



OPERATIONAL SELECTION POLICY OSP3

INDUSTRIAL POLICY 1974-79

Revised October 2005

1 Authority

- 1.1 The National Archives' Acquisition Policy statement announced the Office's intention of developing Operational Selection Policies across government. These Policies would apply the collection themes described in the statement to the records of individual departments and agencies.

Operational Selection Policies are intended to be working tools for those involved in the selection of public records. This Policy may, therefore, be reviewed and revised in the light of comments received from the users of the records or from archive professionals, the department's experience of using the Policy, or as a result of newly discovered information. There is no formal cycle of review but we would welcome comments at any time. The extent of any review and revision exercise will be determined according to the nature of the comments received.

If you have any comments upon this policy, please e-mail records.management@nationalarchives.gov.uk or write to:

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2 Scope

This Policy covers the industrial functions undertaken by the Department of Industry from 1974-1979. It is not an exhaustive statement of all the records that will be acquired but is intended to provide a clear direction to acquisition work and to those who are making review decisions.

The records are presently housed at the Department of Trade and Industry. Records relating to trade, energy and consumer protection will be covered by separate Operational Selection Policies. Unless otherwise stated, this Operational Selection Policy refers to those records created by the lead division. It will focus on the lifetime of the Labour government 1974-1979.

3 Responsibilities of the Department of Industry

The Department of Industry was responsible for general industrial policy, regional policy and assistance to industry under the Industry Acts 1972 and 1975. The Department sponsored individual manufacturing industries, including iron and steel, aerospace, motor vehicles and shipbuilding and was directly responsible for the Post Office and Cable and Wireless Ltd. The Department was also responsible for providing technical services to industry, industrial research and development and the overall management of six industrial research establishments.

4 Administrative History of the Department of Industry

Following the dissolution of the Department of Trade and Industry in March 1974, the Labour government established three new departments: the Department of Industry, the Department of Trade and the Department of Prices and Consumer Protection. The first Secretary of State for Industry was Tony Benn with Eric Heffer and Lord Beswick appointed as Ministers of State. In April 1974, the Ministry of Post and Telecommunications was abolished with responsibility for the Post Office transferred to the Department of Industry. Following the general election in 1979, the Department of Prices and Consumer Protection was abolished and its responsibilities transferred to the Department of Trade. In 1983, the Prime Minister announced that the departments of Trade and Industry would be merged to form the Department of Trade and Industry.

5 Relevant Collection Themes in The National Archives' Acquisition Policy

The Acquisition Policy Statement outlines certain collection themes which now form the basis of The National Archives' future appraisal and selection decisions. The following themes are relevant to the industrial functions undertaken by the Department of Industry:

- Formulation of policy and management of public resources by the core executive (2.2.1.1)
- Management of the economy (2.2.1.2)
- The economic, social and demographic condition of the UK, as documented by the state's dealings with individuals, communities and organisations outside its own formal boundaries (2.2.2.1)
- Impact of the state on the physical environment (2.2.2.2)

6 Key themes within the Department of Industry

The following themes constitute the core industrial functions undertaken by the Department of Industry, 1974-79. The order of the themes is not significant.

6.1 Industrial Policy

This theme relates to sections 2.2.1.1 and 2.2.1.2 of the Acquisition Policy.

The Labour Party entered government with a firm declaration to extend public ownership of industry. These aims were outlined in the 1974 White Paper *The Regeneration of British Industry*. Legislation to enact these measures was contained in the 1975 Industry Act which established the National Enterprise Board; provided powers to protect British manufacturing industry against loss of control to unacceptable foreign ownership; and established a voluntary system of industrial planning agreements. The government also announced its intention to nationalise the shipbuilding, aircraft and automobile industries. Specific policy areas to be documented are contained at annex 1.

6.2 **Regional Assistance**

This theme relates to sections 2.2.1.1, 2.2.1.2 and 2.2.2.1 of the Acquisition Policy.

To augment their industrial policy, the Labour government was committed to increasing investment in British industry. To achieve this aim, selective and regional aid to industry was dramatically increased with more autonomy given to regional offices including the creation of the Scottish and Welsh Development Agencies. Specific areas to be documented are contained at annex 1.

6.3 **Industrial Sponsorship**

This theme relates to sections 2.2.1.1, 2.2.1.2 and 2.2.2.1 of the Acquisition Policy.

The Department of Industry was responsible for sponsoring a variety of manufacturing sectors within British industry. The sectors sponsored by the Department during 1974-79 included, iron and steel, shipbuilding, mechanical engineering, aerospace, space research, post and telecommunications, coal, computers and electronics, chemicals, textiles, automobiles, paper and timber, metals and minerals and oil. Specific areas to be documented are contained at annex 1.

6.4 **Industrial Innovation (Research & Development)**

This theme relates to sections 2.2.1.1, 2.2.1.2 and 2.2.2.2 of the Acquisition Policy.

To fulfil its sponsorship role, the Department was responsible for commissioning a variety of research and development projects. The major in-house effort of the Department came under the control of the Chief Scientist and was represented by six research laboratories employing over 3,000 staff. These were the National Physical Laboratory, the National Engineering Laboratory, the Warren Spring Laboratory, the National Maritime Institute, the Computer-Aided Design Centre and the Laboratory of the Government Chemist. Those areas to be documented are contained at annex 1.

6.5 **Industrial Relations**

This theme relates to section 2.2.2.1 of the Acquisition Policy.

This theme will be covered by a separate Operational Selection Policy.

6.6 **Regulation and Standards**

This theme relates to sections 2.2.2.1 and 2.2.2.2 of the Acquisition Policy

This theme will be covered by a separate Operational Selection Policy.

7 Structure of the Department of Industry's Filing System

The filing system operated by the Department of Industry was based on an alpha-numeric system. This consisted of a prefix identifying the creating division (or branch) followed by a file number. The relationship between the various prefixes and functions undertaken by the Department is shown in Annex 2. In the vast majority of cases, sub-theme numbers were not employed. As a consequence, policy files, case papers and reference material are evenly dispersed throughout each file series. Given this position, unless otherwise stated, selection of files for permanent preservation will continue to be conducted on a file-by-file basis based on the guidelines contained in this Operational Selection Policy. This method will be used to separate those files, which relate to the collection themes, from those which do not, with the aim of developing detailed review schedules. Those files, which do not fall within the selection themes, will normally be destroyed.

Annex 1

8 Events and Functions to be Documented

The National Archives is actively seeking to document records in the following areas. It is not until a detailed review has been conducted that it will become apparent whether records have survived or have been transferred to other government departments.

8.1 Industrial Policy

In March 1974, the Department of Trade and Industry was split to form the Departments of Industry, Trade and Prices and Consumer Protection. Policy records relating to this re-organisation will be preserved.

The Department of Industry continued to appraise and negotiate major cases for assistance under Part II of the Industry Act 1972. Policy records relating to this function will be preserved.

The government's objective to establish long-term planning agreements with leading firms was a major aspect of industrial policy. Policy records relating to this function will be preserved.

Plans to recycle industrial waste were announced by the government. Policy records relating to this function will be preserved.

The White Paper *The Regeneration of British Industry* (Cmnd 5710) was published on 15 August 1974 setting out the Government's industrial policy agenda. The Industry Bill giving effect to the Government's White Paper was published on 31 January 1975 and received its second reading two weeks later. The Industry Act 1975 provided the following measures: (a) the National Enterprise Board (NEB) to assist existing enterprises and extend public ownership into profitable areas of manufacturing industry; (b) powers to protect British manufacturing industry against loss of control to unacceptable foreign ownership; (c) a voluntary system of planning agreements to ensure the industrial strategy of major firms was in keeping with national policy objectives; (d) empowered the Secretary of State to compel companies to disclose information about present and future activities. Records relating to the preparation and passage of the Bill and the government's overall industrial strategy will be preserved.

The Government established tripartite working parties under the auspices of National Economic Development Council (NEDC) to identify problems faced by various sectors of the economy. Records, which relate to the involvement and attitude of the NEB towards these working parties, will be preserved.

The Ryder Report on British Leyland was published in March 1975. The report concluded that British Leyland should remain a significant part of the UK economic base and recommended a massive and immediate investment programme to modernise plant and equipment. Records, which relate to the

Department's input into the report, will be preserved. The role of the Department in the passage of the British Leyland Act 1975, which brought the company under state control with the government providing £1,500 million support, will also be documented.

In 1976, the British Steel Corporation (BSC) published details of its closure programme. Those records, which relate to the government's relationship with both BSC's management and unions, will be preserved. (see also 8.3.1)

The government's decision to provide a £162.5 million package with the Chrysler Corporation to prevent 25,000 redundancies will be documented. (see also 8.3.11)

Under a new bill introduced in the Commons by the Industry Secretary, the ceiling on the fund for loans and grants to firms under section 8 of the Industry Act was lifted from £550 million to £1,600 million. Records describing the background to this decision will be preserved.

Parliamentary authorities ruled that the 1975 bill to nationalise the aircraft and shipbuilding industries was a hybrid measure (a public bill is in order if it encompasses an entire defined group of persons, properties or assets, but not if it takes in individual concerns outside the group). The argument stemmed from the section of the bill which attempted to bring under state ownership 12 of the 90 ship repairing companies in the UK. The government eventually removed the 12 firms from the bill, which obtained the Royal Assent on 17 March 1977. The Aircraft and Shipbuilding Industries Act 1977 established two corporate bodies: British Aerospace and British Shipbuilders. The Act brought to an end one of the most heated parliamentary sessions in post-war years with the Lords rejecting the bill three times - the episode being dubbed the Lords versus Commons battle. Records relating to the passage of the Bill are to be documented.

The Prime Minister announced a government study into the problems faced by small businesses under the Chairmanship of Mr Lever, Chancellor of the Duchy of Lancaster. Records arising from the work of this body and the Department's role in assisting small firms will be preserved.

Two new Regional Boards to assist industry in the North East and North West were established by the National Enterprise Board with a substantial investment role. The Department's role in these events will be documented.

In 1978, the Industry Secretary published a new Industry Bill to raise the National Enterprise Board's borrowing limit from £1,000 million to £3,000 million, with provision for further increases by Affirmative Resolution of the House of Commons to £4,500. Records concerning this decision and the passage of the Industry Act 1979 will be preserved.

8.2 Regional Assistance

All important decisions relating to assistance under the 1972 and 1975 Industry Acts were referred to the Industrial Development Advisory Board (IDAB) for consideration. The minutes, papers and formal summaries generated by IDAB are to be found in the files of the Industrial Development Unit. These files provide sufficient information on government assistance to industry during the period 1974-79. Regional Development Grants were dealt with by the Regional Industrial Development Division, only policy papers relating to the Division's activities are to be kept. All routine case files will be destroyed.

In April 1974, the Minister of State announced the continuation of the system of regional development grants under Part I of the Industry Act 1972 and of regional selective assistance under Section 7 of Part II. In the ten months to 1 February 1975, the Department approved Regional Development Grants totalling £171 million and Investment Grants of £101 million. Records, which relate to these functions, will be preserved.

In July 1974, the Secretary of State announced substantial increases in the powers granted to the Department's regional offices to provide assistance without reference to headquarters. The limit on loans was raised from £500,000 to £1 million. To the end of August 1974, 1,403 offers of assistance, involving expenditure of £883 million in regional assistance grants, were approved under the provisions of the Industry Act 1972. Records, which relate to these policy decisions, will be preserved.

In August 1974, the Secretary of State announced the following changes in assisted area status under the Local Employment Act 1972 and the Industry Act 1972:

- i. Merseyside and part of North Wales were upgraded to Special Development Areas
- ii. Edinburgh and Cardiff were upgraded to Development Areas
- iii. Chesterfield, previously outside the assisted areas, became an Intermediate Area

Records relating to these changes of status will be preserved.

Following the UK's entry into the European Economic Community (EEC), the Department participated in negotiations to establish a European Regional Development Fund to assist deprived areas within the Community. The government's role in these negotiations and its broader attitude towards European regional development will be documented.

Records will be preserved which relate to the passage and preparation of the Industry Act 1975; the Scottish Development Agency Act 1975 (which established the Scottish Development Agency and provided for the appointment of a Scottish Industrial Development Advisory Board); and the Welsh Development Agency Act 1975 (which established a Welsh

Development Agency and provided for the appointment of a Welsh Industrial Development Advisory Board).

The ceiling on the fund for loans to firms under section 8 of the Industry Act was raised from £500 million to £1,600 million. Policy records concerning the Industry (Amendment) Act 1976 will be preserved.

The Government announced that increased emphasis was to be given to building small factories in rural area. Policy records covering this function will be preserved.

To increase investment, projects less than 12,500 square feet in the South East planning region and 15,000 sq ft in the remainder of non-assisted areas were no longer required to obtain industrial development certificates. Records relating to this decision will be preserved.

Two new Regional Boards to assist industry in the North East and North West were established by the National Enterprise Board with a substantial investment role. In addition, the Industry Secretary announced increases in the borrowing ceiling for the Scottish, Welsh and Northern Ireland Development Boards from £300 million to £800 million, £150 million to £400 million and £50 million to £100 million respectively. Records describing these aspects of regional policy will be preserved.

The passage and preparation of the Industry Act 1979 will be documented.

8.3 **Industrial Sponsorship**

The Department of Industry was responsible for sponsoring various sectors of British industry. In this capacity, the Department acted as a channel of communication between central government and industry. The activities undertaken by the individual sponsoring divisions varied markedly. In some industrial sectors, the divisions pursued a pro-active policy agenda, in others, they maintained a watching brief. The files created by the various divisions reflect these different roles and contain a mixture of policy files, case papers and general reference material. Those records to be acquired are described below.

8.3.1 **Iron and Steel**

In March 1974, in response to the British Steel Corporation's *Ten Year Development Strategy* (Cmnd 5226) the Minister of State for Industry, Lord Beswick, initiated a review of British Steel's corporate strategy. Particular emphasis was placed on the rationalisation programme (intended to save £170 million over two years) including the proposed closure of several steel plants agreed by the previous Conservative government. In the interim, the government announced a further investment of £100 million for steel making at Port Talbot. Records relating to the Department of Industry's role in these events and the government's overall objectives for the steel industry will be preserved.

An interim report to Parliament, the 'Beswick Review', was made in February 1975, covering the steelworks at Cardiff, Ebbw Vale, Hartlepool, Cleveland, Shotton and Shelton. The report was accepted and deferred closures at Cardiff, Shotton and Hartlepool for a period of two years preserving 13,500 jobs. Proposals covering the closure programme in Scotland were completed in late summer. Records relating to the report will be preserved.

Records relating to the passage and preparation of the Iron and Steel Act 1975 will be preserved.

The drive to cut public expenditure initiated by International Monetary Fund pressure in 1976 led to BSC being forced to find ways to cut its massive losses. The government's response to these developments will be preserved.

In 1978, the Commons Select Committee on Nationalised Industries published its report on BSC. It further issued an order to Sir Charles Villiers, Chairman of BSC, to produce confidential information it required on the finances of the corporation. Sir Charles eventually appeared in private before the committee. British Steel eventually announced losses of £443 million forcing the corporation to abandon its policy of expansion for one of savage retrenchment and job losses. The details were formally announced in the Command Paper *The Road to Viability* (Cmnd. 7149). Records concerning BSC's rationalisation programme will be preserved.

Records concerning the passage and implementation of Iron and Steel (Amendment) Act 1978 will be preserved.

The government imposed licensing controls on imports of coking coal from non-EEC countries blocking a British Steel contract worth £15 million a year to purchase coking coal from Australia. Records concerning the impact of Britain's entry into the EEC on the development of the UK steel industry will be preserved.

8.3.2 Shipbuilding

A statement on the proposed nationalisation of the shipbuilding, ship-repair and marine engineering industries was made on 31 July 1974. A discussion document was issued at the same time. These events and overall government policy towards the shipbuilding industry will be documented.

In September, after talks with the liquidators, the government agreed to acquire outright the share capital of Court Line's shipbuilding and ship-repair companies. A sum of £16 million was agreed to satisfy inter-company debts and bring the group into public ownership as a going concern. Records relating to these events and the subsequent creation of the Association of British Travel Agents (ABTA) will be documented.

In 1976, it was disclosed that state-owned Govan Shipbuilders had lost £9.6 million as compared with a deficit of £5.3 million in 1974. Records arising from the Government's policy towards Govan will be preserved.

Records relating to the nationalisation of shipbuilding and creation of British Shipbuilders will be preserved.

In 1979, a contract worth £115 million was signed between the UK and Poland for the supply of ships from British yards. The success of the deal was based on an undisclosed subsidy from the UK. It was further announced that a consortium of private companies and British Shipbuilders had been awarded the first contract to reconstruct the Kwangchow port complex at Canton, China and that Britain would assist South Korea in the expansion of its shipbuilding industry. Records, which relate to the role of the department in encouraging overseas sales, will be preserved.

As part of its package to support British Shipbuilders, the company was given authorisation to construct warships for foreign navies on extended credit with a further 17 ships to be ordered by government departments and agencies. Records, which cover the relationship between defence sales and the future viability of British Shipbuilders, will be preserved.

8.3.3 Mechanical Engineering

The government's decision to restructure the industry and increase competitiveness by providing assistance to designated companies under sections 7 and 8 of the Industry Act will be documented. Policy papers on whether Britain should continue to possess an indigenous machine tool industry will also be preserved. All case files will be destroyed.

8.3.4 Aerospace

Proposals to take the aircraft industry into public ownership were announced in Parliament in 1974 with vesting expected to take place in 1976. Records concerning the Government's decision to nationalise the aircraft industry will be preserved. The government also commissioned a number of studies to investigate the most effective long-term strategy for the British aircraft industry including future collaboration with Europe and America. Those records, which cover the UK's participation in international collaborative ventures, will be preserved.

In July 1974, details of the capital re-structuring of Rolls Royce (1971) Ltd were announced which permitted the company to increase its capitalisation to £122 million. Under the settlement these sums were consolidated into £60 million of £1 ordinary shares and £25 million of medium term Government fixed loans. The remaining £27 million was to be drawn when required by the company. In addition to providing capital, the government signed a contract for the production of the RB 211-22 engine. The contract included agreements on warranty payments and a levy on engine sales, the broad details of which were set out in the White Paper (Cmnd. 4860).

The Secretary of State for Industry also announced a grant of £20 million for Rolls-Royce to enable production of 524 version of RB-211 engine and its full support for the launch of the RB 211-524 engine for use in the Lockheed Tristar. Orders for the engine were placed by Saudi Arabia and signed by Rolls Royce in November. To support the contract the government agreed to make phased contributions up to 1978 of £26.3 million to be recovered by a levy on engine sales. Launch aid was also announced for provision of the 524 engine in the Boeing 747 when further orders, in addition to British Airways, was forthcoming. Those records, which relate to these events, and subsequent government assistance to Rolls Royce, will be documented.

Records relating to the passage of the Aircraft and Shipbuilding Industries Act 1977 will be preserved.

In 1978, the government agreed to pay Hawker Siddeley £60 million compensation for the take-over of the company's aviation interests by British Aerospace. It was also announced that the government would provide a further £232 million to Rolls-Royce over five years to help to finance aero-engine developments. The bulk of the money (£192 million) being a contribution to the cost of developing variants of the RB-211 engine. Records relating to these events will be preserved.

In 1979, a firm order for 25 Airbus A310s worth £400 million was placed by Lufthansa. Policy records which relate to Britain's participation in the Airbus project will be preserved.

Note: the majority of records relating to the development of Concorde have already been reviewed.

8.3.5 **Space Research**

The Department of Industry was given the responsibility for representing British interests within the European Space Research Organisation (ESRO) and the European Space Agency (ESA) which took over ESRO's functions in 1975. ESA established two main programmes: a science programme (UK contribution via the Science Research Council); and six Application Programmes (in five of which the UK participated via Department of Industry funding). These were:

- a) Telecommunication Programme
- b) Maritime Satellite (MARIOTS) Programme
- c) Meteorological Satellite (METEOSAT) Programme
- d) Aeronautical Communications (AEROSAT) Programme
- e) Space Laboratory (Spacelab) Programme

The Department also established a Domestic Space Technology Programme to maintain the competitiveness of the UK space industry while ESA's industrial policy was being established. The cost of the programme was shared by industry with the Ministry of Defence's Procurement Executive designated as the contracting agent.

Overall policy governing British space research was determined by Cabinet Committee. Records in CAB 124 & 132 will provide detailed discussion of policy. The UK's role in the European space programme is also well documented in the ESA Archive in Florence. Only those records, which relate to the role of the Department of Industry in the formulation of UK space policy, will be preserved.

8.3.6 **Posts and Telecommunications**

This subject will be covered in a separate post and communications OSP.

8.3.7 **Coal**

This subject will be covered in a separate energy OSP.

8.3.8 **Computers and Electronics**

The Labour government established a working party to represent British interests in the EEC discussions to liberalise the purchase of electronics and computers by public sectors in member states. The Department of Industry was the lead department in following up these discussions and implementing the resolution approved by the Council on Community Policy for Data Processing. These events and the influence of the EEC on Britain's electronics industry will be documented.

The government was also determined to maintain an indigenous UK computer industry. To achieve this objective, the government provided launch aid of £40 million to ICL for its New Range of computers. It further assisted the industry by providing a number of initiatives, including: systems development contracts to encourage the development of advanced systems applications by UK computer firms; the Advanced Computer Technology Project to assist development of computer software; enhancing the role of the National Computing Centre; the Advanced Instrumentation Project to develop advanced instruments for use in industry and scientific research; the Pre-production Order Scheme to support innovation in the instrument industry; automation contracts to advance knowledge and the applications of automation; and the Micro-Electronics Scheme to support UK-owned manufacturers of integrated circuits. Policy files relating to the effectiveness of these programmes and the government's aim of maintaining a home based UK computer and microchip industry will be preserved.

In 1975, Ferranti, the electronics group, announced severe financial difficulties. To avoid the collapse of the company, the Government prepared a rescue package with the company partially taken into public ownership. These events will be documented.

The imports of Japanese TV sets became a major worry for British manufacturers. The government's consideration of and response to Japanese 'dumping' of electronic products will be documented.

8.3.9 Chemicals

The Department of Industry was the lead department in establishing the Plastics Steering Committee and provided £100,000 towards the cost of the Plastic Design and Development Centre. Policy records describing these events will be documented.

All case files will be destroyed. Records relating to the explosion of the Flixborough chemical plant and its effect on the UK chemical industry will be preserved.

8.3.10 Textiles

In 1974, the Government announced plans to assist the textile industry under the provisions of the Industry Act. The policy was intended to enable the industry to survive in world markets without permanent special protection but with effective safeguards against subsidised imports. The policy also sought to harmonise the working practices faced by the UK industry and the textile industries of other developed countries. The implementation and development of this policy will be documented. Records, which relate to Britain's entry into the EEC, particularly the implementation of the multi-fibre agreement (which regulated textile imports), will be preserved. All case files will be destroyed.

8.3.11 Automobiles and Commercial Vehicles

The Government announced its intention to protect jobs in this important sector of British industry by providing financial assistance under section 8 of the Industry Act 1972. Policy in this area will be documented.

In 1975, the Ryder Report on British Leyland was published. The recommendations of the report were enacted in the British Leyland Act 1975, which brought the company under state control with government providing £1,500 million support. These developments, including subsequent policy initiatives pursued by the government in relation to British Leyland, will be documented. Files relating to the appointment of Michael Edwardes as Chief Executive of British Leyland will also be preserved.

Talks on the future of Chrysler's British operations were held at Chequers in November 1975 between the Prime Minister, John Richardo (Chrysler CEO) and the Secretary of State for Industry. The government later announced a £162.5 million rescue package with the Chrysler Corporation to prevent 25,000 redundancies. Records relating to these events and the subsequent take over of Chrysler UK by Peugeot-Citroen, will be preserved.

Allegations were made in the Daily Mail that British Leyland operated a slush fund to obtain foreign orders. The Prime Minister appointed Mr Dell, Trade Secretary, to review government practices and make recommendations. Records arising from the investigation will be preserved.

Negotiations with the Department of Industry leading to Ford's announcement to invest £1,000 million in plant modernisation and new models within the UK over four years will be documented.

The American-based De Lorean motor company announced it was to build an assembly plant in the Twinbrook suburb of West Belfast to become Northern Ireland's first car factory. The government's policy objectives in supporting this venture will be preserved. All other case files not mentioned above will be destroyed.

8.3.12 Paper and Timber

Records already selected.

8.3.13 Minerals and Metals

The majority of records in MME series have already been selected.

8.3.14 Oil

This subject will be covered in a separate energy OSP.

8.3.15 The Fishing Industry

This sector of industry will be covered in a separate OSP to be undertaken in conjunction with the Department of the Environment, Food and Rural Affairs (DEFRA).

8.4 Innovation (Research and Development)

Following the publication of Cmnd 5046, the Department of Industry established a number of Research Requirements Boards to determine priorities within the overall government R&D programme. The Boards were given the responsibility for managing work within the government's Industrial Research Establishments (IREs), these included the National Physical Laboratory, the National Engineering Laboratory, the Warren Spring Laboratory, the National Maritime Institute, the Computer-Aided Design Centre and the Laboratory of the Government Chemist. To co-ordinate management of the IREs, a Research Establishment Council chaired by the Chief Scientist was established. By 1979, a total of nine Research Requirements Boards had been established with the following areas of responsibility:

The Chemicals and Minerals Requirement Board

- Mineral resources
- Mineral processing
- Metal extraction
- Waste recovery

- Chemical processes
- Deep sea mining
- Rubber
- Plastics
- Leather

Computer, Systems and Electronic Requirements Board

- i. Computing: CORAL 66, non-military research at the Royal Signals and Radar Establishment, the United Kingdom Atomic Energy Authority programme on Full Text Document Retrieval, Advanced Computer Technology Programme (ACTP), Software products scheme, ICL.
- ii. Control Engineering: Warren Spring Laboratory on control system design, micro-processor applications, human operator functions.
- iii. Electronics: Royal Signals and Radar Establishment (civil), integrated circuits, solid state microelectronics support scheme.

Engineering Materials Requirements Board

- Glass
- Ceramics
- Rubber
- plastics

Garment and Allied Industries Requirements Board

- Textiles and clothing
- Improved productivity through automation
- Environmental studies
- Pollution

Mechanical Engineering and Machine Tools Requirements Board

- Computer Aided Design
- Road transport
- Testing
- Tribology

Metrology and Standards Requirements Board

- Reference materials
- Optical and thermal properties
- Flow rates
- X-ray imaging

Ship and Marine Technology Requirements Board

In July 1976, the National Maritime Institute was established to take over the work previously carried out by the Maritime Science and Ship Divisions of the National Physical Laboratory, responsibilities included

- Ship operation and safety
- Shipbuilding and maritime technology
- Oil pollution

Chief Scientists (Electrical Technology) Requirements Board

- Energy conservation, including batteries and electric cars

Chief Scientists Requirements Board

- Long term strategy

8.4.1 Minutes and papers of each Requirement Board will be selected for permanent preservation. The Laboratory Reports produced by the Warren Spring Laboratory (which relate primarily to environmental pollution) will also be selected for permanent preservation. All other reports including Confidential Reports, Special Reports, Project Reports and Internal Research Reports will not be selected for permanent preservation.

In addition to the domestic R&D programme, the Department of Industry also participated in a number of European initiatives, these included CREST (Committee on Research in Science and Technology); COST (European Cooperation in Science and Technology); and CSTP (Committee for Scientific and Technical Policy). The activities of these bodies will be documented in the EU archive and will not be selected for permanent preservation

Annex 2

9 Relationship Between File Series Prefix and Departmental Function

Prefix	Theme	Division and/or area of responsibility	TNA series (if applicable)
AE	Sponsorship	civil aircraft and Concorde	
CA	Sponsorship	aero engines	
CAD	Innovation	Computer Aided Design Centre	
CG	Sponsorship	shipbuilding	
CP2	Sponsorship	chemical industry	
CP4	Sponsorship	chemical industry	
CPtheme	Sponsorship	chemical plants	FV 23
CR	Innovation	Warren Springs Laboratory, Confidential Reports	FV 41
CS	Sponsorship	computers	FV 29
Cta	Sponsorship	chemical and textiles	
Ctseq	Policy/Sponsorship	chemical and textiles	FV 58
ED	Sponsorship	motor vehicles	FV 22
ET	Sponsorship	iron and steel	
ET	Sponsorship	Rolls Royce engines	FV 30
FG	Policy	nationalised industries	FV 21
landS	Policy/Sponsorship	iron and steel	BT 255
IC	Policy	industrial and commercial policy	
ICa	Policy	industrial and commercial policy	
IC2	Policy	industrial and commercial policy	FV 62
IC3	Policy	industrial and commercial policy	FV 60
IDU/IFA	Regeneration	Industrial Development Unit	
IDUa	Regeneration	Industrial Development Unit	
IP	Policy	Industrial Policy Division	FV 11
IR	Innovation	Warren Springs Laboratory, Internal Reports	FV 42
LB	Sponsorship	computer industry	FV 49
LE	Sponsorship	electronics	FV 48
LK	Sponsorship	television and radio	FV 32
LR	Innovation	Warren Springs Laboratory, Laboratory Reports	FV 12
LT	Sponsorship	electronics	FV 24
LU	Sponsorship	microelectronics and computers	FV 6

MM	Policy/Sponsorship	iron and steel	BT 255
MME	Sponsorship	minerals and metals	FV 54
MME1	Sponsorship	non ferrous metals	
MME4	Sponsorship	electrical engineering	
MT	Sponsorship	machine tools	FV 28
NMI	Innovation	National Maritime Institute	
NPL	Innovation	National Physical Laboratory	
PR	Innovation	Warren Springs Laboratory, Project Reports	FV 43
PTM	Sponsorship	paper and timber	
PTMa	Sponsorship	paper and timber	
RDG	Regeneration	Regional Development Grants Office	
RDGa	Regeneration	Regional Development Grants Office	
RID	Regeneration	Regional Industrial Development Division	BT 177
RIDa	Regeneration	Regional Industrial Development Division	
RSI	Regeneration	Regional Selective Assistance to Industry	
RSIa	Regeneration	Regional Selective Assistance to Industry	
SB	Sponsorship	shipbuilding	FV 36
SC	Innovation	Warren Springs Laboratory, Secret Reports	FV 52
SN	Innovation	research establishments	FV 1
SV	Innovation	research boards	FV 5
TS	Sponsorship	Concorde	FV 2
WSL	Innovation	Warren Springs Laboratory	AY 28
XN	Sponsorship	aircraft industry	FV 17
ZF	Sponsorship	space	AVIA 92
ZU	Sponsorship	machine tools	FV 20

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