



WORKING PAPER

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

Dubai, United Arab Emirates, 20 to 24 November 2023

Agenda Item 2: Supporting policies to promote the development and deployment of cleaner energy for aviation

**NEED FOR BALANCED POLICIES TO CONSISTENTLY PROMOTE DEVELOPMENT,
PRODUCTION AND DEPLOYMENT OF SAF/LCAF AND OTHER CLEANER ENERGY FOR
AVIATION GLOBALLY**

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

SUMMARY

AFCAC on behalf of its 54 member States emphasizes the need for ICAO to continue its leadership for the development and growth of international civil aviation, including the sustainable development of air transport, and work together with its Member States, other international organizations and interested parties in a constructive manner to serve the entire aviation sector in supporting policies to promote the development, production and deployment of cleaner energy for aviation with the ultimate goal of a policy that ensures a balanced approach, harmonised and as far as possible cover the circumstances of developing countries especially the African States. This Working Paper presents the views of AFCAC member States on CAAF policies.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 During the 41st ICAO Assembly, member States adopted Resolution A41-21. The Resolution requests Member States to set a coordinated approach within their national administrations for policy actions and investment to speed up research, development, deployment, and utilization of cleaner

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.

and renewable aviation energy sources, such as sustainable aviation fuel (SAF) and lower carbon aviation fuel (LCAF), taking into account their individual circumstances. Additionally, they are encouraged to explore incentives as a means to promote the deployment and adoption of these cleaner energy sources in aviation towards the attainment of LTAG.

1.2 These SAF/LCAF adoption strategies includes coordinated approaches that seek to create policies that have shared elements and general requirements, informed by proven, viable, efficient, and cost-effective practices, as well as insights gained from existing policies.

1.3 African States through AFCAC intend to harmonize policies in Africa to promote SAF/LCAF development, production and deployment while attracting appropriate technology and financing to enable building of SAF/LCAF production facilities in African States to address the current low level of SAF/LCAF availability globally and especially in developing countries.

1.4 Hence there is a need for African countries to develop and harmonize policies that promote consistent development, production and deployment of SAF/LCAF in Africa as well as ensure that Africa is not only considered as a source of feedstock (SAF/LCAF is produced elsewhere and thereafter brought back to Africa at a higher cost). Whereas, Africa represents not more than 10% of the States that intend to mitigate carbon emissions through SAF in their ICAO State Action Plans.

2. **DISCUSSIONS.**

2.1 Through AFCAC, African States strive to accelerate the development, production and utilization of SAF/LCAF in Africa. This is in line with the growth of air transport in Africa and the global aviation environmental goals outlined in ICAO Assembly Resolution A41-21. The initiative has four main objectives: Development and Harmonization of Policies, Capacity Building, Technical Feasibility Studies/Assessments and Resource Mobilization and Advocacy. These efforts aim to establish SAF/LCAF production facilities in African nations.

2.2 Accelerating and promoting the accessibility and cost-effective production of SAF/LCAF is challenging due to barriers like higher production costs, SAF/LCAF production in a small number of States, limited infrastructure, and perceived financing risks. Policy interventions are needed to globally scale up SAF/LCAF production from its current small-scale and concentrated status despite its proven technical viability.

2.3 To establish a successful global SAF/LCAF production sector, acknowledging that requirements for supportive policies is vital. Different States offer unique opportunities for SAF/LCAF production due to climate, agriculture, resources, and economics variations. Furthermore, political, regulatory, and economic factors vary among States. Thus, there is no universal approach for effective SAF/LCAF policies; however, a collaborative and well-considered strategy is needed to support policy implementation.

2.4 African States recognize that balanced policies that ensures technological transfers, attract financing and de risks investments will promote the accelerated development, production and deployment of SAF/LCAF and other cleaner energy sources in all regions.

3. CONCLUSION

3.1 Many African States are most vulnerable to the effects of climate change. The States are reliant on civil aviation for connectivity. For the States to take rapid action in the transition to the collective LTAG of net zero by 2050, the global framework to be agreed by the CAAF/3 must ensure that the low levels of SAF/LCAF is addressed and that the framework to be adopted at CAAF/3 will enable implementation of policies that allow technological transfers in all regions, attract financing for States to develop, produce and deploy SAF/LCAF and other cleaner energy for aviation.

3.2 A balanced policy that is harmonized as far as possible to take into account the circumstances of all States is necessary. The global framework must ensure that the supporting policy proposals will enable full technological transfer and attract investments to developing States so that the development, production and deployment of SAF/LCAF is done in all regions of the world especially in developing countries.

4. ACTION BY THE CAAF/3

4.1 The CAAF/3 is invited to:

- a) note the information presented in this Working Paper;
- b) adopt a global framework with balanced policies, enable technological transfers, attracts financing to allow States develop, produce and deploy SAF/LCAF and other cleaner energy for aviation; and
- c) encourage ICAO, member States and partners to explore availability of policies that will enable technological transfers to African States so that development and production of SAF/LCAF is undertaken in Africa simultaneously with other regions of the world.

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