

Clean Aviation States' Representatives Group (SRG)

(Remote via Teams MS)

Wednesday, 29 June 2022 (10.00-13.00)

Minutes

1. Adoption of the Agenda

Juan Francisco Reyes (ES) welcomes the States Representatives Group (SRG), JU members, and EC representatives and chairs the meeting.

The agenda was adopted by the participants. The meeting was attended by 20 countries: **AT, BE, DE, EE, ES, FI, FR, GR, HR, IE, IT, LU, NL, PL, PT, RO, SK, TR, NO, IL.**

2. Approval of minutes of the preceding meeting (17 March 2022)

Members did not make any comments with regard to the minutes. The minutes were thus deemed adopted. They will be published on Clean Aviation's website in due course.

2.1. Review of action points

The first action point was regarding the meetings with other SRG groups, technology platforms or advisory boards. **Chair** noted that we are in the process of organizing a meeting with Clean Aviation Scientific Advisory Board (SAB) in September (date tbc) and another meeting with SESAR SRG to explore if we can cooperate in some areas of common interest. Regarding the alignment with ACARE MSG, it is still pending the continuation or not of this group. **Chair** also mentioned that the official launch of the European Alliance for Zero-Emission Aviation was held on the 24th of June. In this Alliance, there is a working group focused on Financing (private investments as well as funding through the EU and national programmes) and he would like to approach them in case we can align our efforts regarding the synergies between Clean Aviation and national/regional funding programmes.

The second action point regarding the IKAA procedure, has not been addressed yet. **Chair** recalled that during the last meeting, we had discussed that it would be very useful that the national and regional funded projects could be considered directly as IKAAs to ease the process and facilitate entities to provide the contribution. The EC requested all countries to send their procedure of certifying and auditing their national R&I projects to study if they can be or not automatically considered as IKAAS. At the end of the meeting, it had been decided that the action point shall be postpone till we have more information about the IKAA procedure coming from the JU. This action point is postponed again to be discussed during the next meeting and it should be included in the agenda.

Kai Wagner (DE) – informed members that there would be an ACARE General Assembly on Monday 4 July 2022. He expected that the meeting would shed some light on the future of ACARE and its procedure. He also noted that he would keep members informed of any news from that meeting.

2.2. Status of formal nominations; new participants (if any).

There were no new developments with regard to formal nominations. The nominations of Bulgaria, Croatia and Latvia are still pending. The representative for Croatia expressed his disappointment that Croatia remained on the list of pending nominations. He did everything in his power to speed up the process but there was nothing more he could do and the status of the nomination rests with the Ministry of Science.

3. Clean Aviation update

3.1. Report from the Governing Board

Juanfran (ES) attended the meeting as an observer for the SRG. The agenda was included in the slides. The meeting was broken up into three main parts. Firstly, there was the items for decision regarding the Annual Accounts 2021, IKAs for 2020, 2021 (for a total of €1 billion), the Annual Activity Report 2021 and the budget 2022-2023. Secondly, Governing Board members were informed on the Board Report about the achievements in 2022 and given an update from the Commission and on synergies with cluster 5, and back-office arrangements by the CAJU. A study on the socio-economic impact of Clean Sky 2 was also presented and will be circulated and presented, in a dedicated meeting, to SRG and SAB members at a later date.

3.2. Outcome of the 1st Call of Proposals and update on WP 2022-23

Ron Van Manen (CAJU) presented the main points from the outcome of the 1st Call of Clean Aviation which closed on June 23 and was under evaluation which will get underway in the coming period after the SRG meeting.

25 proposals were received in total as compared to a maximum of 23 projects that can be awarded funding, subject to funding availability, in accordance with the WP 2022-2023. **Four** topics received one proposal more than the max number of projects proposed for funding. **Eight** topics received as many proposals as the max number of projects proposed for funding. Two topics received one proposal less than the max number of projects proposed for funding. There were **477** participations and **257** unique participations. **23 countries participated: 18 EU countries, and 5 Associated countries.** Of the participating entities, 4 are Ukrainian. Following a discussion on this point, the **Chair** asked SRG members to address their experience in supporting national entities to participate in the 1st call.

NO noted that one of the main problems is that there have been significant challenges joining a consortium. Some coordinators were open to discuss with stakeholders about their capacities and experiences in Clean Sky 2, which is very valuable for getting the goals of Clean Aviation, but others not so much.

Some countries agreed with that point. **Chair** also highlighted that there have been some cases of SMEs which were invited to the consortium since the beginning, they participated in the development of the technical work packages, but at the last minute, they were driven out. There are considerable worries about the opportunities for past CS participants and newcomers, mainly SMEs.

SRG members asked for the distribution of proposals and projects by country. They also requested if it is possible to have some info about the evaluations, as it is already done under cluster 5. The JU replied that the statistics of the call will be provided to the SRG and that a summary of the evaluation outcome will follow in due course after the final stage of its transfer to the GB for the GB's adoption of the list of projects to be awarded funding (as is defined in the SBA)

PT noted that they considered that the number of proposals that were received was too low.

4. Update from the European Commission

Jane AMILHAT (EC) presented an update on behalf of the Commission. There are currently discussions ongoing with regard to the ReFuelEU programme, including the required level for blending aviation fuel with sustainable fuel by 2030. We are currently at 6% we need to get to 63% by 2050. The Commission is looking to stop free allowances for the aviation sector by 2024. Commissioner Breton announced the Alliance for Zero-Emission Aviation at ILA Berlin something that is for relevant for Clean Aviation. She emphasised the need to stay competitive whilst also making sure it is taken up by the market otherwise it would have no impact. The idea behind this alliance was to gather all the stakeholders to see what is needed to ensure that the EU remains competitive and encourage market uptake of these technologies. There has been a lot of coordination with other joint undertakings like Clean Hydrogen and SESAR where the Commission is really trying to coordinate work.

Andrea Gentili (EC) noted that the Alliance considers to set-up a Member States group.

5. Presentation by the European Commission of the Horizon Europe WP 2023-24

Michael Kyriakopoulos (EC) presented the topics to be addressed within the WP2023-24. He started by outlining the four topics for the Work Programme 2023. The first topic was on ground-based fuel and supply systems with a budget of €20 million. The second topic was on accelerating climate neutral hydrogen -powered/electrified aviation with a budget of €17 million. The third topic was on competitiveness and digital transformation in aviation – advancing further capabilities, digital approach to design, with a budget of €15 million. The fourth topic was on Aviation research synergies between Horizon Europe, AZEA and National programs, with a budget of €2 million.

He went on to discuss the topics for the Work Programme 2024. The first topic was on Accelerating climate neutral aviation, minimising non-CO2 emissions, with a budget of €17 million. The second topic was competitiveness and digital transformation in aviation – advancing further composite aerostructures, with a budget of €16 million. The third topic was

on impact monitoring of EU Aviation R&I (2023), with a budget of €8 million. The fourth topic was on “towards a flying testbed for European leadership in aviation”, with a budget of €16 million.

(DE) was very worried about the inclusion of lump sum in topics 8 and 9. The same concerns expressed by countries as well.

(EC) explained that it is an order received by DG budget and they cannot do anything about it.

Juanfran (ES) asked a dedicated workshop of the new topic regarding the flying test bed in order to ease the coordination between the participating countries.

6. Synergies with national/regional research programmes

6.1. Exchange of views on national R&I programmes related to aviation

Chair highlighted that under Clean Sky 2, the SRG in cooperation with the JU carried out an exercise by presenting the country fiches with information of the national programmes related to aviation. This exercise is proposed to be continued in the context of one of the SRG tasks that arises from the SBA.

Christos Vasilakos (CAJU) explained that the JU has prepared a country fiche template that will be sent to SRG members for their comments. After we should schedule regular presentations of the countries.

It was announced that Spain, Germany and Austria will tentatively present their respective country's national R&I programmes related to aviation in the SRG's September meeting.

Niek Lobe (NL), made a presentation on the Dutch national R&I programmes for sustainable aviation. He shared the Dutch perspective on aviation policy. He expressed his view that the only way for sustainable aviation to work successfully is through public-private partnership and that government has an important role to play in the future of this industry. The Dutch ministry for economic affairs and climate policy has 30-40 people working on aerospace projects. The Netherlands looks at the industry in important aviation countries such as France and Germany and tries to find areas where it can cooperate with these countries. The presentation is uploaded in CIRCABC.

6.2. Work plan for an enhanced cooperation with Member States

Andrea Gentili (EC) presented a new ERA action (a Pilot ERA action focused on EU aviation) on synergies between the EU and national and regional programmes. He noted that there were two main categories when it came to these types of synergies. The first one was avoiding gaps and overlaps with what the EU does and what is done in national aviation programmes. The second category was joint initiatives. Once the gaps and overlaps have been established, the EU and Member States can work together.

He informed members that EU Member States were currently working on 20 actions. All of these actions are necessary but do not focus on any specific sector or area. The European Commission has been focusing on joint initiatives to improve specific sectors.

He asked the SRG members three questions. Firstly, whether they supported the initiative he just outlined. Because if the Commission was to propose this initiative, it would need to be able to tell them that there was support there for such an initiative from several Member States. The second question was on how to strike the balance between digital and physical infrastructure. The third question was what SRG members believed were the three or four main points that needed to be focused on as part of this initiative. Members were invited to send their comments on these questions to him by 5 July 2022. The draft document had been sent to delegates before the meeting.

Andrea (EC) was asked to extend the deadline to give members time to discuss these questions with their respective ministries and stakeholders. He agreed to extend the deadline but insisted that comments must be submitted before the next Era Forum which was due to take place on 17 July 2022.

Chair will compile the answers by the members and will send the SRG response to the EC

6.3. Update on Call for Expression of Interest (CEI)

Christos (CAJU) presented an update on the Call for Expression of Interest. This CEI will be a complementary multilateral approach to Clean Aviation programme, that expects to complement the Clean Aviation innovative architecture with potential contributions from national and/or regional programmes. It aims to identify the Member States, associated countries, and regions interested in developing a structured, strategic cooperation with the Clean Aviation JU. One of the outcomes will be the establishment of a round-table approach with other funding bodies who have an innovation policy relevant to Clean Aviation's goals and are ready to share roadmaps and research agendas. It's expected to be launched in Q4 2022.

Juanfran (ES) pointed out that Spain cannot submit a proposal with a commitment. He asked for changing the wording, or at least with the opportunity of choosing if there is a commitment or a complementing of activities without commitment.

Several delegates shared this concern and expressed that they have the same situation in their countries and the change of wording is necessary to participate in the CEI.

Andrea (EC) explained that there will be a document available about synergies between EU programmes and structural funds, in July.

Juanfran (ES) asked the EC or the JU to send this document to SRG.

7. Launch the procedure for the election of the SRG Chair and Vice Chair

Juanfran (ES) noted that he was acting as an interim chair and now is time to launch the procedure for the election of the SRG Chair and Vice Chair. He thanked a lot the CAJU, the EC and the SRG for their willingness in supporting the group and the meetings.

Christos (CAJU) explained the election procedure. The Chair and Vice Chair shall be elected by the SRG representatives for a term of 2 years. The election procedure is outlined in Art. 4 of the Rules of Procedure:

- Each SRG Member may nominate only one SRG Representative. Self-nomination is also allowed.
- Nominations are to be sent to SRG@clean-aviation.eu by 11 July 2022.
- The CAJU shall present the list of proposed candidates to the SRG Representatives, along with their statements of motivation and of impartiality.
- All supporting documents, including a short curriculum vitae, must be sent to the SRG Representatives before the vote.
- Members will vote by selecting a first and second choice for each of the two positions on their ballots, which they will receive by 13 July 2022. Ballots will be sent to the CAJU mailbox SRG@clean-aviation.eu. Voting will start on 14 July and end on 29 July 2022.
- This procedure should be completed within one month. Results will be announced in August 2022.
- The Chair and Vice Chair shall be elected by consensus, or failing that, on the basis of a simple majority of the SRG Members represented at the meeting or cast through electronic voting should the need arise.
 - If no candidate pools over 50% of the votes, a second round is initiated.

8. Planning of SRG meetings 2022

The following dates were proposed for the third and fourth quarter meetings of the SRG:

- 13 October (to be confirmed).
- 7 December (to be confirmed).

9. AOB

There was no other business. The meeting was closed at 12:40