THIRD CONFERENCE ON AVIATION AND ALTERNATIVE FUELS (CAAF/3)

Dubai, United Arab Emirates, 20 to 24 November 2023

SUMMARY OF DISCUSSIONS FOR
AGENDA ITEM 3

(Presented by the Secretariat)

Agenda Item 3: Assistance and capacity building for cleaner energy

1.   The Conference considered one Working Paper by the Secretariat, and seven Working Papers from States and International Organizations. A summary of these papers are detailed below.

2.   CAAF/3-WP/7 presented by the Secretariat provided information on possible means of implementation support for the development and deployment of cleaner energy for aviation, building upon the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, such as the exchange of information and best practices, supporting the delivery of feasibility studies, and facilitating partnerships and cooperation, as well as support under the ICAO State Action Plans initiative.

3.   CAAF/3-WP/11 presented by Oman provided information on the recent submission of its first voluntary State Action Plan, and expressed the intent of Oman to actively work alongside ICAO to support the development and deployment of SAF, LCAF and cleaner energies. Recommendations and outcomes from its recently concluded Forum, as well as the views to encourage States to promote understanding and build capacity in the development and deployment of alternative aviation fuels, and reaffirm the importance of youth participation in this field, were shared.

4.   CAAF/3-WP/15 presented by AFCAC on behalf of 54 African States provided views on encouraging member States, ICAO, regional and international organizations to develop targeted technical assistance and capacity building programs, including voluntary technology transfer, for all SAF/LCAF stakeholders in States, including African institutions, training centres, in all aspects of the SAF/LCAF value chain. Views on the need for a coordinated approach, as well as collaboration between ICAO, member States, aviation regional organizations, and other stakeholders, were also expressed.

5.   CAAF/3-WP/31 presented by Guatemala on behalf of the Central America States members of the Central American Corporation for Air Navigation Services (COCESNA[1]) provided views of how States should be encouraged to establish ownership strategies for the financing and application of SAF and LCAF technologies, and the need for cooperation and collaboration among stakeholders to achieve the LTAG. The view to request the timely intervention of ICAO for the establishment of mechanisms for the coordination of bilateral, multilateral, and south-south cooperation in technical and financial resources for

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[1] Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua

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the implementation of initiatives aimed at the research and development of SAF and LCAF in States was also expressed.

6.   CAAF/3-WP/20 presented by Spain on behalf of the EU and its Member States, the other Member States of the ECAC, and EUROCONTROL, provided information on how assistance and capacity building could play a central role in supporting the development, production and use of SAF around the world. Additional information on European contributions to assistance and capacity building, and views on how assistance and capacity building should contribute to greater geographical distribution of SAF production around the world, and support for the ICAO ACT-SAF initiative and other bilateral and multilateral initiatives, were also expressed.

7.   CAAF/3-WP/24 presented by ATAG, ACI, CANSO, IATA, IBAC and ICCAIA outlined industry's perspective on capacity building and tools to support global SAF supply development. Views emphasizing the importance of ensuring no country is left behind, economic opportunities in SAF development and deployment, need for tailored support, and how ICAO in partnership with the industry could provide technical assistance, facilitate technology transfer and encourage capacity-building projects, particularly through the ACT-SAF programme were also expressed.

8.   The Chairperson acknowledged the views expressed in CAAF/3-WP/30, Revision No. 1, and CAAF/3-WP/32 regarding assistance and capacity building for cleaner energy, which were presented during Agenda Item 2: *Supporting policies to promote the development and deployment of cleaner energy for aviation*.

9.   The Chairperson also acknowledged the contribution of the following Information Papers to the Conference: CAAF/3-IPs 1, 2, 3 and 4 by the Secretariat, CAAF/3-IP/10 by the IACAC, and CAAF/3-IP/11 by China.

10.   During the following interventions, States and organizations expressed the importance of tailored and targeted assistance, and capacity building for the global scale-up in the development and deployment of SAF, LCAF, and other aviation cleaner energies, across all regions, including through the ICAO ACT-SAF programme, State Action Plan initiative, and many bilateral and multilateral partnerships and projects.

11.   There was general consensus that assistance and capacity-building efforts had to be tailored and targeted, and provided in a transparent and inclusive manner, with the solidarity among States and under the spirit of the ICAO's *No Country Left Behind* initiative.

12.   Efforts through the ongoing ACT-SAF programme involving 140 partners under ICAO's coordinated approach were commended. Through its partnerships, ACT-SAF had been providing support by facilitating timely access to information, best practices, training, and feasibility studies, which was made possible through financial and in-kind contributions from States and Organizations. The need to monitor progress on the capacity building and implementation support was also highlighted.

13.   Technology transfer was also recognized as an important factor that would facilitate developing countries and States with particular needs to reap the economic opportunities and benefit from cleaner energy development, supporting the geographical balance of aviation cleaner energy production across all regions. The Conference also recognized the close linkage between Building Block 3 – *Implementation Support*, and Building Block 4 – *Financing*.

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