



2026/2091(DEC)

15.10.2026

DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on Budgetary Control

on discharge in respect of the implementation of the budget of the EU joint undertakings for the financial year 2025
(2026/2091(DEC))

Rapporteur for opinion: Nils Ušakovs

PA_NonLegDec

OPINION

The Committee on Transport and Tourism calls on the Committee on Budgetary Control, as the committee responsible, to incorporate the following into its motion for a resolution:

1. Welcomes the progress made by all three joint undertakings in 2025, towards the implementation of the Commission's SUMMA accounting system, with CAJU and EU-Rail completing the process and SESAR set to implement it on 1 January 2026;

Part I – Discharge in respect of the implementation of the budget of the Clean Aviation Joint Undertaking for the financial year 2025

2. Notes that in 2025, the budget execution of commitment and payment appropriations by CAJU reached 98% and 93% respectively;
3. Takes note that the Clean Sky 2 and Clean Aviation programmes fully met their operational objectives for 2025, as confirmed through multiple monitoring channels assessing productivity, achievements, planning and risks; notes in this regard that Clean Sky 2 concluded its final technology maturation and demonstration activities, with the last three demonstrators completing its portfolio; notes in addition that Clean Aviation's Phase 1 projects from the first two calls made substantial progress, with 98% of resources used and 81% of deliverables submitted; recalls that the first Phase 2 call, launched in February 2025, resulted in 12 new collaborative research and innovation projects supported by approximately EUR 378 million to bring the most promising Phase 1 technologies to large-scale demonstrations;
4. Welcomes that in 2025, CAJU deepened its cooperation within Horizon Europe – notably with the Clean Hydrogen JU, SESAR 3 JU and the BATT4EU partnership – ensuring that hydrogen, ATM and battery technologies remained closely aligned with Clean Aviation's targeted aircraft concepts through coordinated technical exchanges, project activities and joint planning of work programmes and calls;
5. Commends the further strengthening of cooperation with EASA, notably on de-risking and validating new Clean Aviation concepts, on advancing industry standards, and on developing new certification methods and means of compliance for aircraft and systems designs, while contributing to the evolution of regulatory material in coordination with other regulators and ICAO;

Part II – Discharge in respect of the implementation of the budget of the Single European Sky ATM Research 3 Joint Undertaking for the financial year 2025

6. Points out that in 2025, the European ATM Master Plan shifted from adoption to implementation, pushing ahead the EU's goals on competitiveness, sustainability and resilience; notes that SESAR, backed by a governance structure of more than 120 experts, has begun preparing a new common project, setting up the next regulatory milestone for coordinated deployment of selected strategic objectives;
7. Recalls that in 2025, SESAR completed the second year of its 2024-2025 work programme, delivering on its operational objectives and further advancing the Digital

European Sky; notes that to support effective implementation, two major calls for proposals were launched – the third exploratory research call (ER3) and the second industrial research call (IR2) – both aligned with the Master Plan priorities; acknowledges that with a combined budget of over EUR 250 million, the highest since the launch of the SESAR JU, the calls attracted strong participation from aviation research and industry across Europe and beyond; highlights that, in parallel, the JU oversaw the ongoing project portfolio from earlier exploratory research, industrial research and Digital Sky Demonstrator calls, enabling the delivery of eight SESAR solutions at higher maturity levels and identifying the standardisation and regulatory needs essential for their implementation, including through close coordination with EASA and European standardisation bodies;

8. Notes that, in 2025, SESAR's execution stood at 99% for commitments and 38% for payments; further notes that the low payment rate results from unused appropriations retained over two years to cover ER3 and IR2 pre-financing, due in 2026;
9. Welcomes that throughout 2025, SESAR continued to deepen cooperation and alignment across the stakeholder community, noting that a key milestone was the joint development of the Aviation Research and Innovation Strategy with CAJU and the wider aviation sector, setting out a common roadmap for European aviation research and innovation ahead of the 2028–2034 Multiannual Financial Framework;

Part III – Discharge in respect of the implementation of the budget of the Europe's Rail Joint Undertaking for the financial year 2025

10. Takes note that overall in 2025, EU-Rail's execution reached 98,1% for commitments and 79,1% for payments;
11. Highlights that in 2025, the integrated EU-Rail Programme reached full maturity after four years of operation, engaging 377 participant entities from 28 countries, including 55 SMEs and 106 research centres and universities; further notes that, following the 2024 call for expressions of interest, EU-Rail selected five new associated members, further strengthening the sector's research and innovation capacity and bringing total membership to 30;
12. Points out that in 2025, the Programme's System Pillar delivered complete specifications now freely accessible and applied in procurement, and that, combined with harmonised operational rules and a modular on-board architecture, they underpin standardised European solutions capable of driving economies of scale and lowering system costs;
13. Highlights that, under the Innovation Pillar, activity monitoring and result assessment advanced throughout 2025 following the launch of the first six Flagship Projects in 2022, ensuring timely progress towards key milestones ahead of their conclusion in 2026; underscores that the formalisation and launch of the High Level EU Rail Deployment Group marked a significant milestone, supporting faster and more cost efficient deployment of innovations; observes that, by the end of 2025, more than 70 demonstrations were underway or being prepared, signalling the Programme's shift

from research to operational prototype testing on the rail network; notes with satisfaction that EU Rail advanced its comprehensive migration strategy for the coordinated deployment of Digital Automatic Coupling (DAC) technology, building on the Programme's R&I results and reflecting DAC's role as a game-changer for European rail freight.