



WORKING PAPER

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

Dubai, United Arab Emirates, 20 to 24 November 2023

Agenda Item 3: Assistance and capacity building for cleaner energy

**NEED FOR TARGETED TECHNICAL ASSISTANCE AND CAPACITY-BUILDING FOR ALL
SAF/LCAF STAKEHOLDERS IN AFRICAN STATES**

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

SUMMARY

The purpose of this working paper is to outline the importance and necessity targeted capacity-building programs and partnerships. The challenge of rapid global development, production and deployment of SAF/LCAF will only be realized and achieved through a common, solid understanding and knowledge for all States. To this end, it is necessary to set up targeted technical assistance and capacity-building programs for all SAF/LCAF stakeholders especially for African States, including all institutions involved in the SAF/LCAF value chain.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 At the 41st Assembly, ICAO Member States adopted a long-term global aspirational goal (LTAG) for international aviation of zero net carbon emissions by 2050, in support of the Paris temperature goal - Resolution A41-21: Summary of ICAO's standing policy and practice in the field of environmental protection - Climate change.

1.2 During the 41st Session of the ICAO Assembly, ICAO Member States requested the Council to encourage capacity building, means of implementation, technology transfer and scientific

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

research, particularly for developing countries, affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible.

2. DISCUSSION

2.1 AFCAC member States welcome the progress made towards the deployment and use of SAF/LCAF. They therefore fully support initiatives such as ICAO's ACT SAF and AFCAC's initiative for the acceleration of development, production and deployment of SAF/LCAF in Africa.

2.2 Resolution A41-21, in paragraph 18 c) underlines the fact that while the establishment by ICAO of the Sustainable Aviation Fuels Assistance, Capacity Building and Training (ACT-SAF) Programme is to be welcomed, it should be expanded to strengthen support for the implementation of other emission reduction measures under an ICAO ACT-LTAG programme, such as LCAF and other cleaner aviation energy sources.

2.3 Resolution, A41-21, paragraph 18 d), calls on the Council to encourage the voluntary transfer of technology, in particular to developing countries and States with special needs, including African States, to enable them to adapt the latest technologies and strengthen their contribution to achieving the ambitious long-term goal.

2.4 The LTAG report shows that SAF/LCAF has the greatest potential for reducing CO₂ emissions from international aviation. So, under the No Country Left Behind initiative, all States, especially developing countries, including African states, must be given the opportunity to participate in achieving the collective goal, of course, according to the social, economic and environmental sustainability dimensions of each State.

2.5 There is a need for collaboration of various stakeholders involved in the SAF/LCAF agenda. The Stakeholders include ICAO member States, civil aviation authorities, national fuel and energy authorities, the aviation industry (manufacturers, operators), the alternative and conventional fuel industry, academia, financial institutions (development banks, private banks, funds), civil society organizations and associations interested in aviation-related climate change action.

2.6 The coordinated approach to SAF/LCAF development, production and deployment must extend capacity-building and technology transfer activities to the institutions and stakeholders identified in the deployment and use of SAF/LCAF. This will enable African institutions, universities and experts to be trained and empowered to effectively support decarbonization.

3. CONCLUSION

3.1 Many African States are the most vulnerable to the effects of climate change. States depend on civil aviation for connectivity; however, they are not as well equipped to take rapid action in the transition to the deployment and use of SAF/LCAF. The Resolution recognizes the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs.

4. **ACTION BY THE CAAF/3**

4.1 The CAAF/3 is invited to:

- a) note the information contained in this working paper;
- b) encourage Member States, ICAO and regional and international organizations to develop targeted technical assistance and capacity building programs for all SAF/LCAF stakeholders in States, including African institutions, universities, training centers, in all aspects of the SAF/LCAF value chain;
- c) encourage Member States, ICAO and regional and international organizations to promote and support initiatives aimed at promoting capacity building in African institutions including voluntary technology transfer, for all SAF/LCAF stakeholders in States, African institutions, training centers involved in all aspects of the SAF/LCAF value chain; and
- d) request ICAO to collaborate with all States and aviation regional Organizations in the development and implementation of capacity building programs for all States especially those in developing countries.

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