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Opening Speech

Clean Sky Take Off Forum

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Mr Commissioner,
Ladies and Gentlemen,

As President of The AeroSpace and Defence Industries Association of Europe and thereby representing the majority of industries taking part in Clean Sky it is a great honour and pleasure for me to address you at this highly important occasion.

Because the importance of the Clean Sky initiative can not be enough emphasized.

Aviation is one part of the problem with climate change, as it for instance accounts for 2% of total man-made CO₂ emissions.

This is the price we today pay for having aviation as a catalyst of economic and social progress.

Because aviation stimulates the economy, it stimulates trade and tourism, it generates business opportunities and enhances quality of life in both developed and developing regions.

The numbers speak for themselves:

- Aviation transports 2.2 billion passengers annually
- Aviation generates 32 million jobs worldwide and contributes nearly 8% to world gross domestic product.
- Aviation largely covers its infrastructure costs. Unlike road and rail, it is often a net contributor to national treasuries through taxation.
- Aviation provides possibilities for passenger flights exceeding 1,500 km for which there is no practical alternative.

But if you dress those 2 % in real numbers, into tonnes of emissions, one can clearly say that this is a problem we have to address.

Given the fact that air traffic is growing, and is estimated to continue to grow, with 5-6 % annually for the foreseeable future, the need for thorough actions are very clear.

The carbon contribution we leave behind is seen as a non-acceptable footprint ... and we can't allow it to continue to grow.

From my point of view, Clean Sky is to address two simple questions. How we fly? And what we fly?

So, how do we fly today, in the meaning of effectiveness?

Well, according to IATA, there is room for improvements.

Up to 18% of fuel is wasted through infrastructure and operational inefficiencies. This represents around 120 million tonnes of CO2 per year.

The second question, what do we fly today, also comes with an answer with room for improvements.

IATA expects airlines to reduce their fuel consumption by at least 25% by 2020.

This will save around 345 million tonnes of CO2 emissions during that period.

So, the answers to my two questions of what and how we do fly might seem a bit gloomy.

But remember, it's only 100 years ago we started flying, and I'm very proud of being part of an industry that has developed in such a pace that it's sometimes hard to really believe the achievements we have accomplished. I'm also proud of being part of an industry that recognize when challenges arise which we can address with our competence.

The negative spiral of the global environment is such an issue.

The industry understands its role and we don't see us as being the problem, but rather the solution to them. We are a part of the overall society and we welcome the opportunity to make it a better place.

(As Mr Potocnik mentioned) The aeronautics industry is well suited to handle the environmental challenges set up in the Clean Sky project.

Why?

Because we have an enviable environmental track record:

- While air travel is growing at a rate of 5-6% per year, its carbon impact is growing at less than half that rate.
- Airlines have improved their fuel efficiency and CO2 emissions by 20% over the past 10 years.
- Today's aircraft fly 3 times further on the same amount of fuel than 40 years ago.

But as you all understand, this is not enough. The environmental call is loud and clear and the Clean Sky a relevant answer.

In a more formal description than how and what we fly, the purpose of Clean Sky is to demonstrate and validate the technology breakthroughs that are necessary to make major steps towards the environmental goals sets by ACARE - Advisory Council for Aeronautics Research in Europe to be reached in 2020:

- 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 and disposal / recycling

As you all understand, this is a challenge of great magnitude, and therefore ... the choice of method to get there, becomes even more important.

Clean Sky and the other three Joint Technology Initiatives, pioneers new ground in forming partnership between private and public interests. I'm fully convinced ... that the Clean Sky JTI is an excellent instrument, and that is from several points of views:

Historically the industry has put a lot of efforts, both time and money, on research and development, and the result has been, as mentioned, very successful.

But to be very honest, the efforts made have been primarily driven by technical, economical and industrial objectives, and sometimes maybe, the fascination for developing new technology for its own sake.

In the end, the main focus have much been taking an aircraft from A to B in the safest and most efficient way. And of course the measures taken has had an environmentally positive outcome as well.

We have a new situation now, were the political agenda to create environmentally sustainable solutions make up the primary drivers going forward, also for the industry.

And this new primary driver – the environment – makes the JTI possible to carry through.

Former competitors now form joint teams to take on the new and common challenge. And it is only through joint efforts and collaboration, we can achieve the technology leaps called for.

To be successful to its objectives, Clean Sky also involves – and has to involve – all links in the supply chain. From research centers, small and medium sized corporations up to the dominating aviation industries of Europe.

Bringing those industries together isn't easy.
International collaboration isn't easy.

Because of this, I urge all of you in the work to come, to be faithful and disciplined to the common objectives set up.

The result of Clean Sky must be a position where we can use the new technology and methodology discovered. The research and development that will be conducted doesn't have an end in itself.

I'm sure that we all can agree that Clean Sky is a challenging that has to succeed. But in addition to this I think that we already now also have to start to look further on! We have to investigate what comes next.

Clean Sky is a perfect tool and a great opportunity to make the great technology leaps that we and this planet so desperately needs.

But it's only one step on a ladder leading to a truly Clean Sky with a sustainable aviation industry flying it.

And given the long lead times that is the basic foundation of the aeronautic business, it is time to identify the forums where the even more futuristic discussions should keep on going.

I'm willing and eager to start and participate in such a discussion.

Mr. Commissioner! The journey to give birth to this baby hasn't always been easy.

We started three years ago, and as you will hear from Mr Marc Ventre later and in more detail, a lot of time and efforts have been spent on taking the Clean Sky initiative this far.

More or less all of the European aeronautics industry that I represent has joined our Clean Sky project, forming a true private-public partnership that has taken us very far.

It is with great satisfaction I acknowledge your message that major steps has been taken to get the formalities in order to launch the joint undertaking, which forms the legal necessary base on which Clean Sky will operate.

I also welcome the message that no efforts are spared to finalize this work. I hope we can do this in the same true spirit of partnership that has taken us this far.

6

You can all rest assured, that the industry is ready, committed and more than willing to rise to the challenges set up for the Clean Sky project.

It's time to fasten your seat belts – we are ready for take off. And please remember, smoking is no longer allowed!

Thank you for your attention!