



AUTOMOTIVE PARTNERSHIP CANADA

PARTENARIAT AUTOMOBILE CANADA



Government
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Canada

Automotive Partnership Canada

Overview

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Automotive Partnership Canada

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APC - Objective

To support significant, transformative, collaborative R&D activities between industry and academia that will benefit the Canadian automotive industry

All projects (or programs of research) to be funded must be driven by **industry needs** and must have **active** industrial participation and collaboration





APC Partners

All within the Industry Canada Portfolio

Natural Sciences and Engineering Research Council: \$85M

National Research Council: \$30M

Canada Foundation for Innovation: \$15M

Social Sciences and Humanities Research Council: \$5M

Canada Excellence Research Chair program: \$10M (over 7 yrs)



Formation of APC

Industry Task Force guided the creation of APC (autumn 2008)

Provided input and guidance on:

- Research priority areas
- Approach to be taken with regard to funding
- Role of the APC Project Office

Chaired by: Howard Alper & Rob Wildeboer

Membership: GM, Ford, Toyota
Magna, Martinrea, Linamar
3M, Woodbridge, Zenn, Mark IV, Indev
Auto21, U of Waterloo, McMaster

Research Areas

Three Strategic Themes

All research to be supported must fall under one of the 10 priority areas listed:

Improving the Automobile's Environmental Performance and Impact

- Lighter weight and/or sustainable materials
- Advanced powertrain
- Energy storage
- Application of alternative fuels

The Cognitive Car

- Vehicular software
- Electronics and mechatronics for safety and performance enhancement
- Wireline and wireless communications for vehicular application

Next Generation Manufacturing

- Manufacturing processes for mass reduction
- Manufacturing processes for cost reduction and quality improvement
- Improving manufacturing flexibility and efficiency



Eligibility Criteria

Automotive definition

- Cars, trucks (light/heavy), buses, recreational vehicles
Excludes: agricultural, military, mining, tracked, off-road and rail

Research must be driven by industry needs, and must have active industrial participation and collaboration

- During proposal development *and* during the project itself
- Only the passing interest of an industrial partner is wholly insufficient

Research must be “transformational”

- Research teams should comprise the researchers and students collaborating directly with the industrial partners’ R&D and/or advanced product/service development staff
- Industrial partners should include members of the supply chain



Flexibility

A flexible approach to meet the needs of industry

- **Not** business as usual, i.e. not a cash/in-kind matching program
- **No** pre-existing program structures
- **No** forcing of proposed activities to pre-existing programs
- **No** calls for proposals

- APC will work with applicants and their industrial partners to develop proposals and funding mechanisms that will fit the research activities best suited to industrial needs

- Proposals will be accepted on an ongoing basis to more effectively address industry needs as they arise

Emphasis

Proposals involving participation and contributions of more than one agency within APC

Integrated projects (or programs of research) involving universities and the NRC, NSERC researchers, SSHRC researchers, tackling multi-faceted, multidisciplinary research challenges

Training of students and fellows, as well as industry professionals

Tech transfer is most effective when people are working together!



Agency Participation

NSERC

- Funds may only be directed towards university and college based research

NRC

- Involved in APC via *NRC Automotive*, an NRC Key Sector Initiative
- *NRC Automotive* will place particular emphasis on research that brings proof of concept technologies closer to commercialization, and provides validation and demonstration of the applicability for use on the vehicle
- *NRC Automotive* will deploy R&D in lightweight materials, structures and fuel efficiency, alternative propulsion, and information and telecommunication technologies for vehicles

Agency Participation

CFI

- Requests for funding from the CFI for equipment must form part of a larger, integrated project involving research activities to be supported by other partner agencies of APC

SSHRC

- Supports social science research that correlates with the priority research areas

CERC

- At least one chair will be allocated to research that is of direct benefit to the automotive industry
- Phase 1 competition results:
 - McMaster - CERC Chair in Hybrid Powertrain
 - Waterloo - CERC Chair in Green Mechatronic Automobiles



Intellectual Property

New NSERC Policy

Access to research results and IP developed wholly or in part using NSERC funds, may include the following arrangements:

- open dissemination with no restrictions
- non exclusive licensing
- exclusive licensing
- joint ownership
- partial assignment of ownership
- full assignment of ownership

Full details at:

http://www.nserc-crsng.gc.ca/doc/Policy-Politique_eng.pdf

Further background Information:

http://www.nserc-crsng.gc.ca/doc/Revision-Revision_eng.pdf

APC Project Office

The “Front Door”

The Project Office’s roles are to:

- act as a portal for industry and researchers to access APC
- work with applicants and potential industry partners to develop proposals
- proactively broker partnerships between companies and university/government researchers

Co-located with OCE Centre of Excellence for Materials and Manufacturing (Sheridan Park, Mississauga), to facilitate inter-governmental coordination



Contact Information

www.apc-pac.ca

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Social Sciences and Humanities
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Canada Excellence
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