



2023/2173(DEC)

21.11.2023

AMENDMENTS

1 - 14

Draft opinion

Vlad Gheorghe

(PE753.748v01-00)

2022 discharge: Clean Aviation Joint Undertaking
((2023/2173(DEC))

Amendment 1
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Notes that according to the Annual report of the European Court of Auditors on EU Joint Undertakings for the financial year 2022, the Undertaking's final budget for 2022 was € 411.2 million in commitment appropriations and €415.3 million in payment appropriations (Title V unused included);

Or. en

Amendment 2
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3 b. Applauds that the JU has had a 100% rate of implementation for the commitment appropriations in 2022 and 89% for the payment appropriations;

Or. en

Amendment 3
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3 c. Notes that implementation rate for the JU's administrative payment budget (Title 2) stood at a low 54%; As outlined in the JU's report on budgetary and

financial management, this was primarily attributed to the provision of IT and communication services in the last quarter of 2022 and to be paid in 2023, and reduced costs for services provided by the Commission; calls a and strategic planning to address the challenge identified and enhance the efficiency of administrative payment budget use;

Or. en

Amendment 4
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 6

Draft opinion

6. Welcomes the first open Call for Proposals by the JU, resulting in 19 Grant Agreements by year-end, totalling EUR 654 million;

Amendment

6. Welcomes the first open Call for Proposals by the JU, resulting in 19 Grant Agreements by year-end, totalling EUR 654 million ***around three core thrusts: Hybrid Electric Regional aircraft, Hydrogen-powered aircraft and Ultra-Efficient Short and Medium Range aircraft; the call comprehended 14 topics covering 13 Innovation Actions and one Coordination Support Action; in total 244 participants were selected across 24 different countries;***

Or. en

Amendment 5
Gheorghe Falcă

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Welcomes the 20 projects to steer aviation towards a sustainable future; notes that the call has successfully

brought together a wide array of public and private partners, research centres and academia to find impactful solutions that can deliver sustainable aircraft and, ultimately, climate-neutral aviation future with a budget of €654 million in EU grant funding;

Or. en

Amendment 6
Gheorghe Falcă

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b. Welcomes that in September 2022, Clean Aviation became a founding member of the Alliance for Zero-Emission Aviation (AZE) which brings together public and private stakeholders from across the aeronautical sector to support the roll-out of hydrogen-powered and electric aircraft;

Or. en

Amendment 7
Gheorghe Falcă

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Notes that a new independent study on the socio-economic impact of the Clean Sky 2 Programme underlined the total estimated economic benefit for Europe to be worth €8.6 billion; the study also noted that the Clean Aviation programme's Strategic Research and Innovation Agenda (SRIA) – which sets out how to achieve the objectives related

to sustainable aircraft by 2030 and climate neutrality by 2050 – is both “resilient” and “fit for purpose”; points out that this would apply even in a wide range of possible economic scenarios, potential developments and structural changes to the aviation system;

Or. en

Amendment 8
Gheorghe Falcă

Draft opinion
Paragraph 8

Draft opinion

8. Salutes the progress in R&I, particularly engine manufacturing and SAF technologies and calls to intensify the research to contribute to the greening of aviation; urges the Commission to provide funding to implement new technologies;

Amendment

8. Salutes the progress in R&I, particularly engine manufacturing and SAF technologies and calls to intensify the research to contribute to the greening of aviation; urges the Commission to provide funding to implement new technologies; ***calls further to provide incentives for the SAF production to allow economy of scale production and overall market uptake of the sustainable fuels;***

Or. en

Amendment 9
Gheorghe Falcă

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. Calls for sufficient investment in R&I that will drive the energy efficiency and the emissions reductions of future aircraft such as ultra-efficient aircraft architectures – to address the short, medium and long-range needs with innovative aircraft architectures making

use of highly integrated, ultra-efficient thermal propulsion systems and providing disruptive improvements in fuel efficiency; notes that this will be essential for the transition to low/zero emission energy sources (synthetic fuels, non-drop-in fuels such as hydrogen), which will be more energy intensive to produce, more expensive, and only available in limited quantities;

Or. en

Amendment 10
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *Welcomes that the ex-post audit results in 2022 had a representative error rate of 1.56% and that the corresponding residual error rate of 0.43%, staying well below the targeted threshold of 2%;*

Or. en

Amendment 11
Gheorghe Falcă

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8 b. *Emphasizes that mid-2030s will bring a new generation of large aircraft platforms aiming towards sustainable climate-neutral flight; while hybrid/electric energy architectures and ultra-efficient aircraft designs will pave the way towards climate-neutral aviation on routes of less than 1 000 km, aircraft for classical short- and medium-range*

distances rely on ultra-efficient thermal energy-based propulsion technologies using sustainable drop-in and non-drop-in fuels to enable climate-neutral flight; the novel aircraft and propulsion concepts will enable low source noise and low noise flight procedures;

Or. en

Amendment 12
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8 b. *Acknowledges the efforts undertaken by the JU to enhance gender balance within its operations; recognizing the specific challenges presented by the technical nature of its focus areas, stresses the importance of continuous improvement in promoting diversity and gender equality;*

Or. en

Amendment 13
Gheorghe Falcă

Draft opinion
Paragraph 8 c (new)

Draft opinion

Amendment

8 c. *Calls to expand and foster integration of the climate-neutral aviation research and innovation value chains, including academia, research organisations, industry and SMEs, also by benefiting from exploiting synergies with other national and European related programmes and by supporting the uptake of industry-related skills across the value*

chain;

Or. en

Amendment 14
Vlad Gheorghe, Jan-Christoph Oetjen

Draft opinion
Paragraph 8 c (new)

Draft opinion

Amendment

8 c. Acknowledges that the follow-up on the Court of Auditors' 2021 recommendation concerning the use of interim staff remains pending; Urges the Undertaking to promptly resolve this matter;

Or. en