



WORKING PAPER

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

Dubai, United Arab Emirates, 20 to 24 November 2023

Agenda Item 5: Reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework

**VIEWS OF AFCAC AND ITS MEMBER STATES ON THE 2050 ICAO VISION FOR SAF/LCAF
AND THE GLOBAL FRAMEWORK**

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

SUMMARY

This working paper presents the views of member States of AFCAC regarding updating the “2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework” and to facilitate the negotiation process with respect to the CAAF/3 outcomes.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The second ICAO Conference on Aviation Alternative Fuels (CAAF/2) held in Mexico City in October 2017 adopted Recommendations and subsequently a Declaration that was approved for further work by ICAO, Member States and other stakeholders. As part of the Declaration, the Conference endorsed the **2050 ICAO Vision for Sustainable Aviation Fuels** as a living inspirational path and calls on States, industry and other stakeholders, for a significant proportion of conventional aviation fuels to be substituted with sustainable aviation fuels by 2050. The ICAO Council endorsed the Declaration during its March 2018 Council Session.

1.2 The Conference noted that this path is based on the assumptions of a progressive increased use of SAF, and should be periodically reviewed through a stocktaking process to continuously assess progress on the SAF development and deployment, including the necessity to consider policies and actions.

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, 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, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

To that end, there have been regular workshops and seminars leading the convening of CAAF/3, with a view to updating the 2050 ICAO Vision, recognizing that the sustainability of aviation fuels is of essential importance to the efforts to reduce international aviation CO₂ emissions.

1.3 The achievement of the ICAO global Long Term Aspirational Goals (**LTAG**), adopted by the ICAO Assembly in Resolution A41-21, shall require adequate financial resources to enable effective response to the challenges of global climate change. The growing commitment of ICAO partners to support ICAO's capacity building and assistance efforts demonstrates how critical these activities are to the achievement of ICAO's global aspirational goals. To that end, ICAO and its Member States, in collaboration with the aviation industry and other stakeholders, will work together to pursue any opportunities to implement necessary policies, technology and financing measures, with an increasing proportion of SAF into the fuel supply over time towards the 2050 ICAO Vision, without any attribution of specific obligations or commitments to individual States.

2. DISCUSSIONS

2.1 The AFCAC member States have committed to all the efforts to reach a consensus regarding the CAAF/3 outcomes. The AFCAC member States' views regarding to updating the "2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation, in order to define a global framework" have been developed in the course of discussions of CAAF/3 across each of the four building blocks: policy and planning; regulatory framework; implementation support; and financing. AFCAC views are based on main principles – such as but not limited to – the following:

- No particular region is left behind in developing, producing and deploying SAF/LCAF **and other cleaner energy for aviation**. The global framework must promote the accelerated development, production and deployment of SAF/LCAF and other cleaner energy for aviation in all regions especially in developing States.
- **Cost and affordability** are central issues to implement policies in support of the Vision. Noting that the price differential of SAF/LCAF is higher compared to conventional jet fuels today, the global framework must address availability, reliability and affordability of SAF/LCAF and its cost impacts on air fares. The 2050 ICAO vision should be feasible and not negatively impacting the growth of air transport especially in developing States.
- Any potential targets or any amount of SAF/LCAF and other cleaner energy for aviation to replace conventional fuels to be a global target without attribution or commitment of individual State target;
- The global framework must take into account special circumstances and respective capabilities of States, in particular developing countries; maturity of aviation markets, the sustainable growth of the international aviation industry and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed;
- All the expected outcomes, inter alia, **Capacity Building, Technology Transfer and Financial Resources availability** are linked to any Global Framework and are included in the declaration of the CAAF/3.;
- The global framework shall be supported by a robust and targeted institutional strengthening and capacity building, technology transfers and access to new and additional financing to all States especially to developing countries in line with No Country Left Behind. In particular for financing,

the global framework shall ensure simple, clear and easily accessible financing or funding (both public and private) for the development, production and deployment of SAF/LCAF.

- Considering that virtual marketplace concepts as referenced under the draft outcomes document are still under technical assessments by CAEP, further analysis on the feasibility of such concepts should be fully analyzed by CAEP on a technical level to clearly define the functioning of such systems, its impacts on international aviation and the plan to accelerate the development, production and deployment of SAF/LCAF.

3. CONCLUSIONS

3.1 Assembly Resolution A41-21 recognizes that the means of implementation commensurate to the level of ambition, including financing, will promote the achievement of the LTAG.

3.2 In defining the global framework consideration must be given to set feasible interventions so as not to negatively impacting the growth of air transport especially in developing States.

3.3 Substantial investment is required to support accelerated development, production and deployment of SAF/LCAF in Developing States, especially African States where there is no production. To attract relevant financial flows to de-risk SAF/LCAF development, production and deployment in Africa, Member States shall discuss, agree and commitment on a new and trackable quantified funding and concrete actions in facilitating access to affordable financial services from public financial institutions such as development banks.

3.4 The technology for **SAF/LCAF and other cleaner energy for** aviation production are not available for all countries and some of them are not mature and ready yet to be deployed. So, SAF, LCAF and other aviation cleaner energies need to be developed and deployed in an economically feasible, cost-effective and socially and environmentally acceptable manner and in accordance with special national circumstances and respective capabilities “**SCRC**”.

3.5 It is important to highlight, in the Global Framework, that the actions undertaken by ICAO are part of a larger multilateral effort to combat climate change and are consistent, especially when it comes to means of implementation and financing.

4. ACTION BY THE CAAF/3

4.1 The CAAF/3 is invited to:

- a) note the information presented in this WP;
- b) discuss and consider the views presented in this WP; and
- c) agree that the views of AFCAC member States regarding to updating the “**2050 ICAO Vision for SAF, including LCAF and other cleaner energy for aviation**” to be fully reflected in the CAAF/3 outcomes, in order to define a global framework.