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Aviation Non-CO₂ Expert Network (ANCEN)

Terms of Reference (ToR)

Issue 1.0

Version	Date/timeline	Update
0.1	24 April 2024	Initial draft
0.2	07 May 2024	Draft for Project Steering Committee (PSC) review
0.3	15 May 2024	Draft for ANCEN membership review
0.4	6 June 2024	Final draft following ANCEN consultation
1.0	12 June 2024	Initial ToR following update & approval at kick-off meeting

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1. Introduction

The ‘**European Climate Law**’¹ makes reaching the EU’s climate goal of reducing EU emissions by at least 55% by 2030, compared to 1990 levels, a legal obligation. EU countries are working to achieve this goal and make the EU climate-neutral by 2050. Article 2 introduces the “Climate-neutrality objective”:

1. *Union-wide greenhouse gas emissions and removals regulated in Union law shall be balanced within the Union at the latest by 2050, thus reducing emissions to net zero by that date, and the Union shall aim to achieve negative emissions thereafter.*
2. *The relevant Union institutions and the Member States shall take the necessary measures at Union and national level, respectively, to enable the collective achievement of the climate-neutrality objective, taking into account the importance of promoting both fairness and solidarity among Member States and cost-effectiveness in achieving this objective.*

Additionally, in February 2024, the European Commission presented its assessment for a 2040 climate target for the EU. The Commission recommended reducing the EU’s net greenhouse gas emissions by 90% by 2040 relative to 1990. The communication on Europe’s 2040 climate target also identified the impacts of non-CO₂ as part of the path of the sector towards climate neutrality.

In March 2023, the European Commission published the amended Horizon Europe Work Programme 2023-24. The overall driver of ‘[Cluster 5 – Climate, Energy and Mobility](#)’ is to accelerate the green and digital transition, and the associated transformation of the economy, industry and society to achieve climate neutrality in Europe by 2050.

Recognising that the climate effects of aviation non-CO₂ emissions add to the damaging impacts on the climate from CO₂ emissions, the EU is committed to act to reduce them both. In addition to existing policy measures (e.g. Aircraft engine emissions certification requirements, EU ETS non-CO₂ MRV Framework, ReFuelEU Aviation), the European Union Aviation Safety Agency (EASA) was given a “NONCO2”² research action under Horizon Europe aiming at “*Strengthening and coordinating a European network of experts in support to non-CO₂ emission impact assessment and policy option assessment*”.

2. Objective

The “Aviation Non-CO₂ Expert Network (ANCEN)” goal is to facilitate a coordinated approach across a wide range of relevant stakeholders (e.g. scientific community, academia, OEMs, aircraft operators, fuel producers, ANSPs, NGOs, regulators, analysts and policymakers) in order to provide objective, timely, common and credible technical advice. This work can inform, where relevant, policy discussions on the development, agreement and implementation of effective action within Europe and internationally to mitigate the overall climate impacts caused by aviation (CO₂ and non-CO₂ emissions).

¹ [Regulation \(EU\) 2021/1119](#) of the European Parliament and of the Council of 30 June 2021, establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999.

² [NONCO2 - Strengthening and coordinating a European network of experts in support to non-CO2 emission impact assessment and policy option assessment | EASA \(europa.eu\)](#)

3. Scope and Timeline

The ANCEN will establish an annual Work Programme containing priority work items that take into account the evolving discussions on aviation non-CO₂ emissions, such as:

- Developing and maintaining an overview of historic, existing and planned work streams (EU and non-EU) linked to the climate impact of aviation non-CO₂ emissions in order to facilitate discussions, coordination, sharing of data / information and identification of open issues / gaps;
- Coordinating, where possible, with European projects involved in the topic of climate impacts from aviation non-CO₂ emissions;
- Developing ideally a common understanding on climate science and uncertainties and content to effectively communicate on key topics linked to the impact of aviation non-CO₂ emissions to a wide variety of audiences;
- Identifying best practices to enhance, where possible, monitoring and reporting as well as climate impact assessments of aviation emissions (CO₂ and non-CO₂) and effective mitigation measures;
- Coordinating with international partners in order to maintain an overview of scientific and policy-making initiatives taking place in other jurisdictions;
- Providing recommendations on how to effectively coordinate and structure agreed future work;
- Providing coordinated, objective, timely and credible technical support that can inform, where relevant, policy discussions that ensure proportionate, feasible and effective action to mitigate the overall climate impacts caused by aviation (CO₂ and non-CO₂ emissions);
- Supporting engagement and coordination with international partners to ensure effective global action; and
- Developing potential input for EU Member States to consider for relevant forums where discussions on aviation non-CO₂ emissions are taking place (e.g. ICAO CAEP),
- Monitor discussions on this topic within other transport sectors (e.g. maritime, road).

The Horizon Europe funding will support Network operations during the period Q2/2024 to Q3/2027.

4. Governance and structure

4.1 Project Steering Committee

The Project Steering Committee (PSC) is made up of EASA and representatives from the European Commission (EC) services, including DG MOVE, DG CLIMA, DG ENV, DG RTD, DG JRC and the Secretariat-General. The PSC is chaired by DG MOVE and has the following tasks:

- Provide guidance on the strategic direction of the project, including priority key technical tasks on the environmental impact of aviation non-CO₂ emissions that ANCEN should focus on to inform policy discussions;
- Facilitate discussions, coordination and sharing of information on research projects on the topic of non-CO₂ emissions (Horizon Europe, Clean Aviation, SESAR etc.); and
- Align the definition of the project Work Programme with relevant EU strategies.

4.2 Membership

In addition to the PSC, key experts representing major stakeholder groups with experience, position and/or knowledge considered relevant for ANCEN activities are invited by EASA to join the Network and facilitate coordination with experts within their respective groups.

Each of the following stakeholder groups will be represented by the following organisations:

- Policy
 - Member State representatives
- Intergovernmental organisations
 - Eurocontrol
- Research / Scientific community
 - Horizon Europe Programmes/Partnerships
 - Academia
 - Research organisations
 - Met Institutions
- Aviation Industry
 - Manufacturers
 - Airlines
 - ANSP
 - Fuel producers
- Civil society (NGOs)

The ANCEN membership list is kept updated by EASA and published on the ANCEN project website.

4.3 EASA

The Agency will be represented by the Technical Lead, Technical Experts and the Project Manager. EASA and its contractors will provide the Network Secretariat to facilitate coordination of all ANCEN activities, as well as the provision of technical expertise required to support the agreed ANCEN Work Programme.

4.4 Leadership Team

EASA will work with Focal Point(s) within stakeholder groups to represent and facilitate coordination. The Focal Point(s) will also support EASA in chairing the ANCEN meetings and facilitating technical agreements on the ANCEN Work Programme and deliverables.

4.5 Experts

Other active stakeholders, international partners or experts with required knowledge can be invited, as needed, to support the agreed ANCEN Work Programme, where relevant and after discussion with PSC.

4.6 Point of contact

Requests related to the Network should be addressed to the NONCO2 Research Project functional mailbox: ANCEN@easa.europa.eu

5. Working methods

5.1 Participation

Members commit to actively participate to the meetings and to contribute the ANCEN Work Programme.

5.2 Meetings

5.2.1 Organisation/frequency

One in-person ANCEN Plenary Meeting a year. Additional in-person and hybrid/virtual meetings will be held, as needed, to take forward the agreed Work Programme.

Unless agreed with EASA beforehand, travel and accommodation expenses are the responsibility of individual members.

5.2.2 Meeting documents

In coordination with the Leadership Team, the Network Secretariat will ensure the timely distribution of all documents before and after the meeting. The registry of actions and decisions will also be kept updated by the Secretariat.

5.3 Work Programme

The Work Programme, and subsequent outputs, are to be approved during the annual Plenary Meetings. Additional work items, as needed, could be initiated or approved at virtual meetings.

5.4 Collaborative platform

A digital platform will be used to share information and resources within ANCEN. Access to the platform will be restricted to Members and managed by the Network Secretariat.

6. Funding

The NONCO2 Research Project enabling the ANCEN activities is funded through the European Union Horizon Europe research and innovation programme.

Prior approval by EASA is required for ANCEN members to receive financial support to perform tasks under the ANCEN Work Programme.

7. Outputs/deliverables

The material developed by ANCEN, will be made available on the [NONCO2 Project website](#).

8. ToR approval and review

The ANCEN ToR are approved by the Members and updated, as needed, during the project.

9. Conduct and confidentiality

ANCEN members will be requested to acknowledge that they have read and understood the “*Code of Conduct for external experts supporting EASA and commitment on confidentiality*” and the related obligations.

Any external experts, paid or not paid, involved in this Research Project and providing support to EASA under a specific contract or otherwise nominated to support EASA shall also comply with the Code of Conduct and sign the respective authorisation form.