

DOING BUSINESS IN THE EUREGIO MEUSE-RHINE
The newsletter of the Chambers of Commerce of the Euregio Meuse-Rhine

Q2, 2005

Issue 17

June, 2005

Contents:

[Chambers of Commerce](#)

- Waterworks
- Rotating Chamber chair

[Business and Industry](#)

- Growing heart muscle
- Airbus parts from Eupen
- Engineering service in Aachen
- New LIOF boss
- IFRS means IT investment
- Randstad logistics specialism
- Bosal-Delphi alliance
- Kumho tires Genk EDC
- Bio-ethanol for Wanze
- UAG-Jacobs retail venture
- FEV/Ford clean diesel
- Novovacs CMV vaccine
- EUR 5m: Maastricht housing
- Space Center grows

[Logistics and Infrastructure](#)

- Schenker: Liege and Gullegem
- Frozen shrimps: 1 million tons
- TNT completes RFID project
- Liege Airport
- HST Connect Maastricht-Liege
- Maiden flight
- Developing inland ports

[Life Sciences and Sci-Tech](#)

- DSM Stanyl® in A380
- Micromechanical circulation
- High-resolution NMR spectroscopy

This project has been made possible thanks to the European Interreg III program for the Euregio Meuse-Rhine, the Région Wallonne (B), the Provincie Limburg (B) and the Land Nordrhein-Westfalen (D).



CHAMBERS OF COMMERCE

WATERWORKS

[COM: Verviers, June 3]

The Liège-Verviers Chamber of Commerce has been concentrating on the water cluster, to encourage change and synergy among the various actors: business research centers, educational organizations and public organizations. They assist business to understand the sector better and to appreciate the need for organization. Since April, a number of Walloon businesses, concerned with water, have set up a non-profit association, called Walloon Water Business, abbreviated as EWE [nothing to do with sheep]. The chamber provides a secretariat.

There are eight founder members: Ateliers de Construction from Herstal, Balteau, BCT, Biotim, Cofido, Degrémont, Eloy et Fils and SHER. The president is Vincent Pissart, Balteau's CEO and the vice president is Stefan Pousset, CEO of Biotim. The base is in Verviers, the capital of water.

Among the objectives are:

- promoting the interest of business with the Intercommunale organizations - they are the local governmental utilities;
- getting the SPGE - the public water management company - to understand the challenge faced by business and industry in improving the effectiveness of the sector;
- assisting the export of Walloon knowledge in the water sector;
- supporting the development in the Walloon country of real technical competence in water-oriented skills and
- looking for these at the CCILV cluster, le Polygone de l'eau, l'Aquapôle, the universities and research centers.

In this connection EWE appreciates and energetically supports the creation of a competence center (Forem) and technological monitoring within the context of the polygon. EWE is open to other private businesses that support the objectives of the organization.

<http://www.ccilv.be>

ROTATING CHAMBER CHAIR

[COM: Maastricht, May 5]

The board of the South Limburg Chamber of Commerce has decided to institute a rotating chairmanship system, effective May 1. This was decided on the departure of the current president, Thijs Wöltgens, to the national association. Both the chair and the board will be occupied on a rotating basis through January 1, 2006, by representatives of MKB Limburg (the SMEs), the employer's association LWV and the unions in succession. Jo Persoon of MKB Limburg will be in the chair until August 1. Mr Persoon is the Director of the Cooperation of the Associated Business Federations of Maastricht (FOVM).

<http://www.kvkkrant.nl>

BUSINESS AND INDUSTRY

GROWING HEART MUSCLE

[BIZ/LIFE-SCI: Maastricht, May 12]

PharmaCell, a new company, based at Maastricht's Biopartner Center, is going to culture cells for the Florida-based specialists in heart muscle regeneration, Bioheart. In the case of a heart attack, the affected part of the heart muscle dies, leaving scar tissue behind. Bioheart has developed a procedure in which cells cultured from the tissue of the patient are injected into the scar tissue of the affected heart, using a special catheter and needle. This leads to the regeneration of the heart muscle and hopefully to the recovery of the patient.

The new company PharmaCell will be headed by René Lardenoije, as President and CEO. He has been in the business for 15 years, including time with Crucell and he will be supported by the redoubtable Jan Thio as executive VP Business Development. It was Jan Thio who took RheinBiotech to its IPO. They in turn will be assisted by Lex van Loosbroek, a man with 20 years experience of quality affairs and good manufacturing practice (GMP), a crucial aspect in this business. Launching customers will be Bioheart and the Maastricht University Hospital azM.

Jan Thio, on being quizzed about the choice of Maastricht for the location of the new company, said that the choice was conditioned by three factors: focus, finance and fun. Focus refers to the cardiovascular focus in Maastricht, in particular at Maastricht's celebrated CARIM institute, represented at the conference by Dr Waltenberger. Finance is provided by the PharmaCell joint venture by Syntiro Pharma Support International and Maastricht's Biopartner Center. It is also provided by UniVenture, the Limburg development company and the private investor DI ventures, who have together produced EUR 1m initial investment. The investment in production and the equipment is close to EUR 2m, funded by the Maastricht Life-Sciences Incubator Foundation (SLIM). Fun is quite simply, Maastricht.

The long-term prospects are extremely interesting in this multi-billion dollar high growth sector. Congestive Heart Failure (CHF) affects 5.5 million Individuals in the United States and 7 million patients in Europe. 600.000 are in the severe disease stage and 23 million individuals are affected globally. This figure is projected to double in five years as a result of the aging of the population, greater myocardial infarction survival rates and the absence of remedial therapies

Looking to the future, speculation was made about a production unit at Chemelot, Avantis, or close to the university campus and azM. It was also noted that trans-Atlantic cooperation was to be expected between Maastricht University and the University of Florida. During the press conference, the issue of health tourism arose because patients undergoing regenerative cell treatment needed somewhere to 'hang around' while their cells were growing. This brought to mind a prediction made by Professor Luc Soete several years ago, who saw the South Limburg 'appendix' as analogous to the Florida peninsula, with 'pensionados' taking their ease - although, there was no mention of them waiting for their cells to grow.

<http://www.liof.nl>

AIRBUS PARTS FROM EUPEN

[BIZ/IND: Eupen, May 10]

The Eupen-based precision engineering company Mockel is making parts for the new A380 Airbus. Mechanical parts for aircraft have been produced by Mockel since 1987. The Eupen company produced for Technical Airborne Components in Herstal. These parts are used in around 30 different locations in the aircraft and including landing gear, engine supports and doors.

<http://www.netecho.be>

ENGINEERING SERVICE IN AACHEN

[BIZ: Aachen, May 9]

The engineering service company, Euro Engineering AG, has established a branch in Aachen. This is a subsidiary of the German Deutsche Industrie Service AG and has 30 locations in the country, employing a total of 1,100. "Aachen is an exciting and dynamic high-technology location and the need for qualified support in the automotive sector in particular is continually rising", says branch manager Rolf Call.

<http://www.aachener-zeitung.de>

NEW LIOF BOSS

[BIZ: Maastricht, May 5]

LIOF, the Limburg Development Company (NL), has appointed an active director in the form of Bart Joosten (head of LIOF's venture capital department) who has been doing the job since April 16 due to the departure of Chris Dewulf to run Picanol in Ypres.

<http://www.kvkkrant.nl>

IFRS MEANS IT INVESTMENT

[BIZ: Brussels, May 4]

Since January 2005, Belgian companies have had to report their results using the new International Financial Reporting Standards (IFRS). This is a major challenge for many companies on the IT front. As a result of new European accounting rules, many businesses are now obliged to make basic changes in their IT infrastructure. Research by the software company Mercury reveals that, in Belgium, there is a clear rise in IT investment. Half of Belgian business intends to invest in harmonizing IT processes for their core business.

(Source: De Standaard)

<http://www.standaard.be>

RANDSTAD LOGISTICS SPECIALISM

[BIZ/LOG: Verviers, May 3]

The temporary employment specialist, Randstad, is going to focus on logistics in the Verviers region. The reason for this is the absence of specialist staff in the sector. By cooperating closely with other branches, a move will be made to change the situation. Randstad increasingly organizes training, career planning and job finding for truck drivers. Recently, they were able to find positions for 400 long-distance truck drivers in the Verviers region.

<http://www.brf.be>

BOSAL-DELPHI ALLIANCE

[BIZ/IND: Troy, Mich./Lummen, May 2]

Delphi Corp. and the Lummen-based Bosal Group have announced a new strategic alliance to offer complete exhaust systems for the global original equipment (OE) market. The non-equity based alliance, to be known as Bosal Delphi Complete Exhaust Systems, will bring together the specific expertise, facilities and resources of each party to offer a total customer solution around the globe for any vehicle program and all current fuel options.

Delphi has extensive experience and resources in the design and manufacture of the "hot end" (manifold and catalyst, including manifold converters, diesel converters and spinforming technology), with Bosal recognized as a leader in the design and development of the "cold end" (from intermediate muffler to tailpipe.)

Both companies are also recognized for their innovative approach and commitment to advanced technologies, such as Delphi's fragile substrate retention systems and Bosal's breakthrough cold-end innovation, the Lightweight Exhaust System. The alliance will retain and nurture current customer relationships, while future customers will access the alliance through one single initial point of contact. Bosal and Delphi will also cooperate through novel and cost-effective manufacturing arrangements which will allow each party to better meet customer supply contracts without the need for major infrastructure investment.

"This is a very innovative and exciting alliance which will deliver significant added value to customers of both Delphi and Bosal," said Karel Bos (1961), CEO, Bosal Group. "The alliance is an excellent technical, commercial and geographical fit', enabling us to respond faster, more cost-effectively and completely for our customers around the world. It will also open up a wider customer base for our breakthrough cold end innovations which are delivering significant weight savings and other related benefits."

"We welcome this alliance with Bosal, an independent Tier 1 supplier with recognized expertise in cold end exhaust applications," said John Fuerst, Delphi's exhaust systems business line executive. "It will help us respond better to the needs of our global customer base for complete exhaust systems, by providing a single global point of access to an unrivalled wealth of expertise and resources, yet delivering locally through our shared infrastructure."

The alliance will become effective upon completion of all relevant formalities under competition laws, including obtaining any required approvals from governmental authorities. Both parties will begin making the necessary logistical and transitional activities to make the alliance seamless to customers, with scheduled completion in mid-2005.

About Bosal Group

Bosal is one of the world's leading manufacturers of car exhaust systems. Bosal also produces catalytic converters, tow bars, roof bars, jacks, precision steel tubing and warehouse racking systems. Established in 1923 in Alkmaar, the group is Dutch registered, headquartered in Lummen, Belgium. The annual turnover in 2004 was in excess of EUR 835m. The Bosal Group employs more than 6,200 people and has 29 manufacturing plants and 15 distribution centers.

For more information:

<http://www.bosal.com>

KUMHO TIRES GENK EDC

[BIZ: Genk, May 2]

Kumho Tires, the South Korean tire manufacturer, has chosen Ewals Cargo Care in Genk to manage its European Distribution Center, according to news reports. The center covers some 16,000 m² and has a direct rail connection. Ewals Cargo Care is a worldwide, integrated logistics company with clients in the automotive, consumer electronics, packaging, petrochemical, retail, high-tech and heavy industries.

Kumho Tires began life in 1960 as the Samyang Tire Company and five years later delivered its first export orders. Today the group manufactures 36 million tires a year, is ranked ninth largest producer in the world and has a global mark share of 2%. It exports 60% of its production to 160 countries and is well known in the motor racing sector.

Kumho's Ultra High Performance tires have a 10% share of the market and the company is particularly active in Formula Three and rallying.

<http://www.ffio.com>

BIO-ETHANOL FOR WANZE

[BIZ: Liège, April 25]

Südzucker, Europe's biggest sugar producer with over 50 sugar plants, employing 18,000 and producing revenues of EUR 4.6bn, has signed a declaration of intent to build a 300,000m³ capacity, bio-ethanol production plant, employing 60 for on a 10-15 ha site next to the sugar factory at its Wanze (Liège) location. The sugars produced by sugar beet and grain can be converted to ethanol and this in turn can be used in vehicle fuels. A EUR 500,000 feasibility study will precede the proposed EUR 150m plant, the second for the company following one in Leipzig.

<http://www.rtc.be>

UAG-JACOBS RETAIL VENTURE

[BIZ: Aachen, April 22]

The Fortune 500 US automotive retailer United Auto Group (UAG) has announced a joint venture with the Aachen-based multi-franchise Jacobs Gruppe. The group's family owners/managers are to remain in place, but their business will have UAG's know-how and investment capacity. The Jacobs Gruppe operates franchises for Audi, VW, Toyota and Lexus at eight sites in the Aachen area, employs 320 and sold 4,500 new and 3,000 used cars last year, turning over EUR 160m. Expansion plans for 2005 target revenues of EUR 180m from 5,000 new and 3,500 used car sales, including the new Aachen Toyota/Lexus outlet.

United Auto Group, Inc. announced last week a 13.3% rise in first quarter net income and its 24th consecutive quarter of record results. Total revenue for the quarter increased 13.8% to USD 2.6bn. Chairman Roger Penske confirmed the group's acquisitive strategy, saying, "We have completed two acquisitions so far this year representing approximately USD 90m in annual revenues. We expect to add approximately USD 300 - USD 500 million in net annual revenue through acquisitions this year." (Sources: UAG, Autohaus Online)

<http://www.autohaus.bertelsmann.de>

FEV/FORD CLEAN DIESEL

[IND/SCI-TECH: Aachen/Ann Arbor Mi, April 1]

FEV, the international Aachen-based leader in the design and development of internal combustion engines and a major supplier of advanced testing and instrumentation products and services, joined representatives from Ford Motor Company and the U.S. Environmental Protection Agency (EPA), February 15 to announce the next phase of a research agreement to evaluate a new emissions control technology being evaluated for commercial application.

The innovative emissions control technology called Clean Diesel Combustion (CDC) was developed and patented by EPA at the National Vehicle and Fuel Emissions Laboratory (NVFEL), with FEV playing a major role in its development under contract to EPA. CDC is an emerging clean diesel technology that has demonstrated the potential to meet strict EPA tailpipe emission standards while at the same time significantly enhancing fuel economy in cars, SUVs, and trucks.

The January 28 ceremony at the NVFEL in Ann Arbor, Michigan showcased a European Ford Galaxy minivan with a diesel engine that was modified by EPA to demonstrate the CDC technology. Phase II of the Ford EPA project will further refine the technology and examine the commercial viability of the approach which has demonstrated the potential to improve fuel economy by 30-40%.

<http://www.fev.com>

NOVOVACS CMV VACCINE

[BIZ/LIFE-SCI: Maastricht, April 1]

Rhein Biotech GmbH (Düsseldorf) and MUbio Products BV (Maastricht) have announced that they have concluded an agreement to combine their know-how and proprietary technologies to develop a prophylactic vaccine against human Cytomegalovirus (CMV) in a Maastricht-based joint venture to be known as NovoVacs BV. MUbio Products has expertise in the field of CMV diagnostics and has performed pre-clinical studies in the field of CMV vaccines. Rhein Biotech has extensive expertise in product development industrialization, production and marketing of biopharmaceuticals. Under the agreement, MUbio Products and Rhein Biotech have licensed their respective technologies in the field of prophylactic vaccine development against CMV exclusively to NovoVacs. NovoVacs' directors are Frank Ubags (CEO of Rhein Biotech GmbH) and René Vleugels (CEO of MUbio Products BV). Financial details were not disclosed.

CMV infection during pregnancy is considered as the major viral cause of neurological abnormalities in neonates. Of the annual 4,2m births in the US, up to 10.000 children will be seriously handicapped as result of CMV infection. Similar numbers are estimated for the 25 countries of the EU combined. In addition, CMV infection is the major viral complication for a second group of patients consisting of people with a weakened immune system including AIDS patients and organ transplant patients, leading to loss of donor organ, severe morbidity and mortality. Other immune compromised-patient groups at risk are cancer patients and the elderly in general.

Based on the size of the population at risk and the costs inflicted on the community by CMV-caused mortality and morbidity, market value of a prophylactic vaccine could exceed EUR 1bn annually.

<http://www.mubio.com>

EUR 5M: MAASTRICHT HOUSING

[BIZ: Maastricht, April 1]

2,100 New houses are to be built in Maastricht. The city will receive a EUR 5m subsidy for this from the central government. Studies have revealed that there is a major shortage of housing in Maastricht.

<http://www.brf.be>

SPACE CENTER GROWS

[BIZ: Liège, April 1]

The Liège Space Center at the Sart Tilman campus is to grow. SPI+, the Liège development company, which manages the building, has received a subsidy of EUR 800,000 from the Walloon region for this purpose. Currently, there are 18 companies at the center, but between now and 2006 another ten spin-offs or start-up companies are expected.

<http://www.wallonie-espace.be>

LOGISTICS AND INFRASTRUCTURE

SCHENKER : LIEGE AND GULLEGEM

[BIZ/LOG: Liège, May 13]

Schenker, the largest logistics group in Belgium, is planning to develop new locations in Liège and Gullegem. There will be a center for international transport in Liège and in Gullegem, Schenker is building a 35,000m² logistical center scheduled for 2006. Together with the local Intercommunal facility Leieland, Schenker is investing EUR 12m in this logistical center. It also opened a new distribution center in Willebroek earlier this week. Schenker is the logistical arm of German rail.

<http://www.zi-biz.be>

FROZEN SHRIMPS: 1 MILLION TONS

[BIZ/LOG: Liège, May 9]

King Transport, specializing in the storage of fresh and frozen products, has signed a contract with the Chinese Shanghai Henghailian international trading company for three years for the storage and distribution by King Transport of approximately 1 million tons of shrimps, or approximately 50 containers per year. The contract is worth around EUR 200,000 in the first instance. The company will provide storage at its locations in Hoeselt and Grâce-Hollogne. It will also provide preparation and distribution of the orders.

<http://www.truck-business.com>

TNT COMPLETES RFID PROJECT

[LOG: Hoofddorp, May 6]

TNT, which has a major hub in Liège, has completed the first phase of six RFID projects. These concern the Radio Frequency Identification Tags, currently being used to track and trace goods and to identify them. TNT has already started the second phase of its RFID program. The program has involved TNT operations in the United States, United Kingdom, France, Germany, the Netherlands, Scandinavia and China. The RFID project in the US involved the automotive industry where an assessment was made of RFID technology in better management of supply inflows. There were fewer scanning errors and shorter delivery times which was the objective of the project.

(Source: LogistiekKrant)

<http://www.tnt.com>

LIEGE AIRPORT

[BIZ/LOG: Liège, April 23]

With a storm of blue and orange confetti, a cannon's roar and jungle music, Liège Airport's new terminal opened on Saturday April 23 in the presence of 1,250 guests from Belgium and abroad [There did not, however, appear to be too many faces from South Limburg (NL)]. Principal speakers were the airport president, José Happart, Michel Daerden, president of the Avenir du pays de Liège, André Antoine, minister responsible for Walloon airports and Jean-Claude van Cauwenberghe, president of Walloon government. Mr Daerden even added commentary in English.

The building, designed by the celebrated Liège architect Philip Greisch is based on a glass parallelepiped or parallelipedon - a prism whose faces are all parallelograms. It has an annual capacity of one million passengers and an hourly capacity of 600; enough to absorb growth for 20 years. Construction started in February 2003 and was finished in March 2005. 115 companies were involved in the operation and 120 fulltime employees will work at the terminal. The budget was EUR 25m and the terminal covers 8,614m² with a floor surface area, on different levels, of 15,500m². There is 1,875m² of internal glazing and 5,840m² of external glazing. 680 tons of steel and 5,166m³ of concrete were used in the construction. There is 17,966m of cabling, 3,993m of fiber optics and 8,600m² of grass (lawn type). The building will be used by TNT Airways, Aviapartner, Jetair, Thomas Cook Belgium, TUI Travel Center. The duty free is to be run by Chacalli-de Decker, catering by Les Cours, Unitax is in charge of taxis, Gilson the Shuttle & Coach, temporary employees come from Adecco, ATP is selling advertising space and there is a press office at the airport.

<http://www.liegeairport.be>

HST CONNECT MAASTRICHT-LIÈGE

[BIZ/LOG: Maastricht, April 14]

The launch of the HST Connect was held at the Government House in Maastricht where an agreement was signed, following a reception in Liège. The objective of the HST Connect Maastricht-Liège project is to establish a direct connection between Maastricht/Limburg and the HST (TGV) network in Liège. The traveller will have to pay less, as the direct connection will obviate the requirement for an expensive ticket for the short transnational track and a separate HST-ticket.

At present, it is not possible to buy a direct Thalys-ticket from Maastricht to Brussels or Paris. The only current option is to buy a Thalys-ticket via Rotterdam. Accordingly, one of the aims of the project is to make it possible to simply buy a ticket online from Maastricht to Brussels, Paris or London. The current ticket price from Maastricht to Liège is also higher because travellers have to pay an extra supplement for crossing the border. Another important objective of the HST Connect Maastricht-Liège project therefore is to lower ticket prices, for instance through the inclusion of Maastricht in the Belgian railway pricing system. The project will lead to a further integration and improvement of connections between Maastricht station and the immediate cross-border area. Finally, the project will strengthen the current economic developments in the immediate vicinity of Maastricht station.

The HST Connect Maastricht-Liège project is co-financed by the European Union (ERDF, EUR 907.000) the Province of Limburg (EUR 400.000) and the City of Maastricht (EUR 400.000) and is strategically supported by the City of Liège (EUR 30.000).

Local and regional context: improving HST Connectivity

As the second tourist city in the Netherlands (16 million visitors annually) and number 27 on the world list of congress cities, many travellers and tourists visit Maastricht. Recently, a number of European multinationals have established business units in the city and 144 international institutes are based here. Public transport in and around Maastricht is used frequently, but international travellers are not advised to take the train in Maastricht. The connection with Liège on the other side of the border is of utmost importance, but it is inadequate (i.e. it takes 83 minutes for HST connection on the 33 km trip).

Liège's new Calatrava HST station and the cross-border options possibilities, have encouraged Maastricht to establish a direct connection with the HST network. Bringing all partners together has already led to the objective to change the time schedule for the current international trains. The regular Thalys in Liège leaves exactly at the moment that the regional train from the Netherlands arrives. The objective in terms of HST transport is to boost the number of passengers by 500% within the project period. The Councils of Liège and Maastricht have signed a joint convention in with the connection by rail becomes a major political priority. Both cities will gain; Liège as a centre of TGV, transport and infrastructure and Maastricht as a tourist and business destination with improved international access.

A market research study (currently executed) will show what kind of a train connection will be most efficient: a Thalys-connection, a Belgian High Speed Train to Brussels or an improved shuttle service between Maastricht and Liège, offering an excellent correspondence with the international trains stopping in Liège. The main result should be that Maastricht and Limburg travellers should be able to travel to Brussels within the hour.

<http://www.tgvmaastricht.com>

MAIDEN FLIGHT

[LOG: Maastricht, April 13]

From April 13, Easy Jet, the low cost carrier, will be running daily flights from Maastricht-Aachen to Berlin-Schönefeld. The flights are fast and cheap (from ca.EUR 19) and should be successful, if the marketing is done well in Germany. Aachen Tourist Czar, Werner Schlösser says it's time to emphasize the word 'Aachen' in Maastricht-Aachen Airport. It is certainly easier to get to Maastricht-Aachen Airport from Aachen than to Düsseldorf (the alternative) and a shuttle bus will be available.

[Incidentally, lots of Berlin's parking meters carry Maastricht's Q-Park brand and a city tour passed one building by Maastricht-based Architect, Jo Coenen.]

Scheduled flights:

- Maastricht-Aachen to Berlin-Schönefeld, departure 9:00, arrival 10:20 hrs;
- Maastricht-Aachen to Berlin-Schönefeld, departure 21:30, arrival 22:50 hrs;
- Berlin-Schönefeld to Maastricht-Aachen, departure 7:15, arrival 8:40 hrs;
- Berlin-Schönefeld to Maastricht-Aachen, departure 19:45, arrival 21:10 hrs.

Information is available at the link.

<http://www.easyjet.com>

DEVELOPING INLAND PORTS

[LOG: Brussels, April 7]

The ports of Brussels and Antwerp in Belgium, the port of Lille in France and the autonomous port of Paris in France are to sign an agreement (April 14) as part of the Interreg III Dipcity project (worth EUR 2m) on the development of inland ports as a suitable tool city development. This can only be achieved by innovative investment following transnational cooperation and shared learning in the urban integration of port activities and the establishment of a forum for the exchange of experience, permitting a definition strategy for inland ports to develop.

Improving inland ports involves:

- Safety and security issues
- The attractiveness of the port area
- Switching road transport to sustainable modes
- Developing new and innovative activities, such as the transport of municipal waste on inland waterways, and other new concepts of urban distribution.

<http://www.nweurope.org/page/projet.php?p>

LIFE SCIENCES AND SCI-TECH

DSM STANYL® IN A380

[SCI-TECH: Heerlen, April 27]

At 11:30 hrs on April 27, the A380 Airbus with an aircraft engine component made from DSM Stanyl made its maiden flight at Toulouse-Blagnac International Airport in Toulouse with a six-member test flight crew on-board.

The Airbus A380 is the largest, but also one of the quietest airplanes ever built and the reason is its Rolls Royce Trent 900 engines which were developed to have the lowest possible environmental impact. A component made from 'Stanyl' - a performance materials product developed by DSM - played a role in achieving the targeted low noise levels. Stanyl is the first thermoplastic material to be used by Rolls-Royce in aircraft engines.

Stanyl delivers the high performance needed for aircraft engine panels. Extensive testing of candidate materials proved that Stanyl had the right balance between lightness and strength required for the infill panels on the Trent 900 engine. Infill panels are engineered with a highly complex shape to reduce noise and to minimize an aircraft's environmental impact.

Engine infill panels are thin but large - up to 40 cm in length, yet they may only be 0.8 mm thick in places and should be able to withstand the impact of bird strikes at temperatures ranging from -50°C to 150°C. Stanyl 46HF4130 was specifically developed for use in the infill panels. By using high-performance thermoplastic Stanyl, Rolls Royce was able to get the optimum solution regarding both performance and cost in this important application.

Stanyl by Engineering Plastics

Stanyl grades are widely used in automotive and electronic applications because it has proven that it can meet the critical demands of those industries and at the same time deliver value through more reliable performance and lower system costs. Applications for Stanyl grades include charge air coolers and chain tensioners, bearing cages, electrical connectors and components, electric motor end laminates and brush holders, and a variety of housings and shields for home appliances, lawn and garden tools, and building products. Produced by DSM Engineering Plastics, Stanyl is the most versatile high performance thermoplastic in the world. The product is marketed throughout the world and is manufactured in the USA, Europe, China, and Japan.

<http://www.dsm.com>

MICROMECHANICAL CIRCULATION

[LIFE-SCI: Aachen, April 13]

April 26, 2005 at 18.00hrs Dr. Ralf Käse, Chairman of the board of Impella CardioSystems AG, talks about 'Impella CardioSystems AG Micromechanical Circulatory Support in Modern Cardiovascular Therapy' in room 42A 032, Sammelbau Biologie, Worringerweg 1, Aachen

The Impella CardioSystems AG is a venture-capital-financed corporation and was founded in December 2002. Its mission is to develop and sell minimally invasive circulatory support systems for a range of indications in the fields of interventional cardiology and cardiac surgery. The technology applied is based on the extensive research performed on microaxial blood pumps at the renowned Helmholtz Institute in Aachen.

Over the past two years, the company has received regulatory approval in Europe (CE-mark) for four different types of blood pumps. Close to 400 patients have been treated and a significant number of lives could be saved. The products are designed to provide hemodynamic support in critical situations and to allow the heart to recover from life-threatening events.

In the next two years, the company will invest appreciable amounts of the available financial resources in marketing programs in Europe and clinical trials in the US. The latter is of utmost importance for FDA approval and entry into the world's largest single market for medical devices. For that purpose Impella has already established its own subsidiary in the US. Currently the company has 55 full time employees.

Impella's technology is secured by a strong intellectual property position comprising more than 30 patents and registered trademarks. The company's ultimate goal is to allow all patients to leave the hospital with their own hearts.

<http://www.life-tec.org>

HIGH-RESOLUTION NMR SPECTROSCOPY

[SCI-TECH: Aachen, April 6]

In cooperation with colleagues of the University of California in Berkeley, a team from the Aachen Chair of Macromolecular Chemistry, headed by Professor Bernhard Blümich, has been the first to measure nuclear magnetic resonance (NMR) spectroscopy with a simple portable single-sided slide sensor.

Chemists carry out this type of investigation routinely to check new substances and hitherto had to use expensive equipment with supra-inducted magnets. The probe had to be prepared so that it could be put into the inside of the magnet. In the new process, the probe can be put on the magnet. This is a major step towards problem-free chemical NMR analysis of larger objects. The work was carried out by the German Research Community (DFG) in the context of Research group (FOR 333) which is involved in surface NMR of elastomers and biological tissues, supported in the Competence Center for Magnetic Resonance of the University of Aachen.

Published online April 7 2005; 10.1126/science.1108944 (Science Express Brevia)

<http://www.sciencemag.org/scienceexpress/recent.shtml>

©Meuse-Rhine Journal