

EPSRC-funded research into composite wing manufacturing enables GKN Aerospace to increase monthly production rates from one to thirteen, with revenues of £150 million a year and savings of £11 million and 1,200 tonnes of CO2 from reduced material wastage.

EPSRC establishes the Faraday Institution to support UK battery research, including reuse and recycling of lithium-ion batteries, to negative environmental impacts of production.

Model of shipping emissions developed by EPSRC-funded researcher Dr Alice Larkin (now professor) at UCL informs Paris agreement on shipping carbon reductions.

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Airbus A350 aircraft enters service with composite wings developed in conjunction with EPSRC-funded University of Bath researchers. The lighter wings save fuel and reduce CO₂ emissions by around one tonne per flight.

Waitrose deploys six trucks with aerodynamic modifications to reduce fuel researchers with support from EPSRC.

use, developed by University of Cambridge

EPSRC's predecessor SERC supports research by Professor John Goodenough at the University of Oxford, that identifies a material suitable for use as a cathode on rechargeable lithium-ion batteries.



• EPSRC-funded researchers at the University of Surrey, led by Dr Donald Highgate, develop a novel hydrogen fuel cell membrane.

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acquires the rights to the fuel cell technology developed at the University of Surrey. ITM Power's hydrogen is produced on site using low-carbon wind and solar power.

Spinout company ITM power

The lithium-ion battery first enters the market, based in part on the SERC-funded research at Oxford.

Goodenough, M. Stanley, 🔴 Whittingham and Akira Yoshino win the Nobel Prize in Chemistry for their development of the lithium-ion battery.

> ITM power launches its eighth hydrogen fueling station in the UK based at the Shell services, Gatwick Airport. The company's customers now include the Metropolitan Police, and London-based taxi service Green Tomato Cars.



