



**WORKING PAPER**

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

**Dubai, United Arab Emirates, 21 to 24 November 2023**

**Agenda Item 3: Assistance and capacity building for cleaner energy**

**CAPACITY BUILDING AND IMPLEMENTATION SUPPORT:  
AN INDUSTRY VIEW**

(Presented by the Air Transport Action Group (ATAG), Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA))

**SUMMARY**

At the 41st ICAO Assembly, a goal of achieving net-zero carbon emissions in international aviation by 2050 was established. In October 2021, the aviation industry committed to strengthening decarbonisation efforts, with a particular focus on sustainable aviation fuel (SAF) as a key element. This Working Paper outlines the industry's perspective on capacity building and tools to support global SAF supply development. It emphasises the importance of ensuring no country is left behind, with SAF offering substantial economic growth and job opportunities. Different regions and States have varying capabilities and readiness levels to transition to cleaner aviation fuels, requiring tailored support. ICAO, in partnership with the industry, can provide technical assistance, facilitate technology transfer, and encourage capacity-building projects, particularly through the ACT-SAF programme.

Action by the Conference is in paragraph 4.

**1. INTRODUCTION**

1.1 At the 41st ICAO Assembly, ICAO adopted a sector-wide long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050. In October 2021, the aviation industry, including the signatories to this paper agreed to strengthen the industry decarbonisation commitments first set in 2009, to a net zero 2050 goal.

1.2 Reaching our shared aspirational goal will require a global effort including (alongside new technologies and operational and infrastructure efficiencies) a significant and rapid shift towards new forms of sustainable energy, with a particular emphasis on drop-in replacement hydrocarbon fuels commonly referred to as sustainable aviation fuel, or SAF.

<sup>1</sup> English, Arabic, Chinese, French, Russian and Spanish versions provided by ATAG.

1.3 This transition will require unprecedented and rapid collaboration and effort from a range of aviation and non-aviation stakeholders: governments, the aviation industry, energy providers and the finance community. The scale of the challenge is daunting, but the ICAO Conference on Aviation Alternative Fuels (CAAF/3) provides an important inflection point to steer global policy direction and financing for the transition.

1.4 This paper outlines the industry view on capacity building and implementation support tools that can be employed to support the global SAF supply development required to meet the transition. Collaboration and partnerships between industry, governments, and environmental organisations have enabled the development of the initial SAF deployments. Continuing to extend that model globally through ICAO can play a key role.

## 2. NO COUNTRY LEFT BEHIND

2.1 Air transport is at the heart of global economic growth. It creates employment, facilitates trade, enables tourism and supports sustainable development all around the world. Achieving net zero carbon emissions by 2050 will enable continued aviation and global economic growth. The widespread, global availability of sustainable aviation fuel is the critical enabler of achieving net zero carbon emissions by 2050.

2.2 Unlocking the potential of SAF includes the opportunities for many developing nations to drive local new energy industries, generating significant numbers of jobs. A report developed for the Air Transport Action Group identified that up to 14 million jobs could be sustained or created by the transition to SAF, with 90% in the feedstock supply chain<sup>2</sup>. Nearly all Member States should have the opportunity to participate in the transition to sustainable aviation fuels, lower carbon aviation fuels (LCAF), and other cleaner energies so that no country is left behind.

2.3 The aviation industry recognises that different regions and States each have unique capabilities and resources, and each are at different levels of readiness and capacity to begin pursuing their respective capabilities and resources to enable production capacity growth in SAF, LCAF, or other cleaner energies.

2.4 ICAO, in partnership with industry and Member States in all regions, can provide technical assistance, facilitate voluntary technology transfer and encourage capacity building projects to scale up SAF development, production and deployment. Industry supports ICAO initiatives on SAF as part of the implementation of the ICAO long-term aspirational goal to reach net zero CO<sub>2</sub> emissions for international aviation in 2050.

## 3. ICAO AND STATES ROLE IN CAPACITY BUILDING

3.1 The aviation industry recognises and appreciates development by ICAO of the ACT-SAF initiative, which provides an essential programme for capacity building and best practice sharing between States and between States, private companies and educational institutions. The ICAO “buddy partnership” model developed for CORSIA can be effectively deployed to assist capacity building in all states. We also recognise and support other State-to-State engagement, such as feasibility studies for SAF sectors in developing nations being supported by the United States, Europe and through corporate initiatives such as WEF, Boeing, Airbus and others. These programmes can play an important role in matchmaking of public and private investors and companies between States to enable voluntary access to technology and capabilities necessary to develop production capacity for SAF, LCAF, and other cleaner energies.

---

<sup>2</sup> ATAG *Fueling Net Zero* report, 2021: [www.aviationbenefits.org/W2050](http://www.aviationbenefits.org/W2050)

3.2 State Action Plans should continue to be developed and enhanced as States' SAF, LCAF and cleaner energy plans and capacity mature. As part of the development of these plans, industry encourages assessment of feedstock availability, supply chain feasibility and roadmaps for policy and commercial production potential. The aviation industry has led or joined multiple regional feasibility studies, roadmaps, action plans and other similar multi-stakeholder collaborations across industry, government, academia and NGOs. The aviation industry stands ready to continue these supportive actions going forward to support capacity building for States. The industry also stands ready to continue to support State-to-State collaboration through ICAO's ACT-SAF programme and other bilateral State-to-State programmes.

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

4.1 The Conference is invited to:

- a) take note of the need for capacity building for all States, appropriate to their resources, capabilities, and state of development with respect to SAF, LCAF and other cleaner energies;
- b) take note of the industry's active participation in ACT-SAF; and
- c) recognise and support ICAO's ACT-SAF programme as a platform to continue and grow capacity development and provide implementation support across all States.

— END —