



## Leading UK transport researchers to join EU wireless charging project

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The Transport Research Laboratory (TRL) has announced it will be taking part in a major European Commission project into wireless charging for electric vehicles.

TRL will be the only UK organisation participating in the scheme, which will look into the technological feasibility, economic viability and the socio-environmental effects of increasing a dynamic charging process for electric vehicles.

This process allows electric cars to charge up if parked over a wireless inductive charging pad, and tackles the drawbacks associated with battery power, such as increased weight, cost and limited range.

Known as FABRIC (feasibility analysis and development of on-road charging solutions for future electric Vehicles), this four-year project will focus on the extensive integration of electric vehicles in the mobility and transportation system, focusing primarily on dynamic wireless charging.

Wireless charging technology can already be found at the homes of Google Inc. and Duke Energy Corp. employees, and have been disguised as manhole covers in New York City.

In a statement released today, TRL said: 'On-road charging would enable the direct link to renewable energy sources: ultimately this is the only way to fully decarbonise road transport and be truly sustainable from the socio-environmental perspective.

'TRL will assess charging solutions from a technological point of view (both contact and contactless) for on-road charging. Working with colleagues from a range of European organisations. [The project team] will identify requirements for a complete on-road charging system and deal with developments required to bridge the identified technological gaps between existing solutions and requirements from users/stakeholders.

'It is hoped that FABRIC will provide a pivotal contribution to the evolution of e-Mobility in Europe by identifying the benefits and costs in absolute terms so that the investments required in the coming years for widespread implementation and exploitation can be fully defined and quantified.'

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