

Clean Sky 2 Joint Undertaking for the implementation of the Joint Technology Initiative in aeronautics

2013/0244(NLE) - 10/07/2013 - Legislative proposal

PURPOSE: to prolong the Clean Sky Joint Undertaking in the field of aeronautics (Clean Sky 2).

PROPOSED ACT: Council Regulation.

ROLE OF THE EUROPEAN PARLIAMENT: the Council adopts the act after consulting the European Parliament but without being obliged to follow its opinion.

BACKGROUND: the framework programme for research and innovation [Horizon 2020](#) encourages **public-private partnerships** (PPP) in research and innovation with a view to tackling the major challenges facing Europe.

This proposal provides for a prolongation of the [Clean Sky](#) Joint Technology Initiative (JTI) in the field of aeronautics launched under the Seventh Framework Programme (2007-2013). The Clean Sky Joint Undertaking was established in 2007 in response to the need to curtail the environmental impact of growing air traffic and cut aircraft emissions. Its research programme focuses on these objectives with a delivery timeline of 2017.

Since its establishment, the **Clean Sky has successfully stimulated developments towards the strategic environmental targets**, as confirmed by the Interim Evaluation of the programme. Clean Sky has been successful in attracting extensive and wide-ranging participation by all key stakeholders, including a large number of SMEs.

With reference to aeronautics, a High Level Group on Aviation Research produced in 2011 a new vision for the European aviation sector, '**Flightpath 2050**', following the objectives of Europe 2020 and the [Transport White Paper](#). It sets ambitious goals to **reduce the environmental impact of air transport by 2050**. Clean Sky contributes to this goal in Europe through advanced research and full-scale demonstration actions in green technology for air transport in line with the strategic research agenda identified, with the involvement of all public and private stakeholders.

The predicted traffic growth will lead to **significant increases in emissions if no measures are taken** and it is therefore urgent to drastically reduce air transport environmental impacts. The fragmentation and occasional overlapping of national programmes calls for a more effective action at EU level. In this context, the **Clean Sky 2** Joint Undertaking should continue to support the Clean Sky research programme by extending the scope of its activities in the context of a modified set of rules.

IMPACT ASSESSMENT: the [Impact Assessment](#) concluded that the improved JU option, which takes on board the lessons learnt from the current Clean Sky JU operation, represents the best approach to reach the stated objectives of the R&D programme.

LEGAL BASIS: Articles 187 and Article 188 (first paragraph) of the Treaty on the Functioning of the European Union (TFEU).

CONTENT: the proposal seeks to create a **joint undertaking in the field of aeronautics**. It replaces and succeeds the previous Clean Sky JU launched in 2008 under the seventh framework programme and would capitalise on the results of the current programme and address novel technology areas. The **Clean Sky 2 JU** would run for a period running from **1 January 2014 to 31 December 2024**.

The proposed initiative has the following objectives:

1. to contribute to the finalisation of research activities initiated under the Clean Sky Joint Technology Initiative and, in particular, the **Smart, Green and Integrated Transport Challenge** under the Societal Challenges pillar of the Council Decision establishing the Horizon 2020 Specific Programme;

2. to contribute to the objectives of the Joint Technology Initiative on Clean Sky 2 , in particular to integrate, demonstrate and validate technologies capable of:

(a) **increasing aircraft fuel efficiency** thus reducing CO2 emissions by 20 to 30 % compared to "state-of-the-art" aircraft entering into service as from 2014;

(b) **reducing aircraft NOx and noise emissions by 20 to 30 %** compared to "state-of-the-art" aircraft entering into service as from 2014.

These objectives should be achieved by 2024.

BUDGETARY IMPLICATION: the maximum amount of EU contribution (including EFTA contribution) shall be **EUR 1.8 billion** in current prices. The maximum amount of Union contribution foreseen for operational costs shall be EUR 1760 million. The maximum amount of Union contribution foreseen for running costs shall be EUR 40 million.