



WORKING PAPER

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

Dubai, United Arab Emirates, 20 to 24 November 2023

Agenda Item 1: Setting the scene– Latest developments in cleaner energy technology for international aviation and its contribution to the Long-Term Global Aspirational Goal

INITIATIVE TO ACCELERATE THE DEVELOPMENT, PRODUCTION AND DEPLOYMENT OF SAF, LCAF AND OTHER CLEANER ENERGY FOR AVIATION IN AFRICA

(Presented by African Civil Aviation Commission (AFCAC) on behalf of its 54² Member States)

SUMMARY

This working paper presents the initiative to accelerate the development, production and deployment of SAF/LCAF in Africa.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The 41st ICAO Assembly adopted Resolution A41-21, where States resolved to work together towards a collective global long-term aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050.

1.2 The resolution recognizes that each State’s special circumstances and respective capabilities (e.g. the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe”.

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d’Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe

1.3 In taking the Resolution, States requested the ICAO Council to **convene CAAF/3 in 2023 for reviewing the 2050 ICAO Vision for SAF**, including LCAF and other cleaner energy sources for aviation, **in order to define a global framework** in line with the No Country Left Behind (NCLB) initiative and taking into account national circumstances and capabilities having considered that fuels (SAF, LCAF and other renewable energy sources for aviation presented the greatest potential towards the achievement of LTAG.

2. DISCUSSIONS

2.1 Paragraph 27(a) of the Resolution A41-21 requests States to set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate research, development, deployment and use of cleaner and renewable energy sources for aviation, including the use of sustainable aviation fuel (SAF) and lower carbon aviation fuel (LCAF), in accordance with their national circumstances;

2.2 In support of the ICAO Assembly Resolution A41-21, African States through AFCAC have taken the initiative to accelerate the development, production and deployment of SAF, LCAF and other cleaner energy sources for aviation.

2.3 The initiative focuses on four key pillars namely;

- Development and Harmonization of Policies in Africa to promote SAF/LCAF development, production and deployment in African States, attract appropriate technology and financing to enable building of SAF/LCAF production facilities in African States.
- Institutional, Human and Technical Capacity enhancement in African States and Regional Economic Communities (RECs) to support implementation of SAF/LCAF initiatives in Africa including building of SAF/LCAF producing facilities in African States.
- Technical Feasibility studies/assessments on the potential of SAF/LCAF as a basis for public and private investment in SAF/LCAF production in Africa.
- Resource mobilization and lobbying through the African Union and its development partners as well as all other available funding sources to provide funding for building of SAF/LCAF production projects in African States.

2.4 Currently, the production levels of SAF, LCAF and cleaner energies are still extremely low at only 0.2 per cent of all aviation fuel use according to ICAO's assessment. In this regard, development, production and deployment of such fuels and cleaner energy need to be accelerated in an economically feasible, cost effective, socially and in an environmentally acceptable manner in all regions of the world.

2.5 The potential low level of availability of such fuels, the potentially higher cost of such fuels compared to the conventional fuels in use today, the perceived higher risk in investing in such SAF/LCAF projects and the concentration of production in a small number of States, exclusively outside the African region are to be addressed by the initiative.

2.6 It is imperative that the global aviation industry collectively ensures that the global framework agreed by the CAAF/3 enables an acceleration of development, production and

deployment of SAF, LCAF and cleaner energies in all regions by providing a fair and equal opportunity to participate across the value chain, from feedstock to fuel production and use.

2.7 The agreed metric measurement should thus be based on volumes of fuels produced so as to address the current low amounts available today. Policies to be agreed should promote the actual SAF/LCAF production and deployment in all States, attract appropriate technology and financing to enable building of SAF production facilities in all regions.

2.8 In regards to implementation support, a robust technical capacity enhancement and institutional strengthening program is required to support efforts by all regions to contribute to the LTAG. Finally, the global framework shall address mechanisms for access to affordable financing and funding from financial institutions such as development banks, better access to private investment capabilities, establishment of climate financing/funding under the auspices of ICAO as requested by the 41st ICAO Assembly to support Developing States to accelerate efforts to develop and deploy SAF/LCAF and cleaner energies for aviation.

2.9 Finally, a simple, clear and easy to access financing framework as requested by the 41st ICAO Assembly should be availed to support all regions especially developing States accelerate efforts to develop, produce and deploy SAF/LCAF and cleaner energies for aviation.

3. CONCLUSION

3.1 The initiative to accelerate the development, production and deployment of SAF/LCAF and other cleaner energy for aviation in Africa contributes to the achievement of the LTAG by encouraging a rapid ramp up in Africa thus supporting the global efforts to address the current low levels of SAF/LCAF availability.

3.2 CAAF/3 is convened to **review the 2050 ICAO Vision for SAF**, including LCAF and other cleaner energy sources for aviation, **in order to define a global framework** in line with the No Country Left Behind (NCLB) initiative and taking into account national circumstances and capabilities having considered that fuels (SAF, LCAF and other renewable energy sources) for aviation presented the greatest potential towards the achievement of LTAG.

3.3 It is envisioned that the global framework will facilitate the global scale-up of SAF, LCAF and other aviation cleaner energies by providing greater clarity, consistency and predictability to all stakeholders, including those beyond the aviation sector, on the policies, regulations, implementation support, and financing and investments required, to ensure all States have equal opportunities to contribute to, and benefit from, the expected emissions reductions from such aviation cleaner energies

4. ACTION BY THE CAAF/3

4.1 The CAAF/3 is invited to:

- a) note the information in this Working Paper and acknowledge the initiative as an important collective effort by African States in support of the LTAG; and

- b) adopt a global framework comprising of policies that promotes actual SAF/LCAF development, production and deployment in all States especially developing States, attracts appropriate technology and financing to enable building of SAF production facilities in all regions.

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