



WORKING PAPER

ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change

**ADVANCING THE DEVELOPMENT OF SUSTAINABLE AVIATION FUELS (SAF)
IN NIGERIA**

(Presented by Nigeria)

EXECUTIVE SUMMARY

This paper reports on Nigeria’s efforts and initiatives on the development and deployment of Sustainable Aviation Fuels (SAF), Low-Carbon Aviation Fuel (LCAF) and other aviation cleaner energies, through concerted stakeholders’ engagements. These engagements have resulted in putting in place the required policy, stakeholders’ commitments and on-going development of a Feasibility Report with the support of the European Aviation Safety Agency (EASA), amongst others.

For Nigeria to achieve the expected objectives, including joining global action to accelerate the global scale in the development and deployment of SAF, LCAF and other aviation cleaner energies, necessary support including capacity building and financing will be required just like other developing States.

Action: The Assembly is invited to:

- a) recognize the progress and commitment made by Nigeria on the development and deployment of Sustainable Aviation Fuels (SAF);
- b) request the Council to continue to support States, particularly developing States, in capacity building and technology transfer; and
- c) request the Council to make it easier for States particularly developing States to secure funding by ensuring clear pathway in the operationalization of ICAO Finvest Hub for decarbonization projects including SAF, LCAF and other cleaner energies.

<i>Strategic Goals:</i>	This working paper relates to the Strategic Goal – <i>Aviation is Environmentally Sustainable.</i>
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<i>Financial implications:</i>	N/A
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<i>References:</i>	Convention on International Civil Aviation (Doc 7300/9) Annex 16, Vol. IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) A41-21, <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change.</i> ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies (Adopted by CAAF/3 on 24 November 2023).
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1. INTRODUCTION

1.1 Sequel to Assembly Resolution A41-21- Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change, Nigeria organized its first consultative meeting on Sustainable Aviation Fuels (SAF) in October 2023. This inaugural session familiarized officials of Ministries, Department and Agencies in the aviation sector, oil and gas sector, airlines, standardization agencies and the finance sectors on ICAO’s initiatives on SAF and Low-Carbon Aviation Fuel (LCAF) and other aviation cleaner energies. The meeting agreed that Nigeria should develop a national roadmap and conduct a feasibility study on SAF and LCAF and urged the Nigerian Civil Aviation Authority (NCAA) to work with the National Council on Climate Change Secretariat (NCCCS) so that sustainable aviation fuels can be included in the National Energy Transition Plan.

1.2 In November 2024, the second consultative engagement, was held in collaboration with NCCCS and technical support provided by the European Union Aviation Safety Agency (EASA) under the Assistance Capacity Training on Sustainable Aviation Fuels (ACT-SAF) - European Union Africa-Indian Project (Part II). The meeting adopted a draft SAF Short-Term Action Plan, endorsed the need for a comprehensive feasibility study with EASA support, and proposed initial working groups on fuel standards, sustainability, policy and a Direct Supply Line (DSL). The importance of involving refineries, financiers and the agriculture ministry fully into the process was also highlighted.

1.3 The third engagement held on May 2025 focussed on propelling the initiative from planning towards hands-on implementation of Nigeria's Sustainable Aviation Fuels (SAF), with strategies on identifying access to finance for SAF production projects. These meeting had in attendance stakeholders” from some African States. The sessions included presentations, panel discussions, pitch sessions, and in-depth discussions on:

- a) bankability and risk-sharing models;
- b) the role of Feedstock, Offtake Agreements, and FID in SAF project structuring;
- c) financing mechanisms such as blended finance, climate bonds, and carbon credits;
- d) de-risking strategies for first-of-a-kind SAF plants;
- e) the FINVEST Hub and its potential application in African SAF financing; and
- f) legal and technical perspectives on project execution and commissioning.

It also witnessed the inauguration of the Technical Working Groups on the feasibility study with the support of EASA.

2. DISCUSSIONS

2.1 Assembly Resolution A41-21- Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change noted that, in order to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures are all needed to reduce emissions.

2.2 Accordingly, the third Conference on Aviation Alternative Fuels (CAAF/3) adopted the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies in November 2023. The Framework recognized that achieving the LTAG requires a comprehensive approach and that Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies are expected to have the largest contribution to aviation CO₂ emissions reduction by 2050.

2.3 In addition the ICAO Global Framework highlighted that whilst there are increasing initiatives to develop and deploy these fuels, current production levels of these fuels are still extremely low at only 0.2 per cent of all aviation fuel use and there is a need for urgent global action to accelerate the global scale up in development and deployment of SAF, LCAF and other aviation cleaner energies to achieve the LTAG.

2.4 Consequently, Nigeria, like many other ICAO Member States initiated required policies on the development and deployment of SAF, LCAF and other cleaner energies through concerted stakeholders' engagements. These engagements, which have resulted in meaningful achievements and progress including the on-going development of a Feasibility Report with the support of EASA.

2.5 Initial evaluation has however highlighted the need for continuous support in the areas of capacity building for the development of skilled workforce, research & development, Finance and resource mobilization. These needs are not peculiar to Nigeria but to many other developing States that have also taken the initiative to develop and deploy SAF, LCAF and other cleaner energies.

2.6 Achieving the objective of SAF, LCAF and other cleaner energies in Nigeria will require capacity building and enhanced development of expertise on feedstock, sustainability, refining, quality testing and market for SAF and biodiesel, identified to advance studies. Technology transfer is also key in the deployment of SAF, LCAF and other cleaner energies in Nigeria. There will also be the need to enhance the expertise of Regulators to help support the development and deployment of SAF, LCAF and other cleaner energies.

2.7 There is need to attract investments and access finances for the development and production of SAF, which require large upfront capital investments in feedstock collection, bio-refineries, blending infrastructure, and distribution networks. The recently launched ICAO Finvest Hub that was a response to Assembly Resolution A41-21, paragraph 18 (a) is aimed at securing funding for aviation sustainability projects, such as sustainable aviation fuel (SAF) production, clean energy infrastructure and decarbonization initiatives, by connecting projects with investors worldwide. Also, it was concluded during the Aviation Climate Week 2025, that to accelerate global action on Net Zero Emissions by 2050, there must be focus on facilitating access to finance for aviation decarbonization projects. Nigeria and many developing States where low interest funding is difficult to access, will require intentional support to encourage investment and access to funding for these initiatives. Nigeria like many other developing States therefore look forward to benefiting from the ICAO Finvest Hub for the development and deployment of SAF, LCAF and other aviation cleaner energies.

3. **CONCLUSIONS**

3.1 Nigeria has demonstrated its commitment to the development and deployment of Sustainable Aviation Fuels with positive policies and stakeholders' engagement. Nigeria is a State with favourable climate, land availability, abundant biomass, existing refineries and vibrant aviation market. However, to realize the objectives of this laudable ICAO initiatives, Nigeria and other committed developing States will require necessary support in capacity building and financing.

4. **ACTION REQUIRED**

4.1 The Assembly is invited to:

- a) recognize the progress and commitment made by Nigeria on the development and deployment of Sustainable Aviation Fuels (SAF);
- b) request the Council to continue to support States, particularly developing States, in capacity building and technology transfer; and
- c) request the Council to make it easier for States particularly developing States to secure funding by ensuring clear pathway in the operationalization of ICAO Finvest Hub for decarbonization projects including SAF, LCAF and other cleaner energies.

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