



Basic information	
2013/0237(NLE) NLE - Non-legislative enactments	Procedure completed
Joint Undertaking to develop the new generation European air traffic management system (SESAR): extension of the Joint Undertaking until 2024 Amending Regulation (EC) No 219/2007 2005/0235(CNS) Subject 3.20.01 Air transport and air freight 3.20.01.01 Air safety 3.50.01.05 Research specific areas 3.50.20 Scientific and technological cooperation and agreements	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	ITRE Industry, Research and Energy		THOMSEN Britta (S&D)	08/10/2013
			Shadow rapporteur CANCIAN Antonio (PPE) CREUTZMANN Jürgen (ALDE) LAMBERTS Philippe (Verts /ALE) TOŠENOVSKÝ Evžen (ECR)	
	Committee for opinion		Rapporteur for opinion	Appointed
	BUDG Budgets		The committee decided not to give an opinion.	
	TRAN Transport and Tourism		CANCIAN Antonio (PPE)	16/09/2013
Council of the European Union	Council configuration		Meetings	Date
	Transport, Telecommunications and Energy		3261	2013-10-10
	Agriculture and Fisheries		3322	2014-06-16
European Commission	Commission DG		Commissioner	
	Mobility and Transport		KALLAS Siim	

Key events

Date	Event	Reference	Summary
10/07/2013	Legislative proposal published	COM(2013)0503 	Summary
10/09/2013	Committee referral announced in Parliament		
10/10/2013	Debate in Council		
23/01/2014	Vote in committee		
29/01/2014	Committee report tabled for plenary, 1st reading/single reading	A7-0062/2014	Summary
15/04/2014	Decision by Parliament	T7-0372/2014	Summary
15/04/2014	Results of vote in Parliament		
16/06/2014	Act adopted by Council after consultation of Parliament		
16/06/2014	End of procedure in Parliament		
01/07/2014	Final act published in Official Journal		

Technical information

Procedure reference	2013/0237(NLE)
Procedure type	NLE - Non-legislative enactments
Nature of procedure	Consultation of Parliament
	Amending Regulation (EC) No 219/2007 2005/0235(CNS)
Legal basis	Treaty on the Functioning of the EU TFEU 188 -a1 Treaty on the Functioning of the EU TFEU 187
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	ITRE/7/13338


Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE522.978	11/11/2013	
Amendments tabled in committee		PE524.660	29/11/2013	
Amendments tabled in committee		PE522.979	05/12/2013	
Committee opinion	TRAN	PE522.993	17/12/2013	
Committee report tabled for plenary, 1st reading/single reading		A7-0062/2014	29/01/2014	Summary
Text adopted by Parliament, 1st reading/single reading		T7-0372/2014	15/04/2014	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2013)0503 	10/07/2013	Summary

Document attached to the procedure	SWD(2013)0262 	10/07/2013	
Commission response to text adopted in plenary	SP(2014)471	09/07/2014	

Additional information		
Source	Document	Date
National parliaments	IPEX	
European Commission	EUR-Lex	

Final act
Regulation 2014/0721 OJ L 192 01.07.2014, p. 0001 Summary

Joint Undertaking to develop the new generation European air traffic management system (SESAR): extension of the Joint Undertaking until 2024

2013/0237(NLE) - 10/07/2013 - Legislative proposal

PURPOSE: to amend Regulation (EC) No 219/2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2024.

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 Single European Sky Air Traffic Management Research and Development project (the 'SESAR project') aims to modernise the air traffic management ('**ATM**') in Europe and represents the technological pillar of the Single European Sky (SES). It aims by 2030 to provide the Union with a high performance air traffic control infrastructure which will enable the safe and environmentally friendly development of air transport.

The first phase of the definition process ran from 2004 to 2008 and delivered the first edition of the European ATM Master plan (the 'ATM Master Plan'). The ATM Master Plan identifies three steps in the SESAR development process: Time Based operations (Step 1), Trajectory Based Operations (Step 2) and Performance Based Operations (Step 3).

SESAR JU (SJU) was set up by [Regulation \(EC\) No 219/2007](#) for the purpose of managing the activities of the development process of the SESAR project under the Union's 2007-2013 financial perspectives. The JU's work programme, covered by the Union's 2007-2013 financial perspectives, addresses all elements of Step 1 and approximately 80% of Step 2 of the ATM Master Plan. The related activities should be completed by 2016. The remaining activities of Step 2 and those related to Step 3 should start in 2014 under the Union's 2014-2020 financial framework.

In accordance with Regulation (EC) No 219/2007, the JU should cease to exist on 31 December 2016. To continue the development of the activities defined in the ATM Master Plan, it is necessary to extend the duration of the Joint Undertaking until 2024, which reflects the duration of the Union's 2014-2020 financial framework and allows 4 additional years for completion of projects that would be initiated by the end of that period.

IMPACT ASSESSMENT: an *ex ante* evaluation confirms the usefulness and efficiency of an extension of the SJU under the [Horizon 2020 framework programme](#) to reach the SES performance objectives.

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

CONTENT: as it is necessary to continue research and innovation on air traffic management (ATM) beyond 2016, this legislative proposal seeks to amend Council Regulation (EC) No 219/2007 to **extend the duration of the SJU until 2024**.

The proposed amendments also seek to:

- entitle the SESAR JU to award grants to its Members and other participants, considering Horizon 2020 Rules for Participation;
- remove the limitation of 8 years on the employment contracts of temporary agents and contract agents, which could hinder the continuity of the employment of experienced staff for a body having a limited duration;
- limit the mandate of the Executive Director in place on 1.1.2009 to 31 December 2016 to ensure coherence with the amending Council Regulation No 1361/2008;

- terminate by 31 December 2016 the membership of the current members of the JU who do not contribute to activities that will be financed by Horizon 2020 under the 2014-2020 financial framework;
- clarify the procedure for the award of grants, taking into account the Rules for participation laid down in Horizon 2020;
- change the term of office of the Executive Director from 3 years into 5 years, renewable once;
- take into account the standard provision on the protection of the Union financial interests and the 2013 Financial Regulation.

BUDGETARY IMPLICATION: the Commission proposes to provide again for a multiannual financial envelope to be imputed into the Union budget for the period from 1 January 2014 to 31 December 2020 coinciding with the new multiannual financial framework. It proposes earmarking an **amount of up to EUR 600 million** (including EFTA contribution) for the reference period. This amount is indicative because it is subject to the negotiations currently on-going on the Multi-Annual Financial Framework for the period 2014-2020 and to negotiations with private partners.

The activities to be carried out under the 2014-2020 Multi Financial Framework cover the highest maturity level of Step 2, for which the technology and operations are expected to be available by 2016, and the full scope of Step 3 – Performance based operations of the ATM Master Plan.

It should be noted that the SJU's work programme financed under the Union's 2007-2013 financial perspectives is proceeding and is managed so as to complete its activities by 31.12.16, while new activities will be gradually phased in from 2014 onwards.

Joint Undertaking to develop the new generation European air traffic management system (SESAR): extension of the Joint Undertaking until 2024

2013/0237(NLE) - 29/01/2014 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Industry, Research and Energy adopted, in the framework of a special legislative procedure (Parliament consultation), the report by Britta THOMSEN (S&D, DK) on the proposal for a Council regulation amending Regulation (EC) No 219/2007 on establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2024.

The committee approved the Commission proposal subject to the following amendments:

SESAR Joint Undertaking: Members stipulated that SESAR should follow the research and innovation objectives established in [Horizon 2020](#). In order to take account of the duration of the [Horizon 2020](#) Framework Programme for Research and Innovation (2014-2020), all calls for proposals should be launched by **31 December 2020**.

Scope of work: Members introduced a new article which aims to clarify the scope of activities of the SESAR Joint Undertaking, in particular with respect to the relevant Technology Readiness Levels (TRLs) covered by its research programme. The rules of participation also call for a greater consideration of the TRL-concept to stipulate funding levels, which is taken up in this article with a view to the funding rates used in indirect actions.

Union's financial contribution: the maximum Union contribution covering the costs under the Multiannual Financial Framework 2014-2020 should be **EUR 570 million** (compared to the EUR 600 million as proposed by the Commission), including contributions from the countries of the European Free Trade Association (EFTA), paid from the budget appropriations allocated to Horizon 2020 and in particular from the specific objective "**Smart, green and integrated transport**" under the Horizon 2020 priority "Societal challenges".

The Commission could oppose the use of the Union contribution for purposes that it considers to be contrary to the principles of Horizon 2020.

Internal audit: the Joint Undertaking shall be free to organise its own internal audit capability.

Evaluation: the Commission should organise independent evaluations of the implementation of this Regulation, the results obtained by the Joint Undertaking, that focus in particular on the impact and effectiveness of these concrete results achieved under the given term, in accordance with the ATM Master Plan. The evaluations should also cover the working methods, as well as the general financial situation of the Joint Undertaking. The results of those evaluations should be presented to the European Parliament and to the Council.

The results of the 2017 independent interim evaluation of the Joint Undertaking shall be taken into account in the interim evaluation of Horizon 2020.

In order to respond to **unforeseen situations** or to new developments and needs the Commission may, following the interim evaluation of Horizon 2020, review, within the annual budgetary procedure, the budget of the Joint Undertaking.

Rules of participation: in accordance with the principles of transparency and non-discrimination, Members called for calls for proposals organised by the Joint Undertaking shall be published on the web-based Horizon 2020 Participant Portal.

Conflict of interest: the report introduced new provisions as regards a rigorous policy on conflicts of interest requiring parties to declare the absence or presence of such conflicts of interest and defining a procedure to deal with them as all too often declarations of interest are made but not acted upon.

Joint Undertaking to develop the new generation European air traffic management system (SESAR): extension of the Joint Undertaking until 2024

2013/0237(NLE) - 15/04/2014 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 613 votes to 45, with 8 abstentions, a legislative resolution on the proposal for a Council regulation amending Regulation (EC) No 219/2007 on establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2024.

Parliament approved the Commission proposal subject to the following amendments:

Joint Undertaking: the Joint Undertaking shall cease to exist on 31 December 2024. In order to take into account the duration of the [Horizon 2020](#) Framework Programme, calls for proposals under the Joint Undertaking shall be launched at the latest by **31 December 2020**. In duly justified cases calls for proposals may be launched until 31 December 2021.

The ECSEL Joint Undertaking should seek to develop close interactions with the European Structural and Investment Funds (ESIF).

Financial contributions: the Union contribution under the Multiannual Financial Framework 2014-2020, including EFTA contributions, paid from the budget appropriations allocated to the Horizon 2020 - The Framework Programme for Research and Innovation (2014-2020) should be **EUR 585 million** (indicative amount in current prices).

The arrangements for the Union contribution should be established by means of a general agreement and annual financial implementation agreements, which should be concluded between the Commission, on behalf of the Union, and the Joint Undertaking. The arrangements shall include:

- **provision of data necessary** to ensure that the Commission is able to meet its dissemination and reporting obligations; including on the single portal for participants as well as through other Horizon 2020 electronic means of dissemination managed by the Commission;
- provisions for the publication of calls for proposals of the SESAR Joint Undertaking also on the **single portal for participants** as well as through other Horizon 2020 electronic means of dissemination managed by the Commission.

Evaluation: by **30 June 2017**, the Commission should carry out, with the assistance of independent experts, an interim evaluation of the Joint Undertaking, and send a report to the European Parliament and to the Council by 31 December 2017. The results of the interim evaluation of the Joint Undertaking shall be taken into account in the interim evaluation of Horizon 2020.

Joint Undertaking to develop the new generation European air traffic management system (SESAR): extension of the Joint Undertaking until 2024

2013/0237(NLE) - 16/06/2014 - Final act

PURPOSE: to extend the duration of the SESAR Joint Undertaking until 31 December 2024.

NON-LEGISLATIVE ACT: Council Regulation (EU) No 721/2014 of 16 June 2014 amending Regulation (EC) No 219/2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) as regards the extension of the Joint Undertaking until 2024.

CONTENT: the Single European Sky Air Traffic Management Research and Development project (SESAR project) aims to modernise the air traffic management (ATM) in Europe and represents the technological pillar of the Single European Sky (SES). It aims to provide the Union with a high performance air traffic control infrastructure by 2030 which will enable the safe and environmentally friendly development of air transport.

The main task of the Joint Undertaking is the execution of the ATM Master Plan which is the agreed roadmap to bring ATM research and development to the deployment phase.

In order to continue research and innovation on air traffic management (ATM) beyond 2016, this Regulation **extends the duration of the SESAR Joint Undertaking until 2024** which reflects the duration of the Union's 2014-2020 financial framework.

The amendments seek to:

- entitle the SESAR JU to award grants to its Members and other participants, considering Horizon 2020 Rules for Participation;
- terminate by 31 December 2016 the membership of the current members of the JU who do not contribute to activities that will be financed by Horizon 2020 under the 2014-2020 financial framework;
- clarify the procedure for the award of grants, taking into account the Rules for participation laid down in Horizon 2020;
- change the term of office of the Executive Director from 3 years into 5 years, renewable once;
- take into account the standard provision on the protection of the Union financial interests and the 2013 Financial Regulation.

The Union contribution under the Multiannual Financial Framework 2014-2020, including EFTA contributions, paid from the budget appropriations allocated to [Horizon 2020](#) Framework Programme shall be EUR 585 million. The arrangements for the Union contribution shall be established by means of a general agreement and annual financial implementation agreements, which shall be concluded between the Commission, on behalf of the Union, and the Joint Undertaking.

In order to take into account the duration of Horizon 2020, calls for proposals under the Joint Undertaking shall be launched at the latest by 31 December 2020. In duly justified cases calls for proposals may be launched until 31 December 2021. The calls for proposals launched by the Joint Undertaking should also be published on the **single portal for participants** as well as through other Horizon 2020 Framework Programme electronic means of dissemination managed by the Commission.

The Joint Undertaking should seek to develop **close interactions with the European Structural and Investment Funds (ESIF)**.

By 30 June 2017, the Commission shall carry out an interim evaluation on the implementation of this Regulation and the results obtained by the Joint Undertaking send it to the European Parliament and to the Council by 31 December 2017. The results of the interim evaluation of the Joint Undertaking shall be taken into account in the interim evaluation of Horizon 2020.

ENTRY INTO FORCE: 21.07.2014. It shall apply from 01.01.2014.