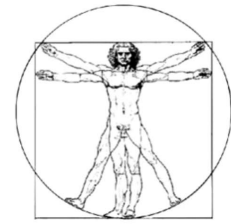


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Kishan Kumarsingh to Head ecbi Fellowship and Trust-building Programme

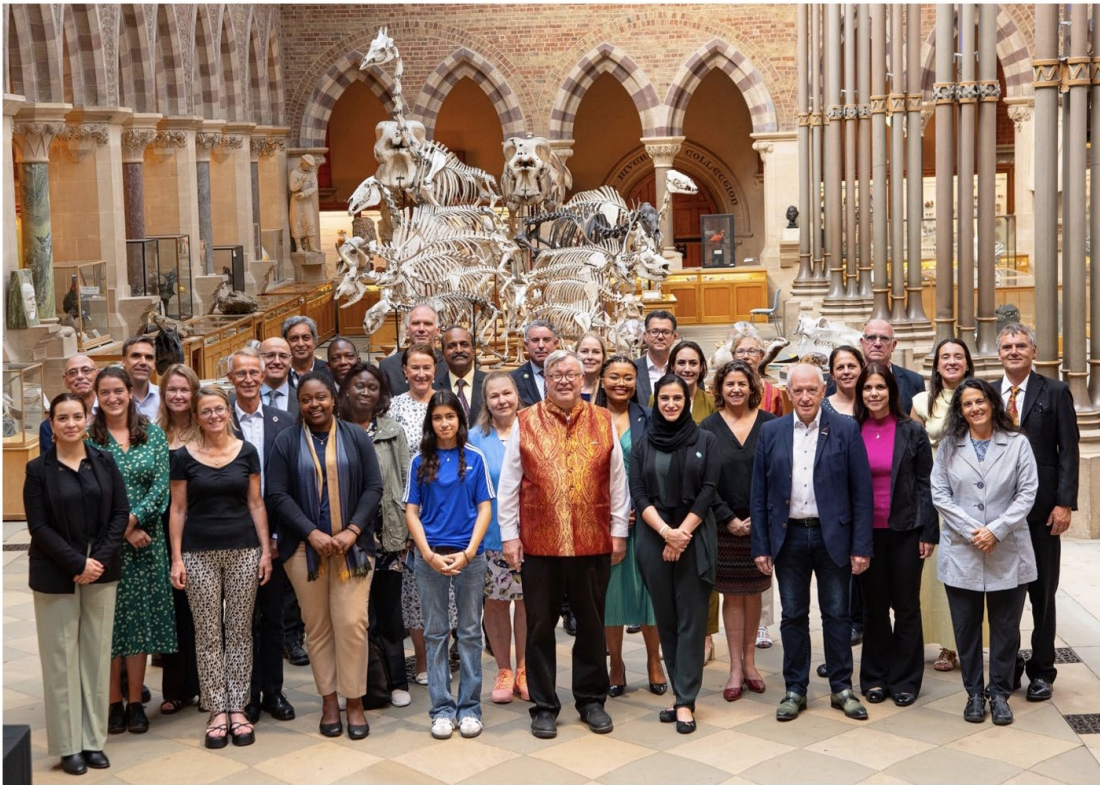


The ecbi Management Group is pleased to announce that Kishan Kumarsingh (Head of Delegation from Trinidad and Tobago) has been given leave by his government to take on the role of Head of the ecbi Fellowship and Trust-building Programme. Amb. Carlos Fuller from Belize has kindly agreed to take on Kishan's previous role as developing country ecbi Chief Adviser.

Kishan has been Trinidad and Tobago's lead climate change negotiator on climate change for the past 25 years. He has held many international positions in the UN climate negotiations, including Chair of the Expert Group on Technology Transfer (2005-2005), Chair of the Subsidiary Body on Scientific and Technological Advice (2005-07), Co-Chair of the *ad hoc* working group leading the Paris Agreement negotiations (2013-14), and Co-Chair of the Work Programme on the New Collective Quantified Goal on Climate Finance (2022), as well as chair of numerous other negotiations and groups convened under the UNFCCC.

Nationally, Kishan has been instrumental in defining environmental and climate policy/legislation for Trinidad and Tobago on climate change, including: authoring and coordinating finalisation of the National Climate Change Policy and its update and Trinidad and Tobago's Nationally Determined Contribution under the Paris Agreement; and conceptualising and contributing to the development of a Just Transition of the Workforce Policy and e-mobility policy to create the enabling environment for the energy transition away from fossil fuels.

**2023 Oxford Seminar Discusses Global Stocktake,  
Mitigation Work Programme, and Climate Finance Ahead of  
COP 28**



The 2023 ecbi Oxford Seminar convened from 23-25 August at St. Catherine's College, with developing country and European negotiators discussing:

- the recent decision adopted by SBSTA58 and SBI58 to establish a Just Transition Work Programme (JTWP), including possible JTWP elements that could be agreed to in Dubai, main topics of discussion under the JTWP, and the role and outcome of the annual high-level ministerial roundtable on just transition;
- gender, including linkages between gender-responsive climate action and just transition for promoting inclusive opportunities for all as countries embark on low-emissions development;
- climate finance sources, including possible ways to generate new and additional grant funding for the Financial Mechanism, and particularly for the new L&D fund, such as Climate Solidarity Levies or a Share of Proceeds in the Voluntary Carbon Market;
- Article 2.1.c on making financial flows consistent with a pathway towards low GHG emissions and climate-resilient development;
- new collective quantified goal on climate finance (NCQG), which is expected to be agreed by the end of 2024;

- the Sharm el-Sheikh Mitigation Ambition and Implementation Work Programme (MWP), including possible elements of a decision for CMA5, what kind of decision could help countries better implement their Nationally Determined Contributions (NDCs), how 2030 NDC targets can be strengthened, and whether such action should be included under the MWP or the Global Stocktake outcome (GST) decision; and
- the GST outcome with respect to mitigation and non-mitigation aspects, and process and format of the outcome.

A total of 47 participants attended the Seminar, including 22 women and 25 men some of whom participated virtually. Sixteen developing country negotiators and 13 European partners attended in person. The Seminar was preceded by the annual Fellows Colloquium from 21-23 August, during which developing country fellows discussed and prepared for the exchange of views with their European partners. Lauding the opportunities presented by the Seminar for negotiators to better understand each other's underlying positions on the issues discussed at the formal meetings in Bonn and the COPs, participants said the Oxford Seminar represents one of the few arenas in the climate process where there is space to listen carefully to one another. They also noted that "the Seminar puts us in a good space to see where the differences lie and how we can then bridge them as we move forward". One developed country participant acknowledged that "If the negotiations had the same spirit, approach, and level of discussions [as here in Oxford], I think we would be much, much further along." Another said "We have done things here that we could not [achieve] this year in the formal negotiations or anywhere else." In addition, one developing country negotiator explained that many LDC delegates have become senior negotiators through the ecbi Fellowship Programme. Another participant said she appreciated a meeting "where you have your own name on your name tag and not your country" and that "we are here as individuals" and, as such, the Seminar presents an opportunity to really get to know each other on a personal level that is not always possible during the formal negotiations.

A full report of the Seminar proceedings will be published in due course. See below for Seminar presentations

#### **Related Documents:**

[2023 Oxford Seminar JTWP.pdf](#)

[2023 Oxford Seminar 2023 Art 2\(1\)\(c\).pdf](#)



[2023 Oxford Seminar NCOG.pdf](#)

[2023 Oxford Seminar Innovative Sources L\\_D Fund-Levies-VCM-SOP.pdf](#)

[2023 Oxford Seminar Innovative Sources L\\_D Fund-Toward COP28.pdf](#)

[2023 Oxford Seminar MWP.pdf](#)

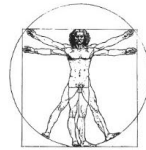
[2023 Oxford Seminar GST-Mitigation.pdf](#)

ecbi Discussion Note highlights key longer-term role of synthetic aviation fuels in achieving net-zero aviation emissions by 2050



## SUSTAINABLE AVIATION FUELS

THE WAY FORWARD – FROM BIOLOGICAL TO SYNTHETIC FUELS



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### Discussion Note

A new ecbi Discussion Note, entitled [Sustainable Aviation Fuels - The Way Forward: From Biological to Synthetic Fuels](#), focuses on the key role Sustainable Aviation Fuels (SAFs) play in meeting the aviation industry's commitment to net-zero emissions by 2050.

SAFs are “drop in” fuels that replace fossil-based fuels (kerosene) without the need to change aircraft engines or fuelling infrastructure. Synthetic SAFs, while today accounting only for a tiny proportion of jet fuel, could in the coming decades replace all kerosene in the aviation sector, as explained in the Discussion Note.

More specifically, the Note:

- makes the case for SAFs, arguing that they are now the key to achieving the net-zero target;
- introduces the main SAF technologies pathways, namely biofuels and synthetic fuels (e-fuels and solar fuels), along with their strengths, weaknesses, and prospects;
- reviews cost reduction potential, noting that synthetic fuels are the most expensive now but have the potential to be competitive, sustainable, and scalable;
- identifies key barriers to SAF development, in particular the enormous investment required to achieve the required scale; and
- argues that the key to developing SAFs is policy frameworks that support research and investment from public, private, and charitable sources.

[Energy in Demand](#), a weekly review of the low-carbon energy transition, has [published the note on its website](#) as well.

**Related Documents:**

[SAF ecbi Discussion Note.pdf](#)

**Oxford Climate Policy**

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