

**Environmental Materials Information Technology (EMIT) Consortium**  
Minutes of Steering Committee Teleconference

July 25<sup>th</sup>, 2008

**ATTENDANCE**

**Members**

Emerson Electric	Bob Rivett, Amy Neal
Eurocopter	Jean-Marc Berthier
Granta Design Limited	David Cebon, Will Marsden, Cyril Journoux, Stuart Dyer
NASA Marshall Space Flight Center (MSFC)	Ben Henrie
National Physical Laboratory (NPL)	Graham Sims
Rolls Royce	Angela Phillips, Cathy Phillips

**SUMMARY OF ACTIONS**

Para	Action	Action
7.1	It was agreed that the first working meeting would be a one and a half day meeting to be held in the week of either the 13 <sup>th</sup> or 20 <sup>th</sup> October. The Steering Committee will be individually poled to identify the ideal dates.	Granta
7.3	It was noted that security clearance for those attending the October meeting would need to be obtained as soon as possible.	All
8.4	It was agreed that the slides presented and contact details of those present would be placed on a password protected location on the Granta Design website.	Granta

# MINUTES

## 1 Introductions and Minutes of Teleconference of 25<sup>th</sup> July 2008

- 1.1 David Cebon welcomed the participants to the teleconference.
- 1.2 The participants introduced themselves.
- 1.3 The Agenda was reviewed. There were no changes.

## 2 Summary of the EMIT Consortium

- 2.1 David Cebon described the main objectives of the collaborative technology development consortium, modelled on the MDMC.
- 2.2 The structure of the Consortium, function of the Steering Committee, the Software Development Process and Technical Strategy were outlined. Graham Sims agreed to fill the role of Secretariat.

## 3 Members Eco-Design Needs

- 3.1 The members each took the opportunity to describe their most pressing issues.

EMERSON (Bob Rivett)

- Compliance with regulations – tools to assist compliance with REACH, RoHS, China RoSH etc
- Eco-Design product development – to meet legislative requirements and drive product innovation
- Materials Strategy – to be able to understand and influence the direction legislation is moving by identifying what's possible, trends and identify best materials & processes.

EUROCOPTER (Jean-Marc Berthier)

- Requires an 'Eco-audit tool' and tools to assist in the recycling steps required at the end of life of components.
- Design tools required for all designers to assess the impact of REACH
- Requires an interconnected set of tools, rather than stand alone tools, to address the problems faced.
- Working with Rolls Royce on the 'Clean Skies Project'

NASA MSFC (Ben Henrie)

- When designing new rockets need to avoid having to switch out materials due to restricted substances legislation.
- NASA need to help US Aerospace companies deal with legislation

ROLLS-ROYCE (Angela Phillips, Cathy Phillips)

- Need to ensure regulatory compliance, currently including REACH, but potentially extending to closed loop recycling and other requirements.
- Need tools to investigate and understand potential trade offs – use of restricted substances vs. non-restricted substances
- Need to be able to look at legislation under development and understand what the cost and other impacts may be. Life Cycle Analysis may be appropriate for products in existence, but of minimal use for those under design.

NPL

- Need to respond to DTI requirements for sustainability and need for reliable data.
- **Chairs the G7 AMAS Committee??**
- Works with the World Materials Research Forum to review data required.
- Chairs ISO Composites Standards Committee developing standards for recycling.

#### **4 Proposed Development Roadmap**

- 4.1 David Cebon outlined the Proposed Development Roadmap, including the key need to link material and product data to meet Eco design data requirements. The Eco-Audit Tool, Eco Audit Report, Eco-Design Platform, the Key Development Principles and architecture for PLM/CAE integration were discussed.
- 4.2 Rolls-Royce would like such tools to assist trade offs and ‘what-ifs?’ – e.g. ‘If a restricted substance is used CO<sub>2</sub> output will be X, but if a non-restricted substance is used CO<sub>2</sub> output will be 2X’. It was noted that output to suitable software (e.g. Excel) would enable such trade offs to be assessed.
- 4.3 Eurocopter noted the requirement to capture information for both the case where a restricted substance was used for a coating and where a restricted substance was the bulk substance.
- 4.4 The Initial Work Program and Proof of Concept for PLM/CAE integration with UG-NX and Teamcenter were outlined.

#### **5 Selection Of Chairman**

- 5.1 It was agreed that one of the steering committee would be the Chairman of EMIT.
- 5.2 It was agreed that a Chairman would hold the role for a one-year term.
- 5.3 Jean-Marc Berthier of Eurocopter volunteered to be the first EMIT Chairman and was unanimously elected to the role.

#### **6 Date Of First Working Meeting**

- 6.1 It was agreed that the first working meeting would be a one and a half day meeting to be held in the week of either the 13<sup>th</sup> or 20<sup>th</sup> October. On the afternoon of the second day a seminar is proposed. The Steering Committee will be individually polled to identify the optimum dates for the meeting.  
(ACTION: GRANTA)
- 6.2 Jean-Marc Berthier volunteered to host the meeting at Eurocopter in Marseilles, France.
- 6.3 It was noted that security clearance for those attending the meeting would need to be obtained as soon as possible.

(ACTION: ALL)

#### **7 Any Other Business**

- 7.1 Rolls-Royce suggested that a presentation to the Aerospace Trade Organisation **(called?!)** would be a suitable way to identify and recruit additional EMIT Consortium members.
- 7.2 A global consortium of aerospace & defense companies has worked to define the problem of data required to meet restricted substances legislation. This would be a good consortium to with which to establish contact with the aim of recruiting further members to the EMIT Consortium.

- 7.3 Eurocopter explained their requirement to work with Design and Production to reduce noise, reduce emissions and comply with REACH & ISO 14001. Eurocopter are a member of the 'Clean Sky' Agreement.
- 7.4 It was agreed that the slides presented and contact details of those present would be placed on a password protected location on the Granta Design website.

(ACTION: Granta)

SD  
July, 2008