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Committee on the Environment, Public Health and Food Safety

2007/0118(CNS)

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OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Industry, Research and Energy

on the proposal for a Council regulation setting up the Clean Sky Joint Undertaking
(COM(2007)0315 – C6-0226/2007 – 2007/0118(CNS))

Draftsman: Lambert van Nistelrooij

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SHORT JUSTIFICATION

The Clean Sky Joint Technology Initiative purpose is to demonstrate and validate the technological breakthroughs that are necessary to reach the environmental goals set by the Advisory Council for Aeronautics Research in Europe (ACARE : the European Technology Platform for Aeronautics and Air Transport). ACARE set out the goals to be reached through the Technology Domains to develop in the Clean Sky JTI :

- 50 % reduction of CO₂ emissions through drastic reduction of fuel consumption;
- 80% reduction of NO_x emissions (Nitrogen Oxides);
- 50% reduction of external noise;
- A green product life cycle: design, manufacturing, maintenance, disposal and recycling.

The current members of Clean Sky represent 86 organisations in 16 countries, 54 industries, 15 research centres and 17 universities. It will work around 6 Integrated Technology Demonstrators: Smart Fixed Wing aircraft, green regional aircraft and rotorcraft (helicopters), sustainable and green engines, systems for green operations equipment and systems. Finally, eco-design will focus on green design and Production, withdrawal and recycling of aircraft, by optimal use of raw materials and energies thus improving the environmental impact of the whole product life cycle and accelerating compliance with the REACH directive. Also, aeronautics innovation has proven and will continue to prove beneficiary for technology to be applied beyond the aeronautics sector, enhancing the industrial and scientific base of the EU.

The rapporteur suggests therefore to support the Commission's proposal, given a few reflections on elements that need to be clarified. This the rapporteur helps following this up through a few amendments at the later stage.

Given the long lead times (10 years to develop a new aircraft) and extensive research needed in the aviation sector, it is advisable to create a "critical mass" in the field of Research and Development aiming at the reduction of noise and fuel consumption so as to accelerate procedures and produce results for early implementation from which the environment worldwide will benefit.

It is therefore paramount to encourage the best R&D and innovation to combine forces on a Europe-wide scale. The aircraft that will be sold in the future must be European and they must respond to the major challenges expressed above: less fuel consuming (maybe even purely electrical ?), more silent.

In the EU the aeronautics sector provides directly and indirectly 3.1 millions of jobs. It accounts for approximately 2,5% of GDP and contributes in excess of 30 billion Euro to a positive trade balance for Europe Therefore it is very important to that the EU-industry stays in the forefront and continues to strengthen its competitive position. Reduction of fuel consumption and noise reduction are amongst the key elements in this competitive environment. If economies of scale can be achieved by an EU-initiative we should seize the opportunity. Environment technology will be ever more important on a global scale.

In the 7th Framework programme the possibility has been created to set up so called Joint Technology Initiatives aiming at combining research at European level. These structures can be established in case the necessity arises from European Technology Platforms, as it is the case here.

The rapporteur wishes to express his satisfaction with the guarantee the Joint Undertaking gives about SME participation (at least 12%).

The intention to set up a Public Private Partnership is warmly welcomed by the rapporteur. The Joint Technology Initiative (JTI) legal entity gives an efficient a concrete collaboration between public and private sectors. I doing so better synergies can be achieved. It also makes sure that an optimal use of EU funding is guaranteed. The leverage-effect in terms of benefits for the environment of the Research and Development efforts (800 million Euros from the EU Budget - there is no direct Member State financial participation - and 800 million from the industry) are conspicuous. The 50/50 partnership directly with the industry is a solid basis for making the necessary progress.

The rapporteur shares the concerns, which have been expressed by several actors, that the unnecessary set up of additional Community agencies with excessive running costs should be avoided. Taking into account this worries, nevertheless, the rapporteur considers the legal structure proposed by the Commission (a Community body) as the best solution possible to implement a private-public partnership and notes the distinction between its purpose and the purpose of Community agencies. A practical solution to above concerns can be found with the introduction of a sunset clause for the proposed mechanisms, which will limit the lifetime of Clean Sky and allow for early assessment and termination if necessary.

The rapporteur takes note of the fact that aviation both in and outside the EU in recent years has grown rapidly and is due to continue to grow relentlessly in the next decades to come. This should not be seen as a separate evolution but rather as a collateral effect of the enlargement of the EU in particular, because larger economic areas entail more traffic and transport, and of globalisation in general.

The proposed establishment of a Joint Undertaking for aeronautics Research and Development is a part of the implementation by the European Union of the Lisbon Agenda and aims at making the EU and its industry more competitive.

Especially in the EU many airports are located close to densely or even urbanised areas. For the benefit of the population in the surrounding areas it is important and in many places very urgent to use as silent aircraft as possible and to promote the renewal of the aircraft fleet.

Current and future high fuel prices, a possible taxation of kerosene and the inclusion of aviation into the Emission Trading System form powerful incentives to look for a massive reduction of fuel consumption by aircraft to the benefit of our environment and our population's health and to limit the effects on climate change.

Last but not least more stringent environmental rules (Emission Trading System - Kyoto and EU-legislation) force the aeronautics sector to reduce drastically their emissions, which is also necessary in order to compensate for the sector's current and future growth and their acceptance by the population.

The market mechanism has failed in this case to provide the correct stimulus to enhance and accelerate Research and Development sufficiently so as to meet the expectations and norms imposed.

AMENDMENTS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following amendments in its report:

Text proposed by the Commission	Amendments by Parliament
Amendment 1 Recital 12	
(12) The Clean Sky Joint Undertaking should be set up for an initial period ending on 31 December 2017 to ensure the appropriate management of research activities initiated but not concluded during the 7th Framework Programme (2007-2013).	(12) The Clean Sky Joint Undertaking should be set up for an initial period ending on 31 December 2017 to ensure the appropriate management of research activities initiated but not concluded during the 7th Framework Programme (2007-2013), <i>including the exploitation of the results.</i>
Amendment 2 Article 8, paragraph 1	
1. The Clean Sky Joint Undertaking shall adopt a distinct Financial Regulation based on the principles of the Framework Financial Regulation ¹⁷ . It may depart from the Framework Financial Regulation where the specific operating needs of the Clean Sky Joint Undertaking so require and subject to prior consent of the Commission.	1. The Clean Sky Joint Undertaking shall adopt a distinct Financial Regulation based on the principles of the Framework Financial Regulation ¹⁷ . It may depart from the Framework Financial Regulation where the specific operating needs of the Clean Sky Joint Undertaking so require and subject to prior consent of the Commission, <i>based on the advice of the National States Representative Group.</i>

Justification

There is a role for the National States Representative Group to safeguard a fair and transparent financial process.

Amendment 3
Article 13, paragraph 4

4. At the end of **2017**, the Commission shall conduct a final evaluation of the Clean Sky Joint Undertaking with the assistance of independent experts. The results of the final evaluation shall be presented to the European Parliament and to the Council.

4. At the end of ***the Joint Undertaking***, the Commission shall conduct a final evaluation of the Clean Sky Joint Undertaking with the assistance of independent experts. The results of the final evaluation shall be presented to the European Parliament and to the Council.

Justification

The duration of the Joint Undertaking should run parallel with the Seventh Framework Programme.

Amendment 4
Article 17

The Clean Sky Joint Undertaking shall adopt rules governing the dissemination of research results which ensure that, where appropriate, intellectual property generated in Research Activities under this Regulation is protected, and that research results are used and disseminated.

The Clean Sky Joint Undertaking shall adopt rules governing the dissemination of research results ***based on existing rules of the 7th Framework Programme on Research and Development*** which ensure that, where appropriate, intellectual property generated in Research Activities under this Regulation is protected, and that research results are used and disseminated.

Justification

Some dedicated rules for IPR may be needed between ITD-leaders and Associates depending on the agreed work division. For instance in the use of background information of one participant needed to carry out work by the other participants.

Amendment 5
Annex, Article 4, paragraph 3

3. An Advisory Board shall be established as appropriate by the JU to advise, and issue recommendations to, the Clean Sky Joint Undertaking on managerial, financial and technical topics. The Advisory Board shall be appointed by the Commission.

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Justification

The Advisory Board is superfluous. The Commission could rely on the National States Group and ACARE for external advice. The broad themes included under 4.3 could be transferred to the National States Group. The Advisory Board would add unnecessary costs to the Clean Sky Joint Undertaking and there seems to be no distinction between the tasks of the Advisory Board and the General Forum (see art.8.3 sub 3). Furthermore, we foresee that the experts will be drawn from the same group of experts as The National States Group and ACARE.

Amendment 6

Annex, Article 12, paragraph 1 a (new)

In accordance with the financial rules applying to the 7th Framework Programme on Research and Development, only 5% of the running costs may be spent on staff and administrative expenditure.

Justification

The duration of the Joint Undertaking should run parallel with the Seventh Framework Programme.

PROCEDURE

Title	Setting up the Clean Sky joint undertaking
References	COM(2007)0315 - C6-0226/2007 - 2007/0118(CNS)
Committee responsible	ITRE
Opinion by Date announced in plenary	ENVI 12.7.2007
Drafts(wo)man Date appointed	Lambert van Nistelrooij 10.9.2007
Date adopted	9.10.2007
Result of final vote	+: 25 -: 0 0: 1
Members present for the final vote	Margrete Auken, Pilar Ayuso, Irena Belohorská, Johannes Blokland, John Bowis, Frieda Brepoels, Dorette Corbey, Edite Estrela, Jill Evans, Karl-Heinz Florenz, Satu Hassi, Dan Jørgensen, Christa Kläß, Jules Maaten, Miroslav Ouzký, Vittorio Prodi, Dagmar Roth-Behrendt, Horst Schnellhardt, María Sornosa Martínez, Antonios Trakatellis, Anja Weisgerber, Glenis Willmott
Substitute(s) present for the final vote	Iles Braghetto, Christofer Fjellner, Radu Țîrle, Lambert van Nistelrooij