

2010

New Energy World - Industry Grouping
Annual Report

EXECUTIVE SUMMARY

2.1 The NEW-IG in 2010

After a year of internal organisation and release of the first call in 2009, in 2010 the NEW-IG focused on commercialisation. Particular efforts were made in the field of car passenger transport; with others contributions to the European Strategy for Clean and Efficient Vehicles; and participation in the expert-group for alternative fuels. A significant milestone supported by NEW-IG was the release of the EU Power-train Report. The report clearly demonstrated the important role of fuel cell electric vehicles in a future portfolio of power-trains.

Another important strand of activity was the recruitment of staff for the JU Programme Office, including the new executive director. As from 15th November 2010 the JU FCH reached its status of independent body, which completed the process of setting up a joint (public/private) partnership.

The NEW-IG Board also worked hard to complete the last part of proposed bylaws changes and clarified the Board election system as well as committee structure. Another change of bylaws was needed to implement the so-called project contribution. This system whereby beneficiaries of grants, regardless of them being a member or not, contribute an amount equivalent to 4% of the grant attributed. This scheme underpins the financial contributions from N.ERGHY and NEW-IG to the running cost of the Programme.

2.2 The 2009 Call – Results

The total budget of the 2009 Call was €71.3M. A total of 50 proposals were submitted and 31 were eligible to be evaluated. This involved a total of 395 organisations, an increase of 62% from the 243 from the previous year. Of the 395, 46% were from the Industry. Negotiations closed officially in December 2010, awarding €72.5M to 28 proposals. Of the grant's amount, 57% was awarded to the industry, although they were 71% of participants.

2.3 The 2010 Call - Organisation, Information

The 2010 Call officially opened on 14th July 2010.

In preparation, the NEW-IG invited experts from the PO to attend the General Assembly of 6th September to give members information on the past Calls and advice on to how to produce quality proposals and overcome the most common barriers to getting funds. On 17th May 2010, the NEW-IG together with N.ERGHY organised a Brokerage Event in Essen, in parallel to the WHEC, with the objective to facilitate the formation of consortia across the different Call topics. Using the NEW-IG Weekly Monitoring Report, the Secretariat also distributed ad-hoc requests from non-member companies that approached the Industry Grouping looking for partners in specific areas.

By end of 2010 the PO made some preliminary data available for the third Call. A total of 71 consortia submitted proposals. The Industry composed 51% of the 559 organisations that responded to the Call and applied for 59% of the total €230.6M grant requested.

“BEVs and FCEVs have the potential to significantly reduce CO₂ and local emissions.”

(A Portfolio of power-trains for Europe: a fact-bases analysis)

2.4 AIP 2011 - 2011 Call

Preparations for the Call 2011 with the highest amount of funds in the MAIP 2008-2013 were already initiated in October 2010. Industry Working Groups worked together with their Research Grouping counterparts to align on recommendations for the AIP 2011. The Call is expected to open at the beginning of May 2011, starting earlier by several months compared to previous years.

2.5 Bylaws, membership, project-contribution

In 2010 another bylaws-change was realised in order to clarify the procedure for Board-election and to reduce the actual number of Committees more in line with current stakeholder, research and broader market dynamics. Internal rules were developed to detail the procedure for application and voting during Board elections and for a more efficient working of Committees. The appointment of vice-chairs per IDA was formalised.

In February, the Secretariat launched a membership survey to gather the members' and supporters' feedback on NEW-IG's work during 2009. The results were presented at the GA of 14th April 2010. Generally, members were pleased with NEW-IG's work. Some remarks were made on funding levels (too low) and the time to contract.

In November, the members of N.ERGHY and NEW-IG unanimously adopted the changes to their respective bylaws in a joint General Assembly. These changes were set to implement a contribution structure for beneficiaries of the grants to the running cost of the call. This is to ensure the cost of the JU-Programme is fairly shared amongst the beneficiaries of the call in addition to the portion that is already paid by the membership fees of the NEW-IG and N.ERGHY.

2.6 Improving funding levels

A special taskforce was set up to develop a proposal, together with the N.ERGHY, for improving the actual funding rates. A compromise was found and included in broader proposal from the European Commission to the Council to revise the JU Regulation.

2.7 Stakeholder outreach & communications

The NEW-IG supported the Programme Office in the organisation of the FCH JU Stakeholders General Assembly 2010 (SGA), the third of its kind, held in Brussels on 9-10th November. This edition welcomed more than 350 stakeholders and focused on the move from demonstrating fuel cell and hydrogen technologies, to taking them to the market.

Following the success of the 2009 Drive N' Ride in parallel with the SGA, 62 stakeholders were driven or drove H2 cars. This included 11 Members of the European Parliament, 5 journalists and 14 officials of the European Commission, Permanent Representations and Ministries.

The SGA 2010 also saw a re-instatement of an exhibition coordinated with NEW-IG. The exhibition showcased the development in Industry and Research in addition to regions,

The annual FCH JU Brokerage has become an important place for companies in the sector to find partners for consortium. Co-organised by the NEW-IG and N.ERGHY, the 2010 Brokerage event was held in Essen on 17 May, in the evening of the second day of the World Hydrogen Energy Conference (WHEC). The number of participants reached a record of 138, with 57 of them from organisations outside the JU. This was the first time external participants were invited to join in order to expand the pool of possible Call partners.

External communication was enhanced and coordinated with the Joint Communications Taskforce and lead to a higher recognition of FCH in the pathways to decarbonising the European economy by 2050.

One of the highlights of 2010 and a project that is expected to have repercussions for some time to come is the EU Power-train report. In January of 2010, a coalition of 27 private companies, 2 NGOs and the FCH JU, commissioned a well-reputed international business consultant to develop a fact base along the hydrogen and electric value chain. Many of these industrial partners are members of the NEW-IG.

This unparalleled initiative provided up to date well-to-wheel data of fuel cell vehicles in relation to other (alternative) power trains. It maps out the efficiency, performance and deployment cost of the fuel cell vehicle in relation to the other main alternatives, including battery electric cars and traditional internal combustion engines. It clearly concludes that FCEV is the best option for family-cars and the longer range. Since these car-segments account for 50% of all cars and 75% of CO₂ emissions in Europe, introduction of FCEV would have a major impact. The full analyses "A Portfolio of power-trains for Europe: a fact-bases analysis" can be downloaded at www.zeroemissionvehicles.eu.

Nonetheless, a significant amount of work remains to be done to expand this fact-based positioning, coordinate messaging and raise wider awareness.

2.8 Finance

In 2010, the financial basis for the NEW-IG was stabilised. The VAT-exemption status was achieved and repayments were collected. More vigorous follow-up of outstanding membership-fees reduced arrears significantly to €26,650. Cash-flow management resulting from a mismatch between the timing of the payment obligation to the Running Cost of the Programme Office and the collection of project-contributions lead to the call for a request for advanced payment of membership-fees for 2011. This was enacted and the year was closed with a revenue of €324,180.

**FCEVs are the lowest-carbon solution
for medium/larger cars and longer trips.**

(A Portfolio of power-trains for Europe: a fact-bases analysis)



NEW-IG Secretariat
Avenue Marnix 23,
1000 Brussels
Telephone: + 32 2 540 87 75
Fax: + 32 2 513 05 77
secretariat@fchindustry-jti.eu

www.fchindustry-jti.eu