

## Minute of the Technology Group, April 22nd 2010

**BIS Conference Centre, 1 Victoria Street, London, SW1**

### **Attendees:**

Jerry Hardcastle, Nissan (Chair)  
Bernhard Blaettel, BMW  
John Batterbee, ETI  
Jon Beasley, GKN  
Hugh Blaxill, MAHLE  
Catherine Coates, EPSRC  
Brian Collins, DfT/BIS  
John Cooper, BP  
David Densley, Scottish and Southern  
Nick Fell, TATA  
Miguel Fragoso, Millbrook  
Andrew Graves, University of Bath  
Tony Harper, JLR  
David Hytch, Greater Manchester PTE  
Neville Jackson, Ricardo  
Charles Morgan, Morgan  
Don Newton, AXEON  
Tony Spillaine, SAIC  
Stephen Stacey, Toyota  
Calvey Taylor-Haw, Elektromotive  
Henri Winand, Intelligent Energy  
Simon Wood, Lotus

Paul Mullins, BIS  
Andrew Everett, TSB  
Robin Haycock, OLEV  
John Kell, UKTI

### **Apologies:**

Kevin Austin, GLA  
Tudor Brown, ARM Holdings  
Robert Evans, CENEX  
Graham Hoare, Ford  
Erik Fairbairn, Infracharge  
Steve Faulkner, Caterpillar  
Brian Gush, Bentley  
Allan McKenzie, SMMT  
Theo Quick, Logica  
Jim Sumner, Optare

### **Agenda Item 1: Chairs' Introduction**

The **Chair** introduced the meeting and thanked members for their ongoing commitment to the group. He noted the appreciation expressed by **Lord Mandelson** at the previous meeting of the Automotive Council **and** thanked **Simon Wood** and **Tony Harper** for representing the group at external events.

The **Chair** noted that the purpose of the meeting was for the pilots of the four agreed work streams (plus one proposed additional work stream) to give an update on progress and receive comment/support/challenge from all members.

### **Agenda Item 2: Proposed Workstream 5 - Intelligent Transport Systems**

The **Chair** introduced this item, noting that **John Miles** of Arup had been tasked by the Auto Council to undertake a scoping study on the potential for the UK to develop

a strong competitive position re ITS. Pending the results of this study (due Sept 2010) and subject to the views of the Group, ITS could be added as a fifth workstream for the Technology Group.

John Miles presented paper TC220410/01, noting the deliverables of the study would include:

- the current state of the ITS art
- the potential for future development
- the key issues for resolution
- the obstacles to success
- the route-map to effective, large-scale, deployment
- the possibilities for UK technology leadership/employment

During discussions the following points were made:

- The study should be circulated to the Technology Group before being taken to the main Auto Council. It will then be for the Auto Council and BIS Ministers to decide if and how the study should be deployed.
- Is the parameter of reducing congestion the right one? Would a focus on energy/carbon reduction be more relevant/effective?
- A possible solution might be to focus on journey optimisation and the end user.
- The breadth of ITS means the working group and study need to have clearly defined objectives and be able to show what added value will be provided beyond the other existing studies/groups working in this area
- There is a large amount of previous research in this area which must be utilised and learnt from
- ITS may have a role to play in monitoring road use and taxation alongside the likely decline in revenues generated by sales of traditional fuel.
- Greater Manchester Passenger Transport Executive would like to be represented on the workstream and can bring experience regarding the practical delivery and deployment of such new technologies
- Stephen Stacey confirmed he/Toyota would like to participate and Bernhard Blättel offered BMW's support to the workstream
- ETI would also like to participate in this workstream
- GM has valuable experience in this area that could also be called upon.

### **Agenda Item 3 Workstream 1 Roadmaps and Test Bed UK**

**Neville Jackson** presented paper TC220410/02, noting the output of the workstream would include:

- Promoting the Test Bed UK concept and publishing material to support UK Automotive R&D, Supply Chain and Manufacturing capability
- Updating the Passenger Car Low Carbon Vehicle Road Map
- Creating a Commercial Vehicle and Off Road Low Carbon Road Map

During discussions the following points were made:

- Henri Winand and Miguel Fragoso offered to support this workstream
- Bernhard Blättel also offered BMW's support to the workstream
- Delphi Deisel should be involved in the work of the group
- The group may wish to consider the issue of biofuels and the upcoming EU Directive that will set higher targets for biofuels. These targets will start in

2011 and ratchet up through to 2020. At present there is lack of consensus over this issue amongst regulators, fuel providers and manufacturers.

- Members pointed out VIPER or the SMMT engineering committee may be more appropriate forum to address this issue.

#### **Agenda Item 4 Workstream 2 LCV Infrastructure Development**

**John Batterbee** presented Paper TC220410/03.

Proposed actions/output of the workstream will include:

- Identify, define and prioritise the drivers for strategic market transition to 'new' energy vectors, including the aspects related to sustainability, security and affordability. **Output:** Prioritised definition of the drivers for strategic market transition.
- Review, assimilate into an overarching UK roadmap and analyse the gaps for the various investments and initiatives currently underway for the 'new' energy vectors. Propose opportunities for future UK investments. **Output:** A high-level overarching UK roadmap, including opportunities for future UK investments.
- For electrification, review the different system architecture and standards activities currently underway, conduct a gap analysis and define the engagement plan for those activities the Work-stream will actively support. **Output:** An overview of the system architecture and standards landscape, an assessment of the gaps and an engagement plan.
- For electrification, review the various UK demonstration and evaluation activities currently underway and being planned. Conduct a gap analysis against the objectives defined above. Define the engagement plan. **Output:** An overview of the UK demonstration and evaluation activities for electrification, an assessment of the gaps and an engagement plan.
- For electrification, define the action plan for the Automotive Council Technology Group in support of strategic market transition in Phase 3. **Output:** A long-term action plan for the Automotive Council Technology Group for electrification.

During discussions the following points were made:

- TATA and BMW would like to nominate a person to participate in this workstream
- Calvey Taylor Haw would also like to participate
- Due to the potential breadth of this workstream the pilots and crew will need to clearly define the objectives and focus. The consensus roadmap should provide a guide for the work of the group.
- The Chair called for OLEV to summarise the latest position re the roll out of LCV infrastructure [**ACTION 1:** OLEV to provide an update on the roll out of LCV infrastructure]
- The workstream should consider how it will engage with the hydrogen low carbon economic area
- The group will not seek to set timelines for the introduction of technologies/roll out but instead establish a process for technology introduction

#### **Agenda Item 5 Workstream 3 OEM Supplier R&D Inward Investment**

**Jon Beasley** presented Paper TC220410/04.

The objectives of the workstream are:

- To become the conduit for information sharing between the Automotive Council's Technology Group and the Supply Chain Working Group
- Develop the supply chain to service the four strategic technologies
- Develop solutions to enable successful R&D investment from OEM/Tier 1 suppliers for the four strategic technologies:-
  - Internal Combustion Engine
  - Energy Storage & Energy Management
  - Lightweight Vehicle & Powertrain structures
  - Power Electronics and Electrical machines

During discussions the following points were made:

- Jon Beasley will represent the Technology Group at the next meeting of the Supply Chain Group on 27 April.
- The collaborative activities of UK universities with their international peers could support inward investment
- The UK automotive industry has in the past been 'blind' to the potential opportunities of the after market. This should not be repeated.
- The current weakness of GBP exchange rate is a major driver at present for OEMs seeking to source from the UK

#### **Agenda Item 6 Workstream 4 Academic Partnerships and Funding**

**Tony Harper** presented Paper TC220410/05.

During discussions the following points were made:

- How can the UK achieve a critical mass of industry research?
- There will be an EPSRC call re a new Centre of Innovative Manufacturing. A particular requirement of bids are that they should be co-authored with eventual users to stimulate collaboration.
- There have previously been too many initiatives aimed at reinvigorating UK manufacturing, meaning resources have been spread too thinly. Would resources be better brigaded together to provide greater impact?
- The National Composites Centre will only be successful if it goes wider than aerospace companies
- A representative from the Centre could be invited to make a presentation to a future meeting of the Technology Group
- A key competitive advantage of UK universities is that they tend to look further ahead than some of their peers. The UK needs to be careful not to pressure them to become short term in their outlook whilst also ensuring their work maintains/increases its focus on its wider economic/business impact
- This workstream needs to help articulate the win/win proposition for universities in collaborating with industry

#### **Agenda Item 7 Next Steps**

The **Chair** thanked the pilots for their overviews and members for their comments. He noted it was very important for the workstreams to clarify their objectives. The Chair also noted the group and its workstreams need to be careful not to duplicate the work other groups are doing e.g. Cenex, TSB, EPSRC, SMMT etc.

The Chair will develop a scorecard which will be used to monitor the progress of the workstreams in achieving their key objectives. [**ACTION 2:** Jerry Hardcastle to develop scorecard/spreadsheet to monitor workstream progress]

The Chair proposed, and members agreed, that the next meetings of the full Technology Group should be in July and September, that there should be an hour set aside before these meetings for the sub-groups to meet in person, lunch should be provided and an extra hour should be made available at the end of the meeting for a presentation/discussion with an invited guest. [**ACTION 3**: Council Secretariat to arrange next meetings of the Technology Group]

The meeting closed at 12.00pm

**Automotive Council Secretariat**  
**22 April 2010**

**Summary list of actions**

Action	Responsibility	Date Action Created	Deadline
<b>ACTION 1</b> : OLEV to provide an update on the roll out of LCV infrastructure	OLEV	22.04.10	Next meeting of Tech Group
<b>ACTION 2</b> : Jerry Hardcastle to develop scorecard/spreadsheet to monitor workstream progress	Jerry Hardcastle	22.04.10	
<b>ACTION 3</b> : Council Secretariat to arrange next meetings of the Technology Group]	Secretariat	22.04.10	14 May