

# Case Study - Small Air Transport

## **CANNAPE as a Launchpad for Canadian-EU Cooperation in SAT Development**

*CANNAPE (Canadian Networking Aeronautics Project for Europe) is an EC-funded project, aimed at creating a platform for enhancing aeronautics and air transport research and development (R&D) cooperation between Europe and Canada, and to explore the potential for and, where appropriate, to promote the participation of Canadian stakeholders with their European counterparts in common activities.*

### **The Need**

The area of Small Air Transport (SAT) was identified as a promising topic for European-Canadian cooperation. Small aviation plays an important part in regional development, boosting employment, technical development and connectivity. **The further development of small aviation will require a change in the approach to the functioning of the entire transportation system.**

The evidence of large market demand for small aviation services has been confirmed by numerous studies. There have been two noteworthy projects dealing with small aviation funded by the European Commission: the European Personal Air Transport System (EPATS) with a budget of 280k Euro, completed in 2008; and the Small Air Transport Roadmap (SAT-Rdmp), worth 400k Euro, completed in 2012.

They estimate the European market for SAT at 43 mln flights per year, 89k personal aircraft (compared with the current 5k), representing 7% of future business trips, or 3% of total traffic in Europe. There are suitable aircraft designs which could be further improved. Direct discussions with Canadian partners showed possibilities for cooperation in joint development of new aircraft designs, taking into account the possibility of using the aircraft not just for passenger, but also cargo transport.

### **The Problem**

The issue which is key to unlocking the benefits of the unutilised potential of the SAT sector is regulatory change. Under the current framework, small and commercial aviation are treated identically, putting the former at a huge competitive disadvantage and seriously limiting the possibilities of its further development.

### **The Solution**

Any changes of regulation scheme for SAT requires involvement of a very large number of stakeholders (international organisations, national and European administration, economic and technology research communities). The majority of them are responsible for a planning and development of an integrated system transport solutions on European and world scale. The way to ensure the appropriate use of SAT for the benefit of the economy and society is to define its place within the European transport system and that is why it is necessary to undertake actions on improvement of an European transport system as a whole.

The Technology Partners Foundation, committed to launching a SAT-development project within the framework of European-Canadian cooperation, concluded that this could only be done in the context of a European system-wide project.

The interests of the diverse stakeholders can be bridged most effectively through a large-scale coordinated undertaking. Such a possibility is offered by the European Innovation Partnership (EIP) scheme.

“A European Innovation Partnership, as proposed in the Europe 2020 flagship Innovation Union, provides a framework that aims to break down “silo’s”, bringing together all relevant stakeholders across policies, across sectors and across borders to speed up innovations that address a major societal challenge, and gain competitive advantages for growth and job creation in Europe. In this way, partnerships should also contribute to the maintenance of a strong and sustainable manufacturing base in the EU. They will be organised around concrete and ambitious targets, agreed at political level, in areas of societal challenges that command broad public and political support. The achievement of these targets will require mobilising and linking up stakeholders, facilitating new ways of working together, making best use of the instruments that exist, aligning and pooling resources and filling gaps where necessary, addressing bottlenecks and obstacles (e.g. outdated regulation, lack of standards) and leveraging the demand-side (e.g. public procurement) across the whole value chain from research to market. The partnerships are thus a means of focusing resources and political energies on the key political priorities and bringing the benefits of innovation to people more quickly. They will be politically-driven. Their success will depend on strong commitment and ownership on the part of the co-legislators/budgetary authorities, as well as political endorsement from the Heads of State and Government.”

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## ***CANNAPE as a Launchpad for Canadian-EU Cooperation in SAT Development***

### **CANNAPE Intervention:**

The work performed and experience gained within the CANNAPE project, as well as the statements made in the Commission's Transport White Paper\* led to the development of the idea for a European Innovation Partnership in Transport:

- "The European transport system is inefficient. There is an obvious lack of cohesion in network development between the Member States. There is no appropriate economic analysis of the use of individual means of transport, and hence the investment programmes are inappropriate, taking into account the interests of the main lobbies (the automotive and aircraft industries and environmentalists). The lack of a cohesive transportation system hampers innovation by sanctioning regional divisions.
- The future prosperity of our continent will depend on the ability of all of its regions to remain fully and competitively integrated in the world economy. Efficient transport is vital in making this happen.
- European Transport is at a cross roads. Old challenges remain but new have come. Congestion is a major concern, in particular on the roads and in the sky, and compromises accessibility. In addition, transport infrastructure is unequally developed in the eastern and western parts of the EU which need to be brought together. There is increased pressure on public resources for infrastructure funding and a new approach to funding and pricing is needed"

### **Results:**

The initiative was unofficially discussed with Commission representatives and Members of the European Parliament, most recently on 26 March 2013 in the European Parliament during the "Wake up Europe: A call for action The Right Innovation Framework and Instruments to Secure Europe's Future Competitiveness and Living Standards debate organised by Knowledge4Innovation ([www.knowledge4innovation.eu](http://www.knowledge4innovation.eu)) and received a positive and in many cases enthusiastic reaction. At present, documentation relating to the initiative's implementation is being prepared. More details are available from Technology Partners, who can be emailed at [info@technologypartners.pl](mailto:info@technologypartners.pl).

\* *"Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system"*  
*Commission White Paper March 28, 2011*