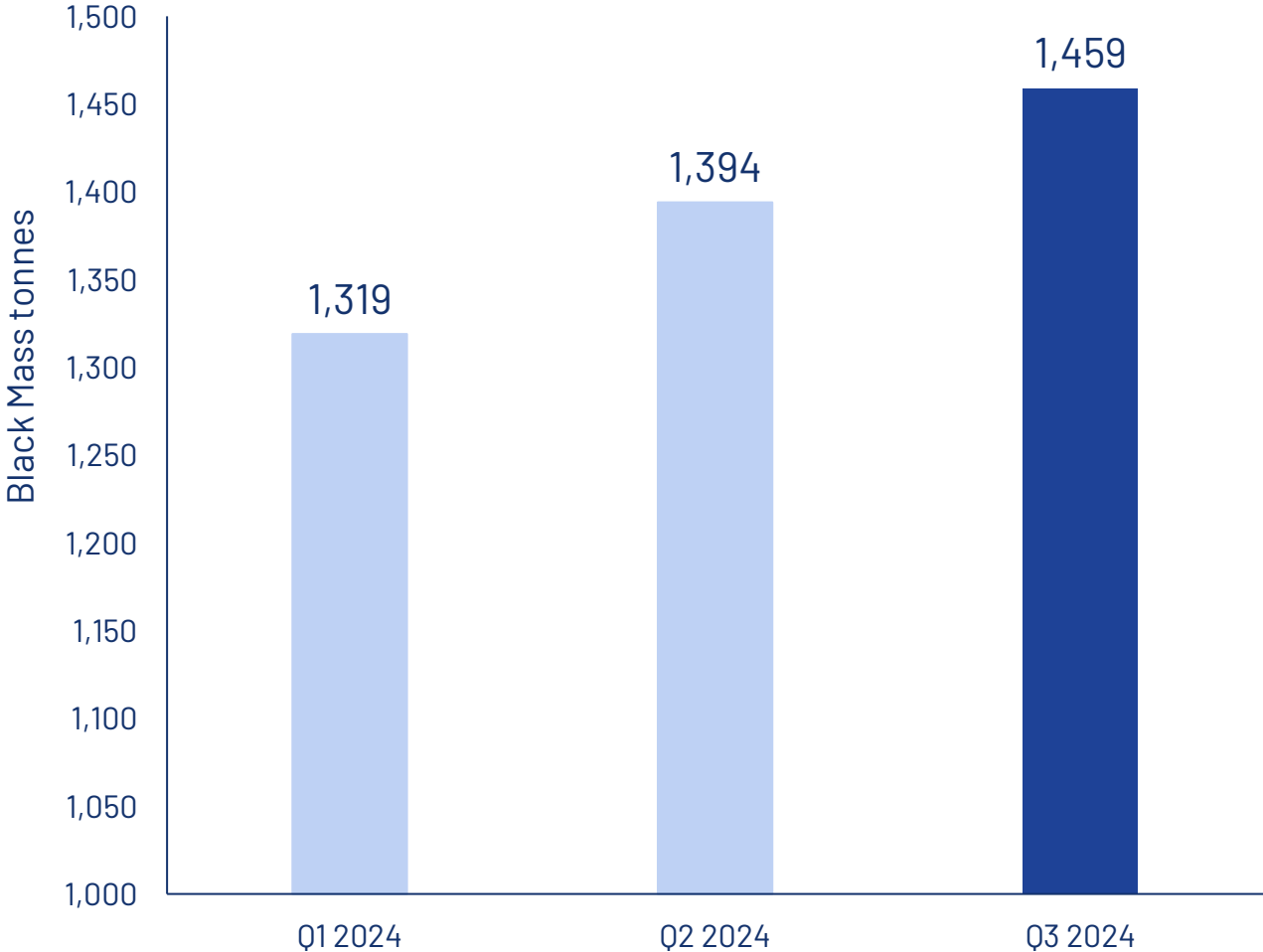
Increasing Quarterly Spoke Production in 2024

- **1,459 tonnes** of black mass & equivalents⁽¹⁾ produced in Q3 2024, higher than Q1 & Q2 2024

Work to Establish a Self-Sufficient and Financially Accretive Spoke Business

- Spoke optimization goals: increasing throughput and recoveries, reducing costs, and improving quality of black mass
- Focused on Generation 3 Spokes in Arizona, Alabama and Germany
- Continuing closure activities at Ontario Spoke, and curtailing operations at the New York Spoke

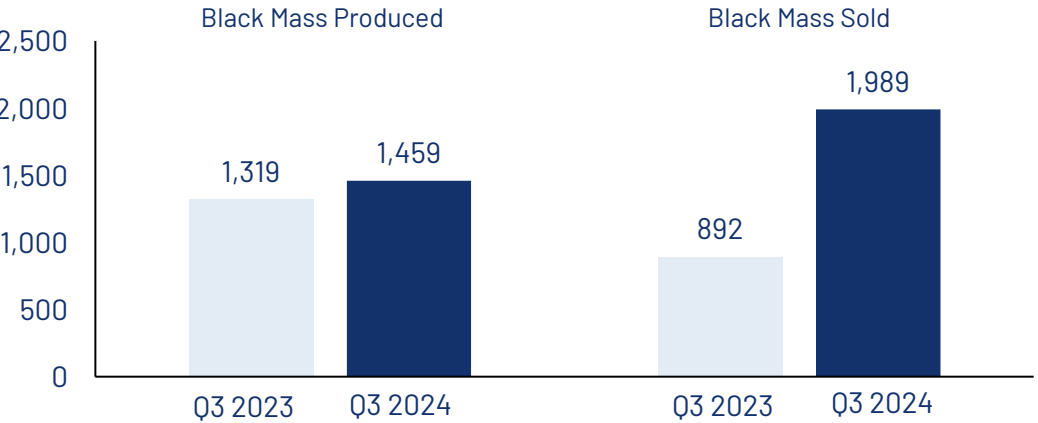
Black Mass Production by Quarter in 2024



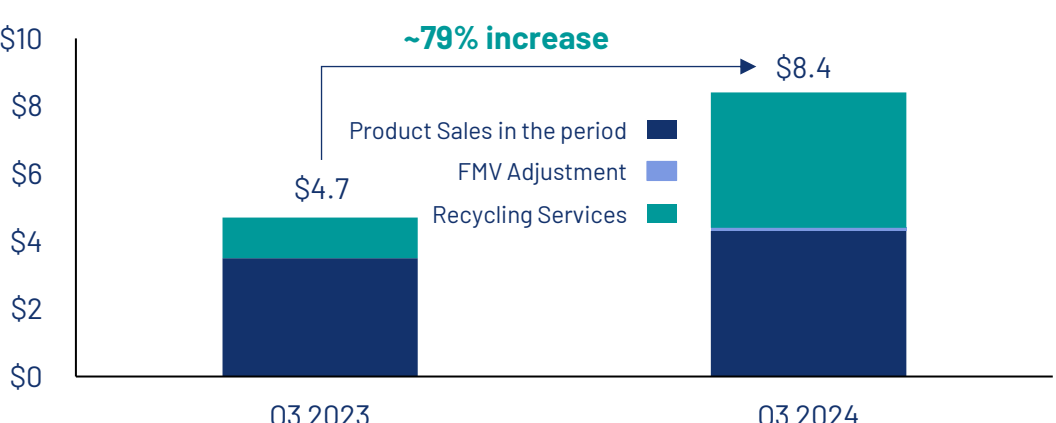
(1) Unless otherwise stated, in this presentation "black mass" refers to "black mass & equivalents," which includes black mass and products analogous to black mass that have a similar metal content.

Financial Results: Strong Quarterly Revenue Growth and Lower Operating Costs

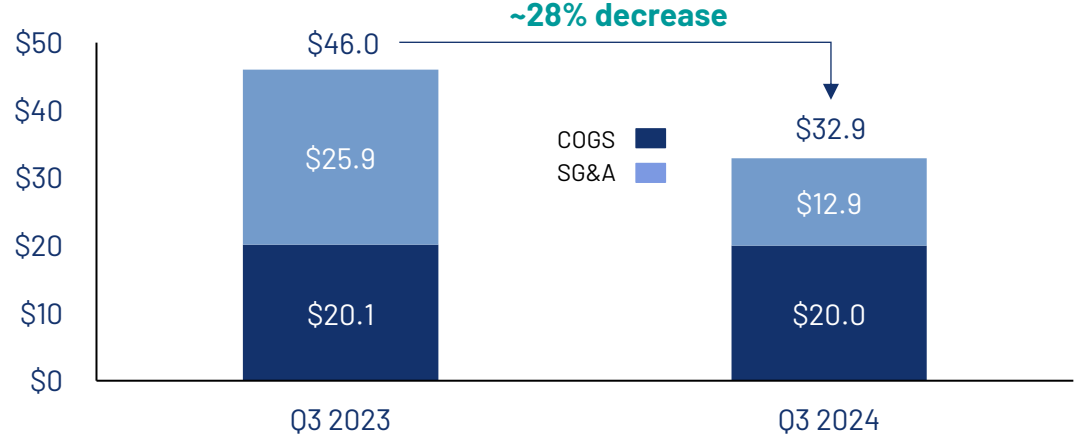
Higher Black Mass⁽¹⁾ Production and Sales
Tonnes



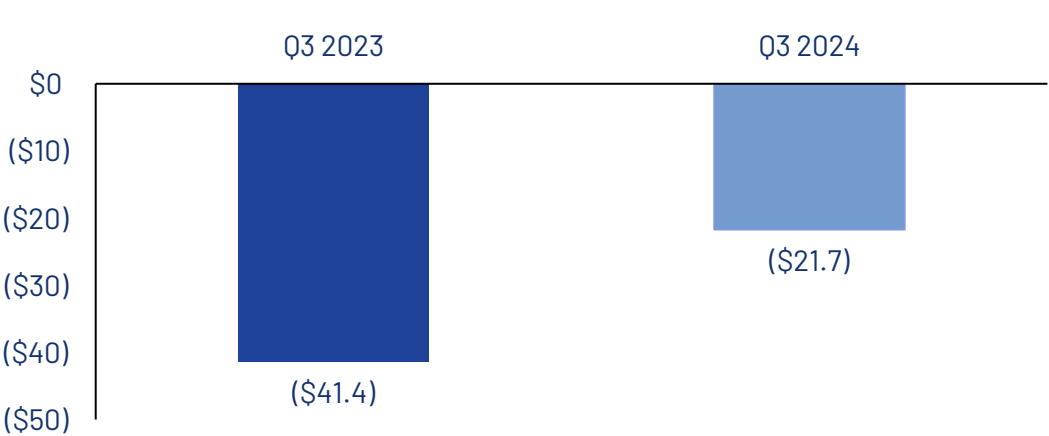
Increased Revenue⁽²⁾
(US\$M)



Lower Costs – COGS + SG&A
(US\$M)



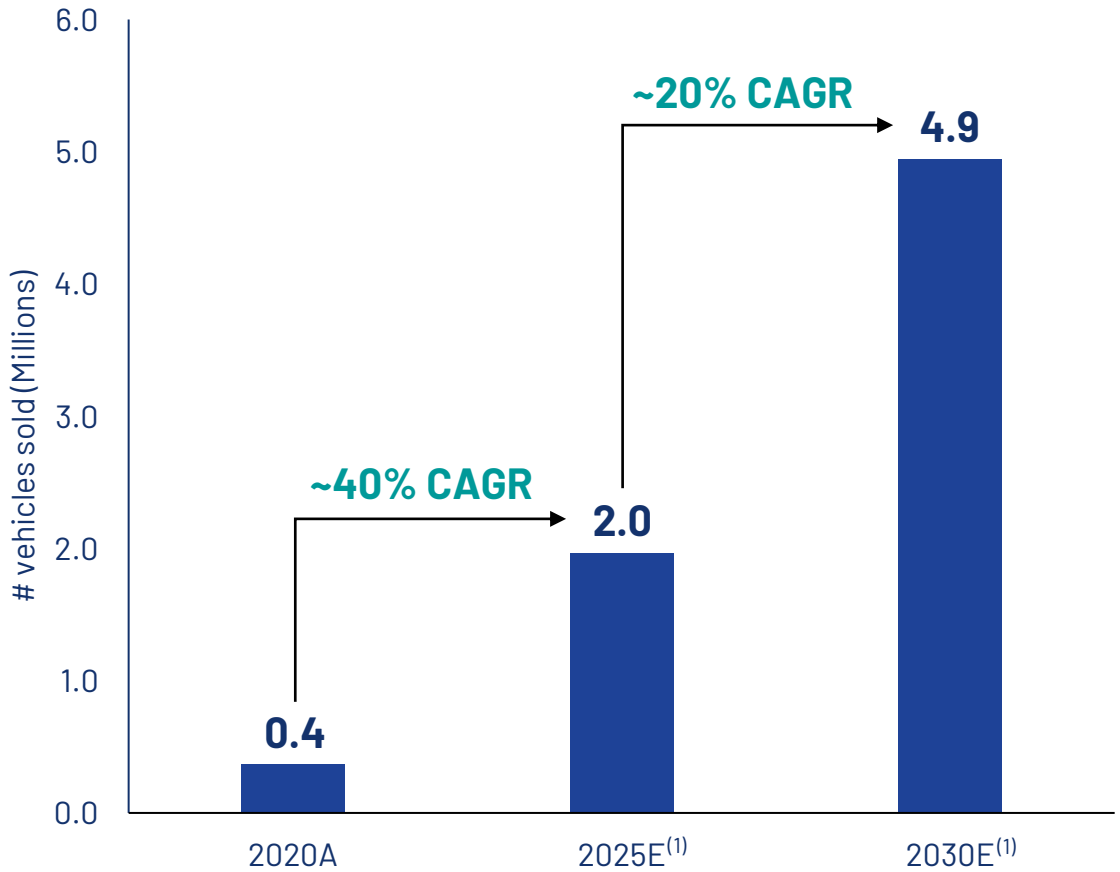
Improved Adjusted EBITDA⁽³⁾
(US\$M)



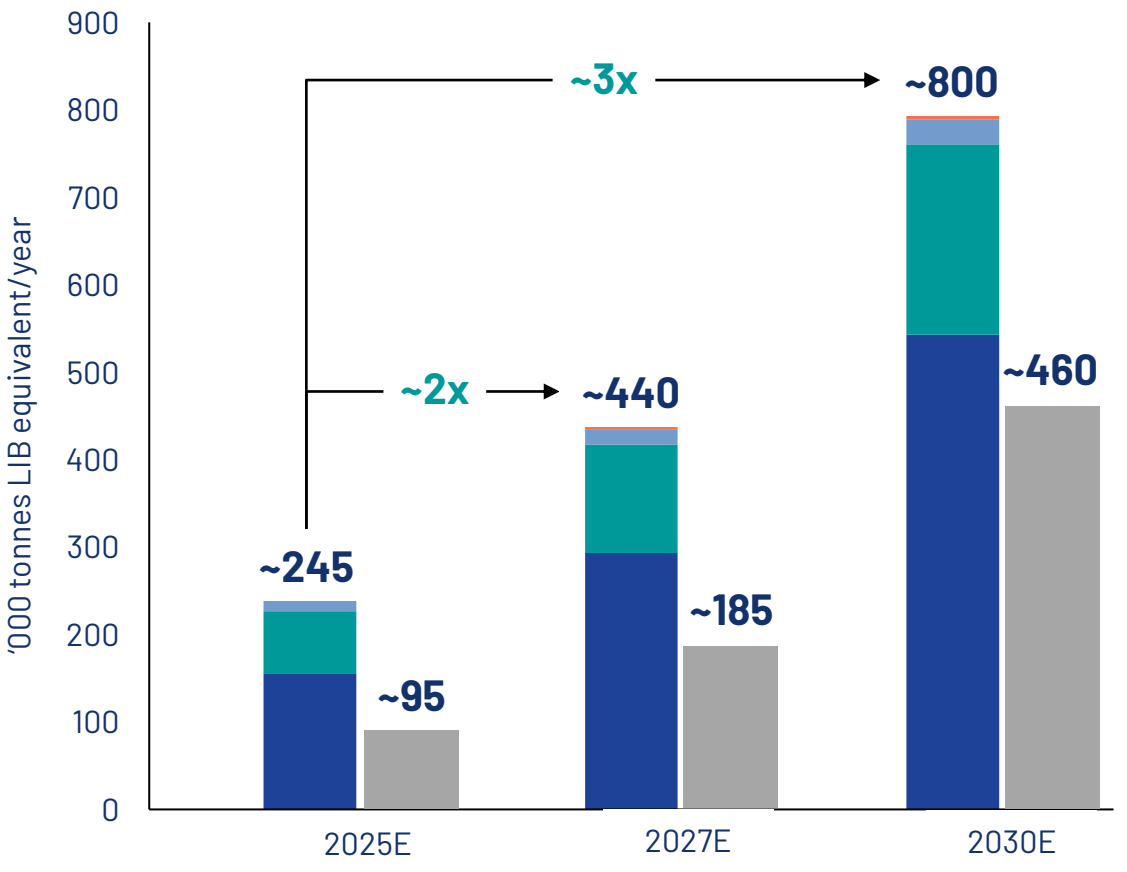
See "Reconciliation to GAAP Results" for an explanation of Adjusted EBITDA and reconciliation to the comparable US GAAP measure; (1) Includes Black Mass and Black Mass equivalents (BM&E) which are products analogous to Black Mass and have a similar metal content; (2) Revenue includes the product sales during the period, the fair market value adjustment, and revenue from recycling services. BM&E unsettled metric tonnes subject to fair value adjustments as of September 2024 was 248 tonnes and as of June 30, 2024 was 341 tonnes; (3) Adjusted EBITDA is a US GAAP measure

Continued Long-Term Growth Trends in EVs and Battery Materials, Notwithstanding Short-Term Industry Dynamics

Growing Adoption of EVs and Hybrids in North America



Increasing Battery Materials for Recycling⁽²⁾ in North America



- Manufacturing Scrap
- Transportation OEMs including Recalls
- Energy Storage
- Consumer Electronics
- Post-Processing Recycling Capacity⁽²⁾

(1) Historical and forecasted data as of September 2024 from BMI; EV includes battery EVs and plug-in hybrid EVs; (2) Based on estimates of Li-Cycle's management and BMI as of September 2024; Total Addressable Market (TAM) estimates include a 30% scrap rate during ramp-up of a gigafactory followed by an average scrap rate of 10% thereafter and excludes gigafactories with lower probabilities.

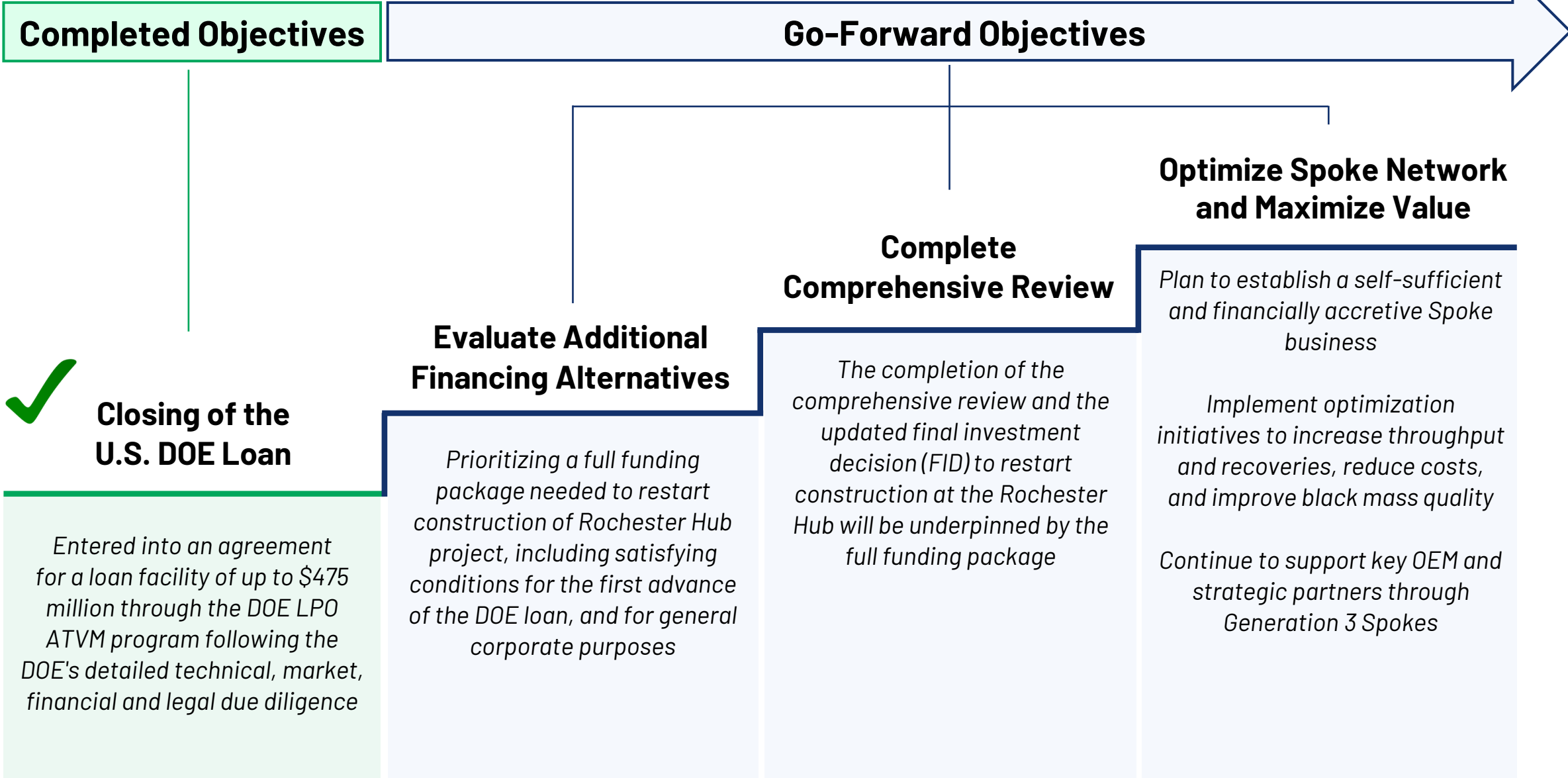
Continued Support for Localization of Energy, Battery Supply Chain and Critical Mineral Independence

U.S. 45X Tax Credit Expected to Provide Direct Benefits to the Rochester Hub

- 45X tax credit provides financial incentives and supports development of a domestic and circular U.S. battery supply chain
- **10% production tax credit** for lithium carbonate produced at the Rochester Hub
 - Includes specific production-related costs and some indirect production costs such as electricity, depreciation and maintenance costs for equipment
- 45X tax credit is designed to be available through 2032
- Bipartisan support for building a domestic battery supply chain for economic and national security interests



Li-Cycle's Go-Forward Strategy



Appendix



Li-Cycle's Spoke & Hub Network in North America and Europe

Portfolio as of October 2024

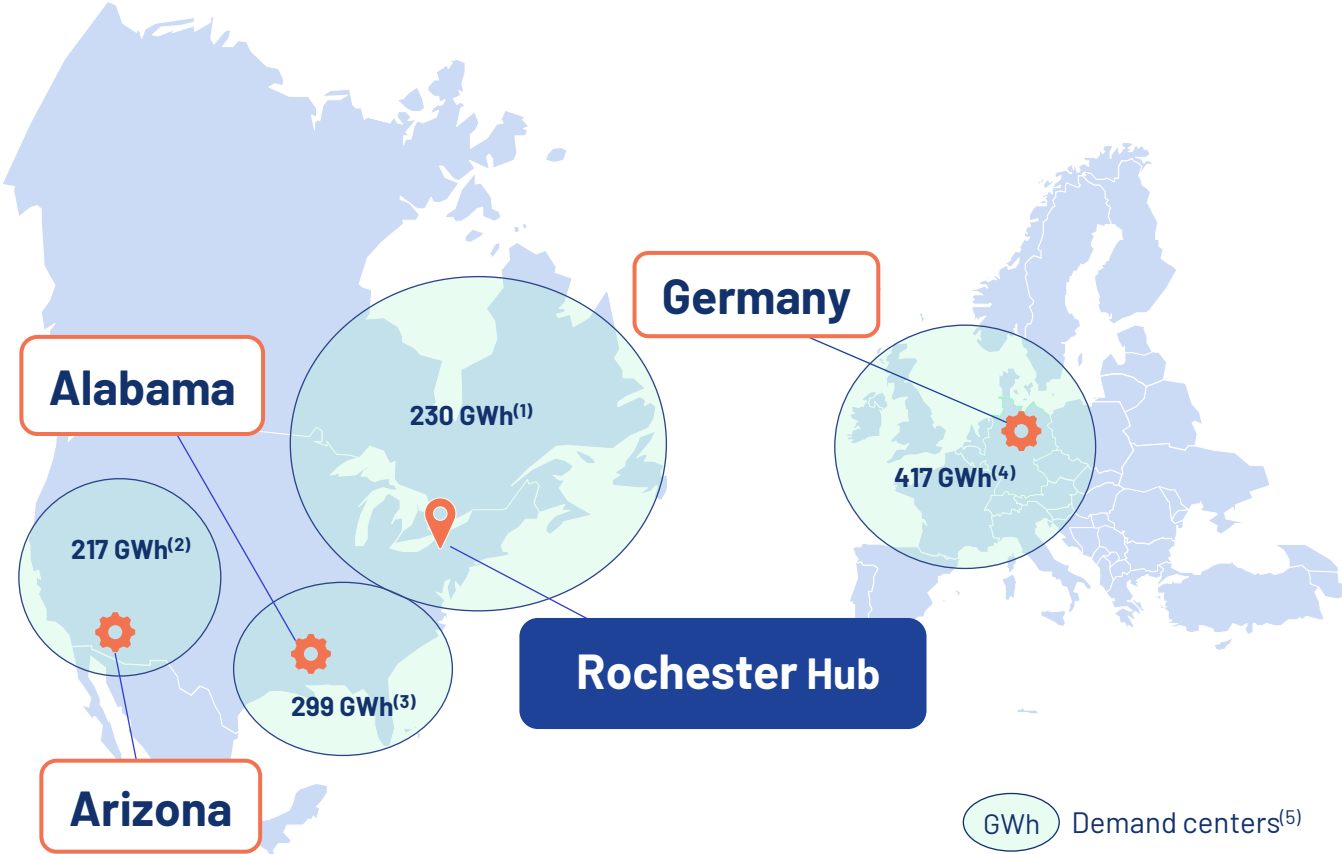
Spokes: Pre-Processing/Recycling of Battery Materials

- ⚙️ Gen-3 Spoke
 Arizona, Alabama, and Germany

Hubs: Post-Processing/Refining for Battery Materials

- 📍 Rochester Hub (construction currently paused)

- The planned **Portovesme Hub** project in Sardinia, Italy, is currently paused and is under review by Li-Cycle and Glencore
- The planned **Line 2 expansion** at the **Germany Spoke** has been deferred, and the planned Gen-3 Spokes in **France** and **Norway** have been paused and are being re-evaluated as part of go-forward strategy
- Transitioning Gen-1 **Ontario Spoke** from operational pause to closure
- Curtailed operations at Gen-2 **New York Spoke**



(1) Includes New York, Michigan, Ohio, Illinois, Ontario, and Quebec; (2) Includes Arizona, California, Texas, and Nevada; (3) Includes Alabama, Kentucky, North Carolina, South Carolina, Florida, Georgia, and Tennessee; (4) Includes Germany, France, Hungary and UK; (5) Data as of 2030 from BMI, Li-Cycle estimates and publicly announced nameplate capacities for gigafactories announced (as of September 2024); TAM estimates include a 30% scrap rate during ramp-up of a gigafactory followed by an average scrap rate of 10% thereafter.

Financial Results

| <i>Financial Results Reflecting GAAP Reporting</i> | Unit | Q3 2024 | Q3 2023 |
|--|-------------------|------------------|------------------|
| Black Mass Produced | <i>Tonnes</i> | 1,459 | 1,319 |
| Black Mass Sold | <i>Tonnes</i> | 1,989 | 892 |
| Product Revenue | <i>\$M</i> | 4.3 | 3.5 |
| Fair Value Pricing Adjustments | <i>\$M</i> | 0.1 | - |
| Recycling Service Revenue | <i>\$M</i> | 4.0 | 1.2 |
| Total Revenue | <i>\$M</i> | 8.4 | 4.7 |
| Cost of Sales | <i>\$M</i> | (20.0) | (20.1) |
| SG&A | <i>\$M</i> | (12.9) | (25.9) |
| R&D | <i>\$M</i> | (0.7) | (2.7) |
| Other Income (Expenses) | <i>\$M</i> | 81.7 | 13.3 |
| Net Income (Loss) | <i>\$M</i> | 56.5 | (30.7) |
| Adjusted EBITDA (Loss)⁽¹⁾ | <i>\$M</i> | (21.7) | (41.4) |
| As at | | Sept 2024 | June 2024 |
| Cash and Cash Equivalents ⁽²⁾ | <i>\$M</i> | 32.2 | 57.0 |

(1) See the reconciliation of Adjusted EBITDA, a non-GAAP financial measure to comparable GAAP financial measure. (2) Excludes restricted cash of \$9.9 million as of September 30, 2024 and \$9.6 million as of June 30, 2024.

Adjusted EBITDA Reconciliation

| | U.S. dollar amounts (in millions) | |
|---|-----------------------------------|--------------------|
| | Three months ended | |
| | September 30, 2024 | September 30, 2023 |
| Net Income (Loss) | \$56.5 | (\$30.7) |
| Income Tax | - | - |
| Depreciation and Amortization | \$4.4 | \$2.5 |
| Interest Expense | \$17.3 | \$0.2 |
| Interest Income | (\$0.5) | (\$2.5) |
| EBITDA (Loss) | \$77.7 | (\$30.5) |
| Restructuring Fees ⁽¹⁾ | (\$0.2) | - |
| Fair Value Loss on Financial Instruments ⁽²⁾ | (\$99.2) | (\$10.9) |
| Adjusted EBITDA (Loss) | (\$21.7) | (\$41.4) |

1. Restructuring charges include: expense related to the workforce reduction approved in March 2024 which provided certain executives and non-executives with contractual termination benefits as well as one-time termination benefits; Special committee retainers; professional fees, including legal fees incurred as a result of the three shareholder suits and the mechanic's liens filed following the construction pause at the Rochester Hub; and expenses related to the implementation of the Cash Preservation Plan.
2. Fair value loss on financial instruments relates to convertible debt.

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Li-Cycle's Share Count as of September 30, 2024

| | |
|--|-------------------|
| Total basic shares outstanding as of September 30, 2024 | 23,219,936 |
| Potential shares reserved for future issuance: | |
| Convertible notes ⁽¹⁾ | 23,050,318 |
| Stock options ⁽²⁾ | 232,463 |
| Restricted share units ⁽²⁾ | 3,048,050 |
| Fully diluted shares as of September 30, 2024⁽²⁾ | 49,550,767 |

Reflects share consolidation effective June 3, 2024, at a ratio of one post-consolidation common share for every eight pre-consolidation common shares.

(1) Includes interest accrued as of September 30, 2024. Excludes interest in subsequent periods that may be paid via payment-in-kind (PIK).

(2) Includes stock options and restricted share units granted and outstanding as of September 30, 2024. Excludes additional shares available for future grants pursuant to the Company's equity incentive plan.

Solving the global
battery recycling
problem.

