



**Composites UK
2020 Industry Awards
Showcase**

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Introduction

Welcome to our Composites UK 2020 Industry Awards Showcase, in collaboration with *M&MT* Magazine.

Well, 2020 has been an interesting year for all of us to say the least. In January, who would have thought we'd endure months of a global pandemic that would impact on all of us on both a personal, and professional level.

Naturally, this has meant that our Awards Dinner for 2020 could not take place, but this year the composites industry has reached out, and continues to go above and beyond, to help others. We saw members respond in droves to a Government call for stepping up production of vital medical equipment, as well as a call for methods in rapid sanitisation technology for ambulances. Those who've had to close their doors donated excess PPE to their local NHS Trust. Not least, there has been an outpouring of support for contacts through social media channels like LinkedIn who have been hit the hardest by COVID-19.

This year, more than ever, seems the right time to celebrate the UK

composites industry and the people behind it.

In this supplement, you'll find more information on each of the shortlisted entries, below is a quick rundown.

We are looking forward to seeing all of the shortlisted entries go on to have huge success.

Claire Whysall

Communications Manager
Composites UK



Innovation in Composites Materials

Alvant –

reducing landing gear component weight by up to 30%.

Bitrez –

a new class of poly-furfural alcohol (PFA) bio-based polymer derived from biomass, used as a matrix resin in a variety of advanced composite applications.

Innovation in Composites Design

Cecence –

the world's thinnest economically sustainable seatback.

Ford Motor Company and partners –

weight reduction project for the front suspension crossmember, front lower control arm and rear dead beam axle for Ford Transit.

Innovation in Composites Manufacture

CCP Gransden –

an advanced single-stage overmoulded CF-PEEK thermoplastic composite access panel for aerospace applications; manufactured in a fully automated environment within three minutes.

Cygnat Texkimp –

the world's first commercially available thermoplastic manufacturing line capable of using standard polymer to create high-grade thermoplastic prepregs on an industrial scale.

Sustainability Award

Chemical Processing Services –

a new series of 'green' Mannich base epoxy curing agents derived from pentosane-rich biomass, ranking highly when applying all of the 12 principles of green chemistry to their make-up.

Prodrive –

a unique process of combining reclaimed carbon fibres (RCF) with a liquid resin to create cost-effective lightweight automotive body panels.

Employee of the Year

MPM: Nick Robinson –

leading a section involved in the manufacture of chop sprayed products for use in environmental wastewater treatment.

R-Tech Materials: Geraint Havard –

a focus on business development leading to a 300% growth in R-Tech's composites testing turnover in 2019 and despite COVID-19, a further 50% growth during 2020.

Trainee or Apprentice of the Year

CCP Gransden: James Stewart –

the youngest full-time employee of CCP Gransden who is a core member of the team.

Teledyne CML Composites: Thomas Wakefield –

a hard-working, determined team player who is well liked by his colleagues within the business.

Health and Safety Award

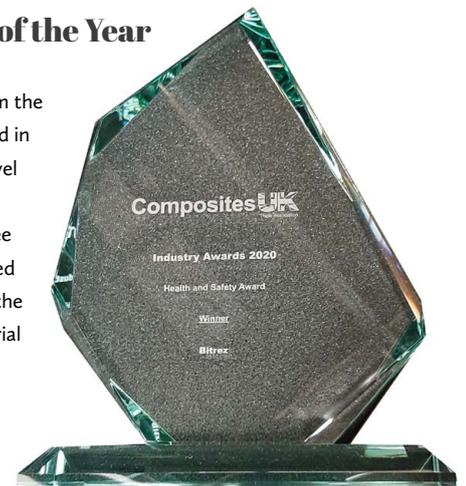
Bitrez

formulating products to allow its customer base to continue to operate within necessary new restrictions.

Start-Up Business of the Year

iCOMAT –

a recent spin-out company from the University of Bristol, established in January 2019, that develops novel automated material placement machines based on a defect-free fibre steering technology, named Rapid Tow Shearing (RTS), for the production of composite material products.





WINNER
Bitrez

Bitrez, partnered by Chemical Processing Services (CPS) Limited - a polymer chemistry consultancy service – collaborated to develop composite resins that are derived from sustainable plant products that do not interfere with the food chain.

Furacure was launched this year as a new class of poly-furfural alcohol (PFA) bio-based polymer derived from waste biomass, used as a matrix resin in a variety of advanced composite applications. These PFA resins, a first of their kind to be manufactured in the UK,

are derived from furfural, and modified to increase functionality and subsequent cross-link density. Standard grades of Furacure are commercially available but as ever, the company welcomes the design of custom formulated and modified grades to suit specific customers process and application.

There is evidently scope to further apply these materials in advanced composites, and Bitrez envisages that the attributes offered can bring about demand in mainstream applications, especially as fire resistant light

weighting construction in transport and civil engineering continues to spearhead and drive development and design.

Designing Furacure was a two-company effort, led by CPS Managing Director, Paul Jones. Working with the Bitrez chemists, he employed cutting edge/innovative chemistry, while Bitrez chemical engineers and production staff oversaw scale-up once the product was ready for market. Support was also provided from sales and marketing, administration and finance.

www.bitrez.com



RUNNER-UP

Alvant

Aluminium Matrix Composites (AMC) manufacturer, Alvant, and Safran Landing Systems have partnered on a two-year, £28 million, aerospace project, titled 'Large Landing Gear of the Future' with the aim to reduce landing gear components weight by as much as 30 per cent.

AMCs are an advanced class of composite materials in which

the aluminium is reinforced with a secondary high-performance material, suiting applications where conventional metals are expected to approach or exceed their performance limits.

Alvant's contribution to the project is the design, manufacture and testing of an AMC brake rod, targeting a 30 per cent weight reduction over an equivalent

titanium component while maintaining the same strength as steel. This will all be done using its own 'AlXal' product (pronounced Al-Zal) - a continuous fibre-based AMC, the result of a process created and patented by Alvant known as Advanced Liquid Pressure Forming (ALPF), a technology that brings together aluminium (the matrix), and the high-strength reinforcement materials to create AlXal. As such, this makes Alvant's product unique to the market.

Alvant believes AMCs can have superior strength compared to steel at less than half the weight, meaning highly loaded components made from traditional metals, such as steel, titanium and aluminium can be replaced by lightweight, low inertia parts without any increase in package size.

AMCs also offer multiple advantages over polymer fibre reinforced materials, such as carbon composites, these include higher transverse strength and stiffness, a higher thermal operating range, better wear resistance, superior damage tolerance and increased opportunity to recycle.

www.alvant.com



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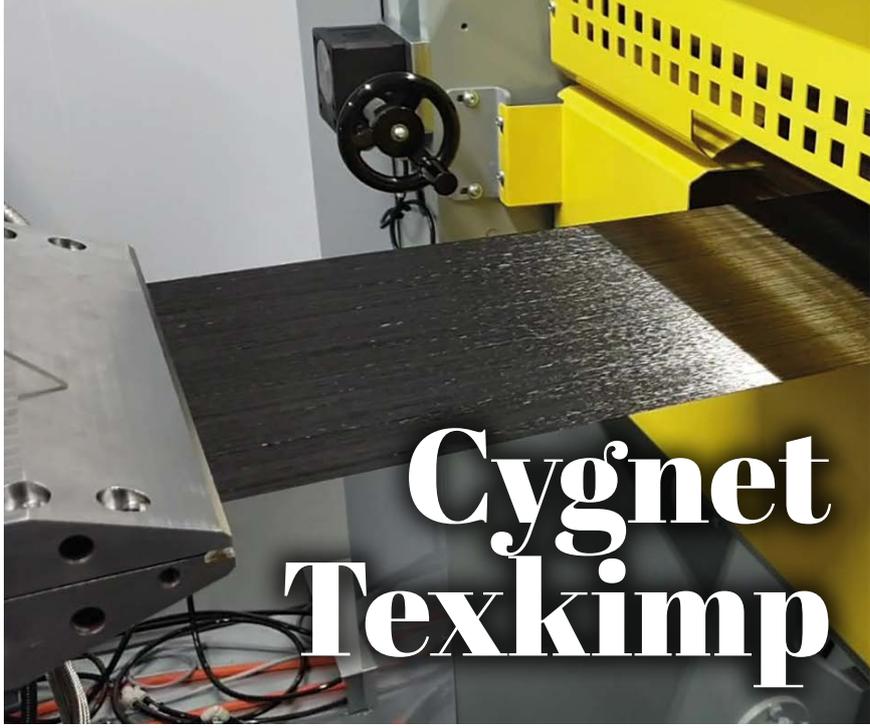
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Cygnet Texkimp

WINNER

a complete solution with a small footprint that can easily be accommodated within a relatively small manufacturing facility and doesn't require any particular specialist knowledge to operate.

Its design is based on the philosophy that to make composites viable in mainstream industrial markets including high-volume automotive and construction, there is a need to develop a simpler, cleaner, more cost effective way of manufacture that sweeps aside barriers to adoption that have so far prevented all but the highest-end applications, such as aerospace and spacecraft, sports cars and wind turbines, from harnessing their potential.

Cygnet Texkimp's innovation transforms the way thermoplastics are manufactured and has clear value to add to the mainstream automotive and construction markets where thermoplastics can be used to manufacture strong, lightweight, durable, recyclable car parts and building materials quickly and reliably.

www.cygnet-texkimp.com

The Direct Melt Impregnation Thermoplastic Line is the world's first commercially available thermoplastic manufacturing line capable of using standard polymer, from polypropylene to PEEK, to create high-grade thermoplastic preregs on an industrial scale. The technology makes thermoplastics more easily accessible to a wider range of markets using a method of manufacture that is reliable, cost-efficient, user-friendly, cleaner

and more environmentally friendly when compared with conventional approaches.

The technology has been developed by bespoke machine builder and fibre processing technology expert Cygnet Texkimp in partnership with a specialist composite material and processing company. This collaboration has resulted in a production-ready thermoplastic line to manufacture commercial-grade thermoplastic tapes in large volumes. It is



RUNNER-UP

CCP Gransden

annum are achievable.

The demonstrator is representative of a typical structural access panel, employing a formed carbon-fibre/PEEK composite laminate featuring gentle double curvature. Injection moulding is used to create stiffening elements to enhance directional rigidity and seal the edge of the laminate, reducing assembly operations and providing opportunity for weight reduction through structural optimisation.

This innovation is one of several technologies at CCP Gransden that enable robust and lightweight composites to be manufactured for high-volume applications.

The key benefits include greater potential for OEMs to benefit from the numerous advantages of composites; 3 minute cycle time for high volume manufacturing; design integration and freedom; lean, safe, efficient automated process; reduced component cost; reduced factory footprint required and reduced waste material; increased quality control and validation; the thermoplastic matrix is more recyclable and less energy is demanded for production.

www.ccp-gransden.com

CCP Gransden presented an advanced single-stage overmoulded CF-PEEK thermoplastic composite access panel demonstrator for aerospace applications; manufactured in a fully automated environment within three minutes.

Collaborating with Engel UK, Toray Advanced Composites, and a Tier One aerospace company, in projects supported by Invest Northern Ireland and Innovate UK, the innovation is a thermoplastic composite technology with a full-scale demonstrator

focused on aerospace structural applications.

The technology is termed 'single-stage overmoulding' and combines the thermoforming of aerospace grade pre-consolidated laminates with injection moulding compound in a fully automated cell. This single-stage process also eliminates multiple machines, multiple tools, and process steps -contributing to a safer, leaner, more efficient process. High volume applications in excess of 200,000 parts/



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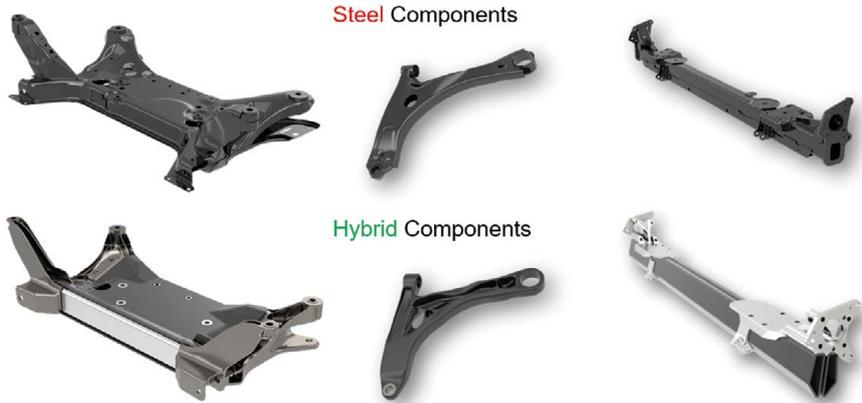
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Doing things differently



Steel Components

Hybrid Components

Ford, along with partners Gestamp, the National Composites Centre and the University of Nottingham, have come together for a weight reduction exercise for the front suspension crossmember, front lower control arm and rear deadbeam axle for Ford Transit. The average weight reduction across the components is 40% at an affordable cost target. This

represents over 30 kg of weight saving from the current steel components. In the short term, composite structures, as a standalone material, will not meet the needs of mass production. The Composite Hybrid Automotive Suspension System Innovative Structures (CHASSIS) project was developed to be a multi-material solution to provide affordable weight savings for mass

production volumes.

The Innovations of the CHASSIS project reside in the hybrid material facets with the Ford UK Innovations Team mantra of 'The Right Material at the Right Place' philosophy. This philosophy was borne out of the CLASS project, that was the recipient of the 2018 JEC World Automotive Application Innovation Award. This project sowed the seeds for the CHASSIS consortium to collaborate on the next generation hybrid material development.

The impact that the CHASSIS project will have on the delivery of mainstream composite components cannot be understated. While the use of composites in niche vehicles is assured, composite technology will not be delivered to the mainstream sector until costs are brought under control for volume production. The hybrid material technology being delivered for the Transit platform will (when deployed) reduce emissions by 0.6% with a corresponding improvement in fuel economy. This is a modest CO² and fuel economy improvement, but this project has helped pave the way for emerging technology.

www.ford.com

RUNNER-UP

Cecence



Cecence has developed what is believed to be the world's thinnest economy sustainable seatback, working with Design Q on a NATEP project through ATI, partnered by SHD Composite Materials and Wavelength NDT, and supported by Plyable.

Cecence's composite engineering and

composite materials know-how, proprietary preform and processing methods produced a seatback that was super thin, incredibly light, strong and sustainable.

The component is compatible with existing seat frame structures helping drive down costs for the airline in terms of

upgrades to their current seating.

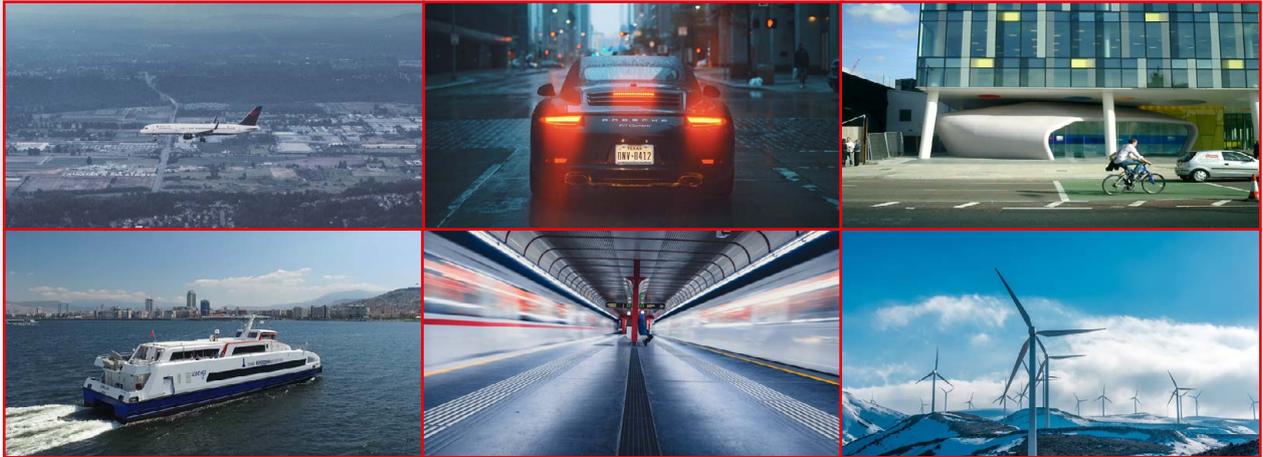
There is no other seat currently on the market that achieves the same weight saving, space saving or which offers an equivalent level of sustainability in materials used, at a commercially viable price.

To achieve the radical ultra slim design, the team also sacrificed the traditional tray table replacing it with the option of integrated cup and smartphone holders.

The innovation will enable more leg room and fit with the needs of today's commercial airline passenger.

Airlines need to demonstrate their eco credentials to today's eco savvy customer. The seat back's bio-resin/carbon composite allows this eco-friendly USP to be placed directly in the eyeline of the customer enabling the airline to demonstrate its commitment to a circular economy promoting the use of sustainable materials in aircraft interiors.

www.cecence.com



WHO WE ARE...

Composites UK is the trade association for the UK composites supply chain

Our membership spans manufacturers, material and equipment suppliers, designers, consultants, engineers, academics, service providers and OEMs/Tier 1s.

You can find out more about us at: www.compositesuk.co.uk/membership

WHAT OUR MEMBERS SAY...

I've found it important to communicate frequently with similar companies during the COVID-19 crisis. As the working landscape changes almost daily, it's been extremely insightful to share our differing coping strategies. I'm therefore appreciative of the Composites UK team for hosting regular online member meetings during this challenging time.

Laurence Barrett, Barrett Aerospace

We joined Composites UK in 2019 and have worked closely with the very knowledgeable team, who have offered Bitrez great support. Their assistance in promoting our sustainable materials to the composites industry has been invaluable.

Dominic Hopwood, Bitrez

Find us on...



www.compositesuk.co.uk





Bitrez

Bitrez is a privately owned, multi-award-winning specialist manufacturer of innovative synthetic resins and polymers, employing over 100 people across two manufacturing facilities based in Wigan, with a combined capacity of around 50,000 metric tonnes per annum. The business services a wide variety of market sectors including aerospace, defence, transportation, construction, specialist coatings and a variety of other areas requiring regulatory compliance and high performance.

Bitrez leads the field in the markets in which the company operates due to its ability to develop innovative products that offer compliance with ever more stringent regulatory demands. Colleagues embrace challenge and with increasing demands comes opportunity.

The chemical sector is increasingly regulated, and these regulatory requirements are increasingly restrictive.

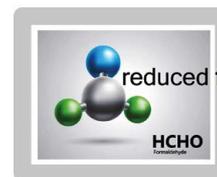
There is a constant drive for alteration of products to enhance performance while eliminating or reducing specific

free monomers to acceptable limits.

The drive for reduction or elimination of a specific substance, generally results from scientific findings and resultant changes in the classification or threshold limit that impacts on the welfare of consumers and/or the environment. Of course, it can also be brought about by media perception and pressure that ultimately necessitates changes to formulas to satisfy either demand. Irrespective of the origin the need to stay on top of requirements is essential. Increasing sensitivity of analytical equipment and the ability to detect and determine very low levels of material coupled with improved understanding of the effects of chemical exposure has brought about increased restriction and a reduction to the threshold limits.

There is no greater example of when in 2016, Bitrez generated low free formaldehyde Curaphen phenolic resins to support industry as a result of the United Nations mandating the Global Harmonised System [GHS] of product labelling and the classification changes that ensued. All over the world there were different laws on how to identify the hazardous properties of chemicals (called 'classification') and how information about these hazards is then passed to users (through labels and safety data sheets for workers).

WINNER



This can be confusing because the same chemical can have different hazard descriptions in different countries. For example, a chemical could be labelled as 'toxic' in one country but not in another. This also acts as a barrier to international trade. The Earth Summit held in Rio de Janeiro in 1992, and the World Summit held in Johannesburg in 2002 recognised this as an important global issue. Given the expanding international market in chemical substances and mixtures, to help protect people and the environment, and to facilitate trade, the United Nations developed a 'Globally Harmonised System' (GHS) on classification and labelling.

The GHS is a single worldwide system for classifying and communicating the hazardous properties of industrial and consumer chemicals. GHS sits alongside the UN 'Transport of Dangerous Goods' system.

The CLP (classification, labelling and packaging) Regulation adopts the GHS throughout the member states of the European Union. European Regulation (EC) No 1272/2008 on classification, labelling and packaging of substances and mixtures came into force on 20 January 2009 in all EU Member States, including the UK. It is known by its abbreviated form, 'the CLP Regulation' or just plain 'CLP'.

Together, when coupled with REACH (the Registration, Evaluation, Authorisation and Restriction of Chemicals) regulations, this brought about new threshold limits regarding toxicity to which the markets had to adapt, but the Bitrez formulated products that allowed the customer base to continue to operate within the necessary restrictions.

www.bitrez.com



Nigel O'Dea, BSc (Hons),
MCIM, Founder & Director,
OB2B Industrial
Marketing & PR

OB2B Industrial Marketing & PR

Based in Rothwell, Northamptonshire, OB2B Industrial Marketing & PR serves both multinationals and SMEs across the manufacturing supply chain, with clients in Europe, the Middle East, America, China and Australia. OB2B provides cost-effective technically based, industrial marketing and press release (PR) support which helps companies to secure new business and grow sales faster.

"We aim to make life easier for commercial teams. Companies which benefit from outsourcing to OB2B typically

have limited time or in-house marketing expertise, especially in specialist areas including producing engaging website content, and writing and circulating PR news and feature articles," explains business founder, Nigel O'Dea.

OB2B, which has been a Composites UK member for more than seven years, specialises in marketing metals, polymers and engineering plastics, composite materials, structural adhesives and a wide range of manufacturing capabilities and services. The technical aspects of a client's

product or service, from raw materials and processing to finished parts, are quickly understood; this saves time and enables the production of engaging, technically accurate marketing communications and promotional tools to raise brand awareness, attract more interest and secure new orders.

The range of marketing services provided to clients by the OB2B team is flexible and tailored to suit specific needs, from strategic marketing planning to delivering key marketing projects including: updating or creating a new company website, E-marketing, producing digital and printed sales tools, handling exhibitions and events, promotional and advertising support, as well as social media posts, PR news and application story writing to gain editorial coverage in target sector print and online media.

As part of the outsourced marketing services provided, OB2B can also recommend, negotiate and deliver promotional packages on behalf of clients. For an initial free marketing consultation, email: nigelodea@ob2bindustrialmarketing.com
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OB2B Industrial Marketing & PR combines international B2B industrial sales and marketing experience with technical expertise in materials science, manufacturing processes and engineering.

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WINNER



Prodrive Composites

Prodrive Composites has developed a unique process of combining reclaimed carbon fibres (RCF) with a liquid resin to create cost-effective lightweight automotive body panels. The company has manufactured affordable body panels from recycled carbon fibre (RCF) for a niche vehicle application. The aim of the 6-month project was to prove out the concept of producing large exterior body panels in RCF Composite (Tailgate Assembly Roof, A-Pillars and Body sides) for an electric hearse, looking for cost reductions and increased production rates.

These panels are now being produced using a low-cost infusion process, that has additional benefits from an environmental

and sustainable perspective. Prodrive also took the opportunity to explore the whole lifecycle of the manufacture of a composite panel. Taking the bold decision to produce the mould tools using reclaimed carbon fibres. The materials for these mould tools were supplied from an overseas material supplier.

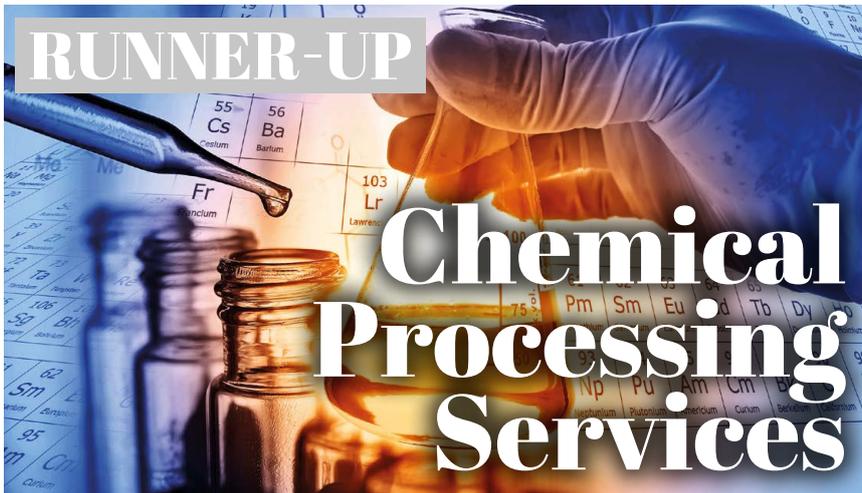
Prodrive is the first UK business to trial this material and produce working mould tools. The pre-preg recycled carbon tooling material was hand laminated onto a traditional tooling board pattern. This approach enables both the mould tools to be recycled at the end of their life and the components to be recycled at the end of the vehicle life, or the end of the panel life if crash damaged. Non-conforming parts

can either be re-worked or recycled. This is a significant step forward in reducing the amount of waste material, in dry, un-cured prepreg or cured state eliminating the need for waste material and end of life parts to be disposed of into land fill or incinerated.

This process not only simplifies the recycling route but has the potential to give a composite materials three or more useful lifetimes. End-Of Life Considerations are key for the automotive sector and this has also been considered as both the components and mould tools produced in this process can be recycled for a further use. This is the Circular Process for sustainable composites manufacturing.

www.prodrive.com

RUNNER-UP



Chemical Processing Services

Chemical Processing Services, a specialist polymer consultancy service has developed and launched a new generic chemistry named Furalkamine. This new series of 'green' Mannich base polymers are offered as curing agents for epoxy resins. They are derived from a sustainable waste pentosane-rich biomass and formulated with due consideration given to the 12 principles of green chemistry.

Patent-pending, Furalkamine is used as the principal curing agent in the formulation of low VOC, solvent-free composites and was developed to fill the gap created by the withdrawal of several conventional Mannich base grades banned in Europe in 2019 under REACH (registration, evaluation, authorisation and restriction of chemicals) regulations because they contained undesirable residual monomers (phenols and/or substituted

phenols) classified as SVHCs [Substances of Very High Concern] due to toxicity.

The main aims in developing an alternative product include bio derived (bio-content generally 25 - 75%); REACH compliant; SVHC free (absence of phenol and alkyl phenols); future proof chemical structure; and, low viscosity, good low temperature reactivity and excellent chemical resistance.

This meant addressing the environmental and occupational safety problems associated with conventional Mannich bases. Furalkamines fill the gap created by the change in REACH regulations and are offered as sustainable alternatives, with properties and performance characteristics analogous to the former products.

This product exemplifies the service offered by CPS, specialising in the design and provision of regulatory compliant products. There is an emphasis on future proofing and a drive towards use of sustainable feedstock whenever possible.

www.cps-consultancy.com

iCOMAT

WINNER

START-UP BUSINESS



iCOMAT is a recent spin-out company from the University of Bristol, established in January 2019, that develops novel automated material placement machines. Based on more than a decade of research at the University of Bristol, the team of iCOMAT has developed the world's first production machine that can place wide carbon tapes along curved paths (fibre steering), without generating defects. This process, named Rapid Tow Shearing (RTS), can revolutionise the way design and manufacturing is applied to composite materials. The machines that iCOMAT produces are AFP/ATL end effectors that lay composite/carbon-fibre tape on the surface of a mould and are mounted on robotic platforms.

Fibre steering drastically expands the design space for composite structures, as it allows the placement of the majority of the fibres directly on the primary load path, improving all aspects of structural performance, from weight saving to

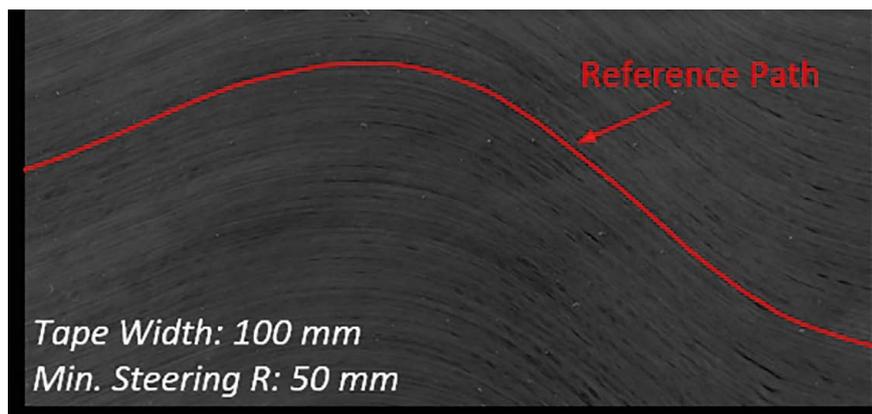
aeroelastic tailoring.

Fibre steering allows composite manufacturers to produce components with higher structural efficiency at lower production cost, improving material utilisation and reducing the cost of quality (defect and scrap reduction to increase yield). Despite the magnitude of these benefits, curved fibre designs have not yet been commercialised, as modern automated composite placement machines have limited capabilities in producing curved fibre paths. They bend the tapes to steer their paths, introducing severe defects such as fibre buckling or wrinkling, which significantly reduces the fibre's ability to carry load.

iCOMAT has developed a fully functioning 2D RTS machine based on a 6-axis robotic platform, that is currently being tested through seven development projects, alongside leading OEMs in aerospace and automotive and UK RTOs. The primary objective of the company in the next 12 months is to refine the machine to ensure reliable and productive operation and to obtain the necessary certifications.

iCOMAT aspires to become a supplier of manufacturing machinery based on RTS not limited only to the UK. This incentive will benefit the UK's export economy and contribute towards developing and establishing the UK's supply chain of such machines, by becoming first to market this disruptive technology.

www.icomat.co.uk





WINNER

5-axis machine centres, in the Engineering & Quality departments and most recently working to support a Continuous Improvement initiative.

As part of the continuous improvement initiative, Thomas is participating in a number of projects including 5S organisation methods, Overall Equipment Effectiveness (OEE) Trackers, SIPOC board introduction and Value Stream Mapping, which require him to update senior managers as they are rolled out throughout the business.

Throughout his apprenticeship, Thomas has undertaken a number of off-the-job training courses independently to further his education, most recently studying an 'APM Fundamentals' level 6 course, run by the Association of Project Management that he will complete in the Summer of 2021.

Since joining Teledyne CML Composites, Thomas has shown himself to be a determined young man. He is hardworking, reliable, conscientious, a team player and keen to progress his career, which is reflected in his performance within the business, in his studies at the Engineering College and in his future plans for Higher Education.

www.teledynecml.com

Teledyne CML Composites

Thomas Wakefield is currently undertaking the third year of the Trailblazer Composite Technician apprenticeship at Teledyne CML Composites, an established composites manufacturer with an excellent track record in the on-time supply of high quality composite components and assemblies to commercial and defence aerospace customers worldwide.

The 'Trailblazer' Composite Technician

Apprenticeship is run in association with the National Composites Centre, Composites UK and the Engineering College in Birkenhead and was developed to provide students with a wide and specialised knowledge of all aspects of composite manufacture and applications.

During his apprenticeship, Thomas has worked in numerous departments across the business including in the Cleanrooms, on the



attend lectures or personal study included in his hours). James chose to undertake the Mechatronic Engineering BEng (Hons) course running for 6 years from 2015 to 2021 and expects to graduate with a top grade.

Despite being CCP Gransden's youngest full-time employee, following an extensive on-the-job development programme, James has become a core member of the engineering team who can be relied upon. On his own initiative, James chose to write his dissertation on simulation modelling of one of CCP Gransden's current manufacturing lines. This work offered time and cost savings that the production team integrated into their subsequent upgrade.

Managing Director, Jim Erskine, states: "A few years ago, James was an inexperienced and uncertain school leaver. He has now transformed himself into a well-respected engineer, who hopefully will continue to add real value to the company after his graduation next year. He has worked hard, done well, and deserves recognition."

www.ccp-gransden.com

Based near Belfast in Northern Ireland, CCP Gransden has established itself as a leading specialist manufacturer of advanced composites. The company can trace its history back an impressive 125+ years, staying in family ownership, and keeping innovative engineering at its core.

James joined CCP Gransden in 2015 at

the age of 18 having completed his A-levels at a local secondary school and having no career plans. CCP Gransden offered him the opportunity to upskill and gain solid industry experience with a competitive wage through fully funding his part-time study at Ulster University in an engineering specific degree (course fees, with weekly time allocated to



MarineAM

6th-7th July 2021
Southampton
UK



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R-Tech Materials

Dr Geraint Havard is the Composites Manager at R-Tech Materials. This role includes full commercial, operational and technical responsibility for R-Tech's award-winning UKAS, Nadcap and Fit4Nuclear accredited composite materials testing business.

Geraint has been responsible for the transformation of R-Tech's composites business, in terms of technical capability, quality systems, accreditations, marketing reach and reputation.

His focus on business development has led to a 300% growth in R-Tech's composites testing turnover in 2019 and despite COVID-19, the business is on course for a further 50% growth during 2020.

This growth is due in part to Geraint's real strength in building relationships with clients. In a recent client survey, he was rated with an overall score of 96%. This included one client rating him with 6/5 for attitude to customer service.

WINNER

Geraint's role includes management of the company's research and development programme in composite materials. He has helped the business win two Innovate UK awards and supervised a very successful Engineering Doctorate.

Geraint is committed to educating the next generation of engineers. He has published a well-received e-book on testing of composites and has developed a highly rated training course on testing of composites, that has so far been attended by more than 100 engineers, with consistently highly rated trainee feedback.

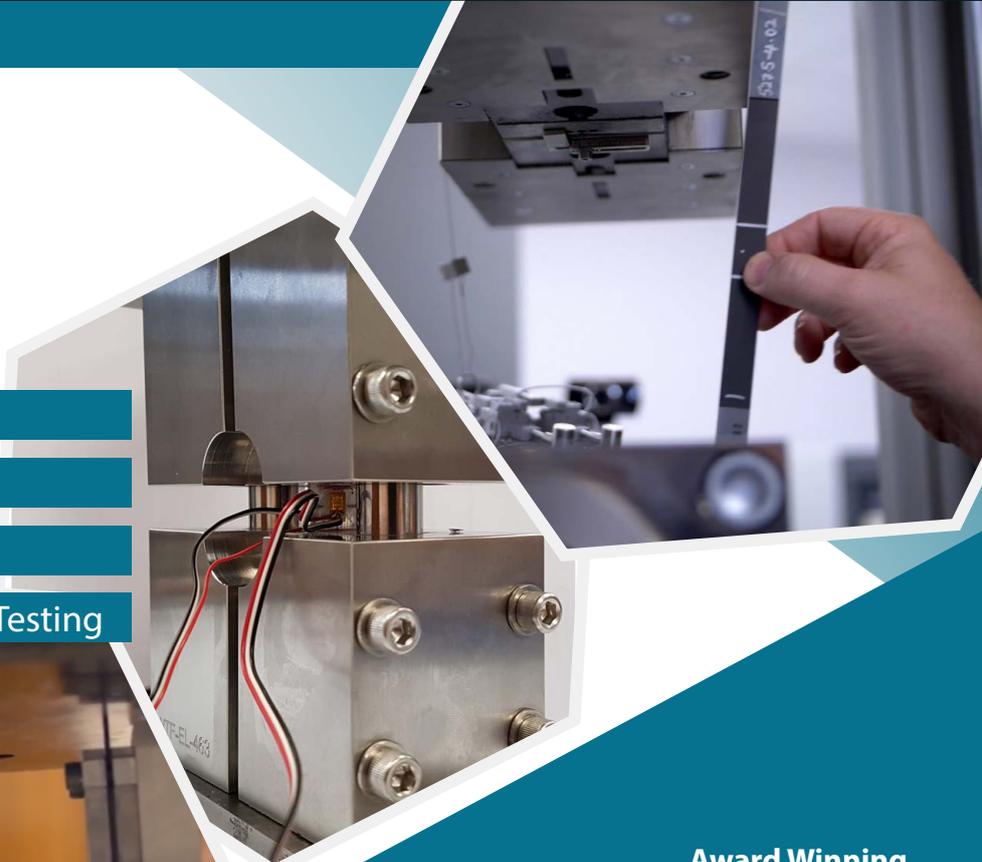
Geraint is the Composites UK representative on the British Standards Institution (BSI) standards committee for composite materials. He also holds a seat on the composite materials committee of the American Society for Testing Materials (ASTM), applying his knowledge to ensure the integrity and accuracy of testing standards on composite materials.

www.r-techmaterials.com

R-TECH MATERIALS

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- Mechanical Testing
- Thermal Analysis
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CONTACT US

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Award Winning Testing





Nick works hard, puts in the overtime and is never absent. In addition, he and his wife have a young family to care for, so there's not much scope for additional activities. However, Nick has taken it upon himself to focus on self-development; seeking book recommendations from Ben Wilson, the company's Business Leader, as well as advice and feedback. Nick aims to improve his emotional intelligence, and to become an even more effective leader.

With a team of just three, Nick's area had a turnover of £49,965 in March. Working on his own, he had a turnover of £25,951 in April; and (again on his own) a turnover of £24,015 in May. With his team restored, Nick achieved a turnover of £87,295.88 in June; and £77,434 in July; with a gross profit of 45.1% against a target of 33%.

Nick is also responsible for research and development work for a new customer. In this role he has improved the RTM capabilities, output and customer offering.

Without workers like Nick, MPM would be quite unable to supply this particular customer with the components it requires; and, as a result, they would quickly cease to function.

www.mpbradford.co.uk

Nick Robinson leads a section involved in the manufacture of chop sprayed products for use in environmental wastewater treatment for Bradford-based GRP manufacturers, MPM. He is expected to improve performance and productivity by ensuring that agreed section targets

are achieved each month; by improving and sustaining quality performance; by ensuring that scrap and rework levels meet targets set out in the Business Plan; and by sustained reductions in customer alerts. He is also responsible for the effective training and development of team personnel.



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