MEMORANDUM OF UNDERSTANDING

Between

The Clean Aviation Joint Undertaking

and

The Clean Hydrogen Joint Undertaking

The **Clean Aviation Joint Undertaking** ("CAJU"), represented for the purpose of the signature of this Memorandum by Mr. Axel Krein, Executive Director.

and

The **Clean Hydrogen Joint Undertaking** ("Clean Hydrogen JU"), represented for the purpose of the signature of this Memorandum by Mr. Bart Biebuyck, Executive Director.

hereinafter referred to individually as a "Party" and collectively as the "Parties",

Having regard to Council Regulation (EU) 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe and repealing Regulations (EC) No 219/2007, (EU) No 557/2014, (EU) No 558/2014, (EU) No 559/2014, (EU) No 560/2014, (EU) No 561/2014 and (EU) No 642/2014[1],

Whereas:

(1) the Parties intend to establish the basis of a continuous cooperation between the two Joint Undertakings.

(2) Recital 10 of Regulation 2021/2085 provides that: "[…] *To achieve maximum impact, the joint undertakings should develop close synergies with other Horizon Europe initiatives and other Union programmes and funding instruments, particularly with those supporting the deployment of innovative solutions, education and regional development, in order to increase economic and social cohesion and reduce imbalances*".

(3) Furthermore, recital 11 of Regulation 2021/2085 provides that: "[…] *therefore, this Regulation aims to increase the coherence, efficiency, openness, effectiveness and impact-orientation of implementation by translating the Horizon Europe Regulation and the experience gained from programme implementation under Horizon 2020 into common provisions across the joint undertakings in a harmonised way. It aims to*

[1] OJ L 427, 30.11.2021, p. 17–119

facilitate the creation of collaboration and synergies between European partnerships, thereby making full use of their interconnections at the organisational level. Joint undertakings should seek opportunities to involve representatives of other European partnerships in discussions during the drafting of their work programmes, identify the areas in which complementary or joint activities would address the challenges more effectively and efficiently, avoid overlaps, align timing of their activities and ensure access to results and other relevant means of knowledge exchange".

(4) Recital 14 provides that: *"Close collaboration and synergies with other relevant initiatives at Union, national and regional level, in particular with other European partnerships, are key to achieving greater scientific, socioeconomic and environmental impact and ensuring uptake of results".*

(5) In addition, for the specific case of hydrogen, Recital 58 of the same Regulation provides that: *"Since hydrogen can be deployed as a fuel or an energy carrier and for storing energy, it is essential that the clean hydrogen partnership establishes structured collaboration with many other European partnerships, in particular for end-use. The clean hydrogen European partnership should interact in particular with the zero emission road and waterborne transport, Europe's railway, clean aviation, processes for the planet and clean steel European partnerships. For that purpose, a structure should be set up reporting to the Governing Board in order to ensure the cooperation and synergies between those partnerships in the domain of hydrogen. The Clean Hydrogen Joint Undertaking would be the only partnership focused on addressing hydrogen production technologies. Collaboration with end-use partnerships should in particular focus on demonstrating the technology and co-defining specifications".*

(6) Article 5, paragraph 2, letter c) of Regulation 2021/2085 provides that:
"[...] 2. The joint undertakings shall carry out the following tasks by adopting a systemic approach in achieving the objectives:
[...] c) seek and maximise synergies with and, where appropriate, possibilities for further funding from relevant activities and programmes at Union, national and regional level, in particular with those supporting the deployment and uptake of innovative solutions, training, education and regional development, such as Cohesion Policy Funds, or the national Recovery and Resilience Plans".

(7) The Clean Hydrogen Joint Undertaking (JU) is a European public private partnership set up as a key element in the policy approach of Horizon Europe – the Framework Programme for Research and Innovation. The JU supports research and innovation activities related to hydrogen technologies in the European Union since 2008, as a successor of the FCH 2 JU and FCH JU. The JU is a key instrument of Union policy dedicated to research and innovation activities on clean hydrogen, focusing in areas related primarily to the production of clean hydrogen, as well as the distribution, storage and end use applications of low carbon hydrogen in hard to abate sectors.

(8) The Clean Aviation JU is a European public private partnership set up as a key element in the policy approach of Horizon Europe dedicated to developing, integrating and demonstrating disruptive new aircraft technologies delivering net

greenhouse gas (GHG) reductions of no less than 30%, compared to 2020 state-of-the-art, to support the European Green Deal, and climate neutrality by 2050. The technological and industrial readiness will allow the deployment of new aircraft with this performance no later than 2035, with the aim of replacing 75 % of the operating fleet by 2050. The JU supports research and innovation activities related to aviation technologies in the European Union since 2008, as a successor of the Clean Sky 2 JU and Clean Sky JU. The JU is a key instrument of Union policy dedicated to research and innovation activities focusing on disruptive aircraft technological innovations for ultra-efficient Short Medium Range (SMR) and hybrid-electric regional aircraft, including aircraft architectures powered by hydrogen.

(9) The Parties wish to strengthen their cooperation and coordination in the field of hydrogen and its application for hydrogen-powered aircraft.

(10) In order to accelerate the development, integration and demonstration of disruptive technologies for hydrogen-powered aircraft, as well as the market uptake of hydrogen as a fuel in aviation, and to facilitate the exchange of relevant knowledge between beneficiaries of the Clean Aviation and Clean Hydrogen programmes, the two EU implementing bodies seek to establish a formal content-wise working cooperation.

AGREE AS FOLLOWS:

Article 1 – Scope

The purpose of this Memorandum of Understanding ("MoU") is to establish a formal collaboration and cooperation channel, so as to allow for the implementation of synergies between the two Parties.

Article 2 - Objectives

The objective of this MoU is to engage into a cooperation and generate synergies in the activities of the two funding bodies, in support of the hydrogen-aviation ecosystem by:

- Exchanging content-based information on the planning and definition of the Work Programmes and calls for proposals in view of pursuing alignment and coordination, as appropriate, in the relevant technical fields of synergies.
- Exchanging content-based information on selected and funded grants and beneficiaries (ongoing and ended grants/projects) as well as non-selected grants and applicants in the field of innovative hydrogen-based technologies, applicable in the field of aviation.
- Enabling effective sharing of information, as well as reporting of hydrogen related grants/projects in the Clean Hydrogen JU database (e.g. TRUST), and vice versa under the applicable GA rules.

- Aligning funding opportunities regarding disrupting technologies for hydrogen-powered aviation between the Parties and, in general, within the EU Multi-Year Financial Framework (MFF) and the European Institutions/Agencies/bodies.
- Enabling synergies including pipeline/downstream integration by considering successive funding opportunities for further uptake of results stemming from topics via the Clean Hydrogen JU annual calls for proposals – and vice versa.
- Enabling *complementary* synergies by considering funding opportunities for achieving complementary results stemming from topics via the Clean Hydrogen JU and the Clean Aviation JU calls for proposals.

All of the above points are without prejudice to applicable data protection and/or confidentially requirements.

Article 3 – Further measures

After mutual agreement, Clean Hydrogen JU and CA JU will:

- Appoint Clean Hydrogen JU and CA JU points of contact to be involved in the collaboration.
- Immediately start implementing this collaboration and related activities.
- The practical details of implementation shall be agreed in an Internal Note on implementation, to be commonly agreed by the Parties.

Article 4 – Confidentiality

In implementing the MoU, the parties must keep confidential any data, documents, or other material (in any form) that is identified as sensitive in writing ('sensitive information') — during the implementation of the MoU.

The Parties agree not to disclose any sensitive information arising from the implementation of this MoU and to disclose any information marked as sensitive to a third party except when otherwise provided which in that case shall be prior notified and agreed by the other Party.

The Parties commit to take the appropriate monitoring measures to ensure the necessary exchange of data and information to allow the realization of the activities and objectives covered by this MoU, as well as to ensure their effective distribution and internal follow-up inside the JUs.

Article 5 – Final provisions

1. This MoU will be complemented by an internal note on implementation that will establish the practical arrangements between the Programme Offices of the two JUs.

2. The Parties agree to monitor the progress of the implementation of the MoU and may also subsequently revise the Note depending on the developments stemming from implementation.
3. This MoU shall enter into force on date on which the last party signs it.
4. The MoU may be reviewed or amended, in writing, by both Parties.

Done in Brussels, 23rd March 2023

For the Clean Hydrogen JU,	For the Clean Aviation JU,
Bart Biebuyck, Executive Director	Axel Krein, Executive Director