



WORKING PAPER

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

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Agenda Item 3: Assistance and capacity building for cleaner energy

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

**ASSISTANCE AND CAPACITY BUILDING TO SUPPORT SAF DEVELOPMENT,
PRODUCTION AND USE**

(Presented by Spain on behalf of the European Union and its Member States¹, the other Member States of the European Civil Aviation Conference² and EUROCONTROL)

SUMMARY

Assistance and Capacity building can play a central role in supporting the development, production and use of Sustainable Aviation Fuels (SAF) around the world. This working paper details the benefits of assistance and capacity building on SAF. It also presents the support provided by the European States, the European Union and the European Civil Aviation Conference to this global effort.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 When adopting the Long-Term Aspirational Goal of net-zero CO₂ emissions for international aviation by 2050 (LTAG), the ICAO Assembly, in its Resolution A41-21, recognised the importance of assistance and capacity building and invited ICAO States to support this effort.

1.2 The ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme is essential to support the development and deployment of sustainable aviation fuels (SAF), including the establishment of partnerships among States and relevant stakeholders. In addition

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and United Kingdom.

to this programme, the contribution of other activities of assistance and capacity building, at bilateral, regional or multilateral level, to support the development, production and use of SAF is also crucial and should be recognised.

2. THE ROLE OF ASSISTANCE AND CAPACITY BUILDING IN SUPPORTING SAF DEVELOPMENT, PRODUCTION AND USE

2.1 We reaffirm our strong commitment and support to the ICAO *No Country Left Behind* (NCLB) initiative and recognise the central role of assistance and capacity building in supporting the development and production of SAF, notably in developing countries. Inclusivity and solidarity should remain core principles of the clean energy transition. The implementation of the global framework should allow to reconcile with LTAG the crucial role played by international aviation in providing connectivity and fostering socio-economic development.

2.2 Assistance and capacity building activities, such as feasibility studies, development of value chains, alliances and similar initiatives, and facilitation of the process of certification contribute to strengthening the bankability of SAF investment projects. They help decrease investment risk and increase the attractiveness of SAF production projects to investors. In particular, many States and regions can benefit from capacity building to identify business opportunities and acquire technical expertise including on accessing finance.

2.3 Whereas all ICAO States have the potential to benefit from the economic growth generated by the development, production and use of SAF; some States, notably developing countries, are in particular need of assistance and capacity building in order to map resources, build knowledge and capabilities, develop roadmaps, and ultimately produce SAF.

2.4 Assistance and capacity building can also contribute to a greater geographical distribution of SAF production around the world, and notably developing countries, by identifying potential feedstock as well as their local processing with a view to produce SAF in these States.

2.5 It is therefore essential to assist States in contributing to the achievement of the net-zero CO₂ emissions goal via a greater development, production and use of SAF. This can notably take the form of feasibility studies, economic studies, and other capacity building activities such as developing value chains and facilitating the qualification and certification of fuels produced everywhere in the world under the CORSIA global sustainability framework.

3. EUROPEAN CONTRIBUTION TO ASSISTANCE AND CAPACITY BUILDING ON SAF

3.1 The European States, the European Union and the European Civil Aviation Conference are already contributing to this effort and are committed to pursue their support.

3.2 The assistance and capacity building activities on SAF funded by the European Union that have already taken place or are ongoing, focusing on States in Africa, Asia and Latin America, are presented in the Appendix.

3.3 In addition to these numerous activities, the European States, the European Union and the European Civil Aviation Conference have also committed over the past months to support additional assistance and capacity building on SAF. Those include *inter alia* the following:

- Funding by the European Union of a EUR1.6 million (CAD 2.3 million) project to be implemented by ICAO for 10 feasibility studies on SAF (India and African States);
- Funding by the European Union of a EUR 2,4 million (CAD 3.48 million) project to be implemented by the European Union Aviation Safety Agency (EASA) to foster local SAF value chains and support economic entities in obtaining sustainability and technical certification for SAF (in India and a dozen African States);
- Funding by the European Union in the form of secondment of staff in relation to ACT-SAF;
- Voluntary contribution from France for an amount of USD 750,000 (CAD 1,029,000), in the form of a voluntary contribution to the ICAO Environment Fund and the secondment of staff in relation to ACT-SAF;
- Voluntary contribution from the United Kingdom for an amount of £450,000 (CAD 750,000) to the ICAO Environment Fund to support SAF feasibility studies in States with particular needs;
- The UK has also announced it will provide direct SAF capacity building for three States before the end of March 2024, in support of ACT-SAF, an initial programme worth £120,000 (CAD 200,000) this year and expected to be expanded next year;
- Voluntary contribution from the Netherlands for an amount of €500,000 (CAD 718,000) to the Voluntary Environment Fund;
- ECAC's programme of SAF capacity building and training, including workshops and webinars;
- Funding by the European Bank for Reconstruction and Development of feasibility studies and capacity building activities (Kazakhstan, Egypt).

4. ACTION BY THE CAAF/3

4.1 The CAAF/3 is invited to:

- a) reaffirm that assistance and capacity building should contribute to greater geographical distribution of SAF production around the world, thereby supporting the identification of both feedstock and potential for local production of SAF;
- b) recognise the central role of assistance and capacity building in supporting the development, production and use of SAF across the world;
- c) welcome the contribution of the European States, the European Union and the European Civil Aviation Conference to assistance and capacity building on SAF in ICAO States, in particular in developing countries, and invite all ICAO States and regions to contribute to this effort; and
- d) commend ICAO for developing the ACT-SAF initiative, and welcome other bilateral and multilateral assistance and capacity building initiatives.

APPENDIX

**ONGOING/ CONCLUDED ASSISTANCE AND CAPACITY BUILDING ACTIVITIES ON SAF
FUNDED BY THE EUROPEAN UNION**

Implementing organisation	Assistance/ Capacity building activity	Partner State/region
ICAO	Feasibility studies	<ul style="list-style-type: none"> o Kenya o Trinidad and Tobago o Burkina Faso o Dominic Republic
ICAO	Feasibility studies	<ul style="list-style-type: none"> o Cote d'Ivoire o Rwanda o Zimbabwe
EASA	Raise awareness and understanding on SAF (Regional) Support development/ implementation of SAF Roadmaps (Bilateral) Targeted capacity building (Regional/ Bilateral) Valorisation of feedstock and adoption of technology (Bilateral) Assistance to define and launch direct supply lines (Bilateral)	<ul style="list-style-type: none"> o Brunei o Cambodia o Indonesia (Bilateral) o Lao People's Democratic Republic o Malaysia (Bilateral) o Myanmar o Philippines (Bilateral) o Singapore o Thailand (Bilateral) o Vietnam (Bilateral)
EASA	Targeted capacity building, facilitating SAF production and certification (Bilateral)	<ul style="list-style-type: none"> o China (Bilateral) o Republic of Korea (Bilateral) o Japan (Bilateral)
EASA	Capacity building on SAF (Regional)	<ul style="list-style-type: none"> o Bhutan o Bangladesh o India o Maldives o Nepal o Pakistan o Sri Lanka
EASA	Workshops to raise awareness and build capacity on SAF (Regional - 53 countries in Africa and Caribbean)	<ul style="list-style-type: none"> o Angola, Antigua & Barbuda, Bahamas, Barbados, Belize, Benin, Botswana, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Comoros, Congo - Kinshasa, Côte d'Ivoire, Cuba,

	Support to the State to explore the production of SAF in the country (Bilateral)	Dominican Republic, Equatorial Guinea, Eswatini, Ethiopia, Gabon, Ghana, Guinea-Bissau, Guyana, Haiti, Jamaica, Kenya, Lesotho, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Namibia, Niger, Nigeria, Rwanda, St. Lucia, Senegal, Seychelles, South Africa, Sudan, Tanzania, Togo, Trinidad and Tobago, Uganda, Zambia, Zimbabwe o (bilateral) Kenya and Côte d'Ivoire
EASA	Targeted Capacity Building (Regional) Exchange on best practices (Regional/Bilateral) Regional workshop on SAF production and use in LAC civil aviation (Regional)	o Argentina o Brazil (Bilateral) o Chile (Bilateral) o Colombia o Mexico o Panama o Dominican Republic o SRVSOP o ACSA o CASSOS o CLAC
AFCAC/ EASA	Support to AFCAC SAF Action Plan (Regional)	All African Union Member States