



Cabinet
Office

Carbon Neutral Roadmap Progress report

July 2023



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Background

The Carbon Neutral Roadmap (CNR) was agreed by the States Assembly in April 2022. It committed Jersey to an ambitious greenhouse gas emissions reduction trajectory and detailed a set of policies for the first delivery period 2022-2025. Spend was allocated to these policies from the established Climate Emergency Fund (CEF) to an anticipated total of £23 million.

This report provides a high-level progress update against the Carbon Neutral Roadmap policies. The aim is to provide a reminder of the original policy commitment, a summary of progress that has been made since May 2022, and what will be delivered in the next 12 months.

Strategic policy 1: Jersey's net-zero emissions pathway

Strategic policy 1 aimed to ensure the international integrity of Jersey's environmental targets. As part of the Carbon Neutral Roadmap, Jersey committed to the ambitious emissions reduction trajectory of reducing emissions by 68% by 2030, 78% by 2035 and reaching net zero emissions by 2050. This is measured against a 1990 baseline.

The UK ratification of the Paris Agreement of the United Nations Framework Convention on Climate Change was extended to Jersey in May 2022. As part of this extension the Island committed to working with the UK government to meet the international reporting requirements of the agreement.

The most recent greenhouse gas emissions data published in the Island's greenhouse gas inventory is for 2021 (note that due to the complexity of this data and the need for rigorous analysis, it is typical across jurisdictions for emissions data to be two years behind). In 2021, Jersey emitted 358,425 tCO₂eq. This is roughly 3.5 tCO₂eq per person. Between 1990 and 2021, emissions in Jersey have decreased by 46%. Further information about Jersey's greenhouse gas emissions is available via www.gov.je. It should be noted that the 2021 data will have been impacted by the Covid pandemic and reduced emissions associated with lock down and travel restrictions.

On 1st March 2023 the States Assembly approved P.117/2022 on the Establishment of a Climate Council. The objective of the independent council being to *'present to the States, a report at the end of every four-year delivery phase for the term of the Roadmap, prepared autonomously by the council which reports on and evaluates the Government of Jersey's progress on reducing carbon emissions, and the climate change policy initiatives being delivered by the Carbon Neutral Roadmap'*.

Strategic policy 2: Island's energy market

Since the agreement of the Carbon Neutral Roadmap in April 2022 policy development work on the Island's energy market has progressed in several different areas. The Chief Minister created the new externally facing role of Minister for Energy and Climate Change, with the Assistant Minister for the Environment taking on this role.



Ministers and officers continue to work closely with local energy providers. The Energy Forum¹ was disbanded and reconstituted as the Energy Suppliers Group chaired by the Minister for Energy and Climate Change. It has met twice to date in 2023 to ensure that there is continued active engagement on the decarbonisation plans with companies generating and supplying energy in the Island.

A ministerial group - the Future Energy Group - was established in December 2022. It provides a forum to improve the governance, coordination, and provide strategic insights into Jersey's energy landscape, with specific regard for matters of energy affordability, sovereignty, and security. These factors are complementary to delivering the Island's carbon neutral pathway. The group convenes relevant Ministers and stakeholders to capture the synergies arising from their joint consideration of the complex, multi-dimensional and cumulative issues particularly in relation to energy security and affordability.

There have been several significant matters considered by the group, including energy price instability and electricity price rises, the role of offshore renewable energy in contributing to the Island's strategic energy mix and economy (in line with published spatial policy, the Bridging Island Plan) and matters arising out of the incident at Haut du Mont.

Work with colleagues in Guernsey, at both a Ministerial and officer level, continues to build, with one Ministerial visit to Guernsey in winter 2022 and a recent visit from the Environment and Infrastructure Committee from Guernsey to Jersey in June. Opportunities to learn from each other and to work together on the delivery of key projects across the Islands will continue to be explored.

Strategic policy 3: Financing strategy

In the short-term the Climate Emergency Fund continues to support the policies agreed in the CNR for implementation 2022-2025 and it is accepted that additional funding will be required to fully decarbonise Jersey's economy.

In the medium-term options will be explored to generate further income for the Climate Emergency Fund through 'polluter-pays' measures that provide disincentives that discourage environmentally damaging behaviour.

In conjunction with colleagues in Treasury a set of key principles for the long-term financing strategy have been developed and will be brought forward in Government Plan 2024. Further detailed work to develop the full long-term financing strategy for the decarbonisation of the Island will be a key priority for work over the next 12 months.

¹ [Jersey Energy Partnership \(gov.je\)](https://www.gov.je/energy-partnership)



Strategic policy 4: Policy programme and development

A Carbon Neutral Roadmap Programme Office was established with two full-time officers with the role of overseeing the delivery of the policies and projects that make up the programme. Their role is to co-ordinate progress reporting, ensure the appropriate project governance is in place and track spend against budget. The Carbon Neutral Roadmap Sponsoring Group and Carbon Neutral Programme Board have been established to provide governance oversight within the Government of Jersey.

The agreed policies in the Carbon Neutral Roadmap continue to be rolled out with detailed policy design progressed with agreement from the Environment Ministerial team. Policy officers continue to explore options around the provision of additional carbon reduction policies that are not within the published CNR, such as a wider reaching insulation and energy efficiency support policy.

Strategic policy 5: Becoming carbon neutral

The primary focus in the initial delivery period of 2022-2025 is on achieving on-Island greenhouse gas emissions reductions. Having committed to a science-led emissions trajectory, becoming carbon neutral in 2030 (or at a different date) remains a legitimate step on the pathway to net-zero. Carbon sequestration and the purchase of carbon offsets will play a crucial role in achieving carbon neutrality and are covered in policies EN5 and EN6 below.

TR1 - Speeding up adoption of electric vehicles

Policy TR1 made a commitment to establish a subsidy for electric vehicles and to introduce an incentive scheme to householders towards the cost of chargers and their installation. It also committed to developing a scale-up plan for electric vehicle charging infrastructure.

An e-bike grant scheme was launched in January 2023 under the TR1 funding stream. Applications open and more grants are awarded each quarter up until the end of 2024. The first two quarterly releases have been very popular, receiving over 1,800 applications in January and 1,300 in April. A total of 375 grants have been awarded so far.

The Eco Friendly parking permit scheme was renewed for 2023 providing discounted parking to low emissions cars.

The intention was to launch an electric vehicle purchase and charger incentive in 2022, however this was delayed, due to concerns around electric vehicle availability and staff vacancies. Both incentives are scheduled to launch later in summer 2023.

A working group has been established with Jersey Electricity on e-mobility to focus on joint delivery of the increased charging infrastructure that will be required as the Island's transition to electric vehicles.



TR2 – Vehicle scrappage incentive

The Vehicle Scrappage Incentive was not included as a stand-alone policy in the adopted CNR.

TR3 – Supporting transition fuels

This policy covers the introduction of a subsidy to cover the rate of fuel duty charged on second generation renewable diesel (SGRD) to reduce cost and encourage uptake.

One of the assumptions within the published Carbon Neutral Roadmap for this policy was that the cost of SGRD remained stable. This was not the case in 2022 and remains a continued concern in 2023 with ongoing fluctuations in global energy prices.

This policy is on pause and will be reviewed once global energy prices stabilise. Support for the use of SGRD on Island has continued through its use in the public bus network.

TR3b – Investigate the implications for the Island of renewable content fossil fuels

This policy committed the Government to investigating renewable content fuels and the role that they could play in Jersey's decarbonisation journey.

Research and market analysis into renewable content fuels and their use in Jersey was commissioned in 2022. A policy position paper is under development and will be presented to Ministers for consideration in due course.

TR4 – Vehicle Emissions Duty Optimisation

The CNR committed Government to apply no Vehicle Emissions Duty (VED) on zero carbon vehicles and increase VED on all domestic petrol and diesel vehicles each year until at least 2030.

For 2023, Ministers raised VED rates by 32% for most imported vehicles, and by 75% and 85% for the two most polluting categories. VED rates for vehicles producing 50g of carbon dioxide or less remain zero.

As part of the Government Plan 2024 further increases in VED are being proposed and the intention is to replicate this in future Government Plans.



TR5 – End the importation and registration of petrol and diesel vehicles from 2030

The CNR committed the Government to bring into force legislation that prohibits the importation and registration of petrol and diesel cars and small vans that are new to the Island in 2030 at the latest and will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040.

Scoping this legislation commenced in May 2023 and the initial indicative timeline looks to produce a first draft of the legislation by Q4 2024.

TR6 – Review Roads Law

The CNR committed Government to review the legal framework for Jersey's highways to ensure they are fit to safely enable low-carbon, sustainable and modern travel and transport.

This work is now well underway, and a programme of consultation is currently ongoing to understand the issues relating to how changes to laws affect different stakeholders such as the Parishes and the powers they hold within their roads committees, roads policing, road safety policy development and how laws currently differentiate between different road types.

This programme is currently on track for law drafting to be completed in 2026, with new laws to be adopted by the States in 2027.

TR7 – “Green” number plates for electric vehicles

The CNR committed the Government to ensure that, from the 1 January 2023, owners of electric vehicles have the option to display a number plate that features a green marker as a visible signifier of their contribution tackling the climate emergency.

This regulation change was implemented on 01 January 2023.

TR8 – Sustainable Transport Roadmap

The CNR committed the Government to complete the rapid plans required by the Sustainable Transport Policy and, drawing on these, publish a Sustainable Transport Roadmap in 2022.

The rapid plan evidence base work is now complete. The sustainable transport roadmap has now been renamed the Sustainable Transport Policy: Next Steps and is due for publication by 24th July 2023. The delivery of this strategy has been delayed due to unexpected delays within the St Helier Mobility Plan. Due to the important nature of how the road network within town operates



and moves people within and around town to other locations, without this document the full evidence base needed on which make policy decisions was not in place.

TR9 - Bus service development trials

The CNR committed the Government to implement a programme of bus service development trials 2022-2024.

Trials have already started across five services to: increase the frequency; offer initial provision of a bus service in areas where there was limited service; or to improve accessibility to key transport hubs (St Helier and the airport) early in the morning. A couple of these routes are utilising the school buses after they have dropped students at school which otherwise would have just returned to depot empty unable to pick up the public.

These five routes are:

- No1 - early morning service from Gorey to enable passengers to arrive at the airport 60 minutes before the first flight via public transport without changing onto another bus.
- No9 – utilise the Gorey bus to operate an early morning route from St Peters village (via the airport) arriving into St Helier 06:45
- No24 - provide a route into St Helier which covers Oaklands which was an area identified with the evidence base of the bus development plan.
- No1a – use the existing school bus vehicle and driver to provide an additional service (term time only) along the inner road starting at Le Rocquier at 08:30
- No2 – use an existing school bus vehicle and driver to operate an additional service (term time only) starting at Grouville Station at 08:25 to serve the Longueville corridor.

Discussions continue with the bus operator to understand where there are other opportunities to increase frequencies or service new routes, and to identify elements of the customers journey which can be improved.

This policy also funds the use of second-generation renewable diesel in the double decker fleet.

TR10 – Active Travel

The CNR committed the Government to implement further active travel initiatives in 2022.

The initial programme of infrastructure and behavioural change projects funded through this policy are underway including a pilot of Jersey's first school street, a year-long Love to Ride programme, and design and feasibility for infrastructure improvement schemes.

Over the next 12 months, projects will be identified and added into the programme for delivery in discussion with internal and external stakeholders where there is a focus on improving and encouraging more cycling and walking.



TR11 – Emissions from aviation and maritime transport

The CNR committed the Government to work with the Ports of Jersey to reduce emissions from aviation and marine transport, in line with the Jet Zero scenario 2 emissions targets and obligations under the MARPOL treaty.

To date the Government and Ports of Jersey have had numerous meetings about how the aviation industry is progressing. This included a visit to Universal Hydrogen in Toulouse with Blue Island and Ports of Jersey. In addition, Government has started work with the Jersey tourism sector through Visit Jersey and Jersey Business to collaboratively look at best practice in the tourism industry regarding emissions from aviation and maritime transport.

Over the next 12 months regular communication with the Ports of Jersey and other key stakeholders will continue, alongside work being taken forward by the Minister for Economic Development, Tourism, Sport, and Culture.

HT1 – Supporting low carbon heating systems and home insulation

The CNR committed Government to launching a low carbon heating incentive. The incentive was launched on 15th May 2023 and provides up to £5,000 of match funding, currently for domestic owner-occupiers to replace oil or gas boilers with low carbon heating systems. For those meeting the low-income eligibility criteria, £10,000 of funding is available without the need to match fund.

The current eligible low carbon technologies are air sourced heat pumps, electric flow boilers and electric panel and storage radiators. The scheme is currently open to domestic owner-occupiers and will expand to non-domestic and landlord-owned properties later in the year.

A valid EPC for the property is a prerequisite to applying for funding under this scheme. For those undergoing heating system changes, energy efficiency improvements can also be included within the funding envelope.

A Contractor Quality Scheme has been developed to ensure the provision of high-quality advice, heating system design and installation work from contractors. Only contractors that are members of the Contractor Quality Scheme can complete grant funded work.

Over the coming months work will continue to get more local contractors onto the Contractor Quality Scheme and to investigate the potential to expand the eligible technology list.

HT2 – Update building bye-laws

The CNR committed the government to bring into force updates to the current building regulations that set increased energy efficiency and carbon emission standards for new and existing domestic



and commercial buildings and to prohibit new fossil fuel boilers being installed in any property after 1 January 2026.

It was identified that a review of the building bye-laws was required and that from this review, the intention was to implement changes by 2024 to support the following likely outcomes: increase minimum energy efficiency/carbon standards in new builds in line with the zero-carbon homes standard by 2025, increase in the energy efficiency/carbon standards for existing properties at the point of key changes to the building fabric and to ensure that no new fossil fuel boilers will be installed in any domestic or commercial building from 2026.

Work continues with colleagues in the Infrastructure and Environment Department on the scoping of this building bye-law review with the intention that it will be completed in the next year. Ahead of this review, policy ME1 of the Bridging Island Plan brought in a 20% reduction in the target energy rate for new development, thereby resulting in a strengthened requirement for energy efficiency in the interim.

HT3 – Energy Performance Certificates

The CNR committed the Government to developing and introducing legislation by the end of 2024 to make both domestic and commercial Energy Performance Certificates (EPCs) mandatory at the point of sale and rental, with minimum standards being brought in sequentially from 2026. The commitment was also made to ensuring that Energy Performance Certificates are displayed on public buildings by 2025.

The scoping of the EPC legislation commenced in March 2023. A technical review of the Jersey EPC system that will inform the development of the draft EPC legislation is currently being scoped and will be commissioned in Q3 2023. The draft legislation and the technical review report will be consulted on in tandem in Q1 2024.

A grant towards the cost of a home energy audit has received significant interest from Islanders and is ongoing. 309 home energy audit subsidies were issued in 2022 and 302 subsidies have been issued up to 27.6.23.

A non-domestic EPC tool has been developed for Jersey and an on-Island subsidised training course was provided in the winter of 2022/23. The Commercial Energy Audit subsidy scheme has been designed and is expected to launch in pilot form during Q3 of 2023.

The CNR committed us to providing training for 50 accredited auditors by end of 2023. As of 13th June 2023, 12 non-domestic energy assessors completed the training and 3 have completed and passed the coursework. Subsidised training for domestic energy assessors was provided in 2018. Jersey currently has 15 accredited domestic energy assessors offering this service to the public. Further on-Island training for auditors will be organised over the next 12 months.



OE1 – Promoting low-carbon lifestyles

The CNR made the commitment to various projects and activities aimed at increasing awareness of the wider impact of purchase and lifestyle choices on global greenhouse gas emissions. This included the following:

- Carry out sector analysis to identify sectors with particularly large scope 3 emissions by mid-2022 - the desktop exercise was completed on time.
- Develop an implementation plan addressing key sectors and messages informed by sector analysis by end - this was completed on schedule.
- Develop a costed communications plan in 2022, to deliver educational and engagement messages and tools that can be used to reduce scope 3 emissions - this objective was delivered on schedule.
- Identify if there is a suitable tool that can be used (or created) to measure reduction in scope 3 emissions for public by end 2022 - research for this was carried out within the timescale. There are many tools available, but they include scope 1 & 2 emissions so would be misleading to Islanders. Sourcing our own tool was felt unnecessary and very expensive - we have chosen not to procure/ develop a bespoke tool currently.
- Deliver initial programme of targeted sector education and awareness by end 2022 tackling priority sectors first - several targeted sessions have been carried out. Construction has its own policy area but other sectors such as hospitality and retail have been offered support via Jersey Business.
- Increase in locally sourced goods and services - ongoing long-term goal.

A Low Carbon Lifestyles campaign delivery plan is in place until 31 December 2023. Campaign highlights include palm oil project; Toy Swap; NOT a load of rubbish (focused on reducing waste from unnecessary items and looking at bulky waste and repair within the next 12 months); Fairtrade Fortnight; Plastic Free July; Earth Overshoot Day – followed by month long campaign by sector e.g., transport, heating, waste & water; and Recycle week. Work will begin in Autumn 2023 to develop a 2024 campaign plan.

OE2 – Construction sector emissions

The CNR committed the Government to work closely with the Jersey Construction Council, Association of Jersey Architects, and others in the industry to drive-down the whole life carbon impact of the Island's construction sector, including considering the use of all available policy levers. Government also committed to adopting higher construction standards for all public construction projects.

The first Sustainable Construction Summit was convened in October 2022, establishing a strong and ongoing relationship with key stakeholders including Jersey Construction Council and Association of Jersey Architects (AJA). Key outcomes from the first summit included looking more closely at waste management. Members of AJA were given a tour of La Collette to look at designing out waste and alternative product specification. A further planned event in April but postponed and is in the process of being rearranged. A schedule of monthly meetings with the Jersey Construction Council and Chamber of Commerce Building, Housing and Environment Committee has recently been put in place.



Over the next 12 months work will continue with the industry and internal stakeholders, such as the Regulation team, to implement some of the recommendations from the summit and subsequent work. A follow up summit has been agreed for October 2023 and work is underway with key stakeholders to plan this.

OE3 - Agricultural sector emissions

The CNR committed the Government of Jersey to work with key stakeholders from the agricultural sector to develop and implement a new net-zero Rural Economy Strategy (RES) in 2022, that aims to support the agricultural sector to continue to reduce emissions from their activities, and to adapt to the effects of climate change.

The revised Rural Support Scheme (RSS) was launched in January 2023, and implemented through the Economic Framework for the Rural Environment. This provides credits to industry per Integrated Farm Management Plan (IFM). One aspect of an IFM is a carbon net zero plan which incentivises agricultural businesses to establish independently reviewed carbon emission reduction plans for each holding, with a view to establishing accurate baseline data and driving subsequent improvements. Uptake of this component of the RSS has been ahead of forecast for the year, with most rural businesses signing up to initiatives which facilitate accurate carbon calculations.

The plan for the next twelve months is to use funds allocated in the Government Plan to establish a Rural and Marine Development Programme which will continue the groundwork as laid out under the revised Rural Support Scheme in both Rural and Marine environments to encourage positive environmental behaviour, working towards both sectors being aligned and working towards further reductions to emissions. Incentives will be calibrated to achieve desired outcomes, which will be measured and recorded with the future aim of providing scientific evidence to support the concept of a carbon neutral agricultural and aquaculture and fishing sector.

OE4 - Emissions from waste and water management

This policy has been split into two distinct delivery policies.

OE4a – Circular Economy Strategy

The CNR made a commitment to make on-Island solid waste disposal net-zero by 2040 and that to achieve this, a Circular Economy Strategy will be developed by 2025. Work will commence on developing the Circular Economy Strategy in the next 12 months.

OE4b – Water Strategy

The CNR made a commitment to prepare a net-zero Water Management Strategy by 2025. The scoping work for this strategy is underway.



OE5 – F-gas emissions

The Carbon Neutral Roadmap makes clear Jersey's intention to seek extension of the UK's compliance with the Kigali Amendment to the Island by 2025. The Kigali Amendment to the Montreal Protocol concerns the need to reduce F-gases and hydrofluorocarbons. Reducing Jersey's F-gas emissions will make a major contribution towards Paris Agreement targets due to the global warming potential of HFCs being much higher than carbon dioxide. Jersey aims to reduce the consumption of HFCs by 85% between 2019 and 2036.

Work has commenced to ensure Jersey's compliance with Kigali Amendment requirements and will continue to progress over the coming months and years.

OE6 – Delivering a sustainable finance framework

The Carbon Neutral Roadmap committed the Government to develop a sustainable finance framework that supports decarbonisation initiatives in Jersey and around the world, recognising that the way in which Jersey can deliver the biggest impact to global climate change is through its finance sector.

Progress in this area over the last 12 months has included:

- Establishment of the Sustainable Finance Board – lead by Financial Services and Treasury teams, with representation from Jersey Financial Services Commission, Jersey Finance.
- Launch of Sustainable Finance Ambassadors group.
- Workshops on long term financing strategy included consideration of local finance expertise and will continue to involve industry.
- Continued engagement with industry to enhance consumer choice in terms of green loans and green financing and encourage innovation.
- Eco active business sustainable pensions training session was postponed due to low uptake – will look to deliver public facing sustainable finance events in second half of 2023.
- Preparation for bi-annual UNDP Financial Centres for Sustainability (FC4S) audit.

Update on Public Finance Sustainable Financing Framework:

- In 2022 Jersey issued a Debt Framework alongside the existing Investment Strategy outlining overarching policies for the governance of and management of the States balance sheet in a manner which is sustainable in the long term.
- The Investment Strategy includes a responsible investment policy which describes how the States, as responsible stewards of capital, seeks to integrate ESG considerations into the investment process and engage with underlying portfolio companies to meet our sustainability objectives.
- The States of Jersey employees' pension schemes also follows a similar sustainable investment strategy prepared by the Committee of Management in line with legislation and approved by the Minister for Treasury and Resources.
- These policies are expected to continue to adapt and evolve in this rapidly changing space to ensure we continue to meet our objectives effectively and efficiently.



- The recently issued States Debt Framework provides the flexibility to allow debt approved by the States to be issued in the form of Green, Social or Sustainable financing instruments as circumstances warrant and work has been completed to support a green or social issuance if debt funding is determined to be the optimal solution to qualifying future capital projects.

EN1 – Decarbonising Government of Jersey

The CNR committed to the establishment of a strategic Decarbonisation Unit to support the Government in reducing its operational emissions. The Unit's objective is to develop a roadmap with departmental stakeholders, underpinned by cost-benefit analysis and funding options, to reduce emissions from Government vehicles and buildings and begin the decarbonisation process.

The Decarbonisation Unit has been established and the following have been achieved to date:

- Diesel vehicles, under the control of Jersey Fleet Management, have been converted to biofuels, reducing annual emissions by 740tCO₂e.
- Investment into a fleet of 74 electric vehicles has been completed, resulting in a further 170tCO₂e reduction.
- A pooled e-bike pilot with EVie was launched to reduce emissions from inter-office travel.
- Initial cost/benefit modelling and funding requirements analysis to switch remaining Government vehicles to electric has been completed.
- Design of pilots are underway to test the technologies and costings of a full electrification model and using HVO / heat pumps across 8 other Government sites.
- Initial cost/benefit modelling and funding requirements analysis to switch Government buildings to electric has been completed.
- To further align Government activity, changes to the Public Finances Manual and business case process have been made to incorporate decarbonisation into decision-making.
- Educating the workforce is a critical success factor in decarbonisation, so a carbon literacy training pilot involving 67 employees has been completed.
- Further employee engagement has been undertaken by launching a Decarb Newsletter and supporting travel to/from work with cycling initiatives such as Love-2-Ride and bike maintenance workshops.

Over the next 12 months the following is planned:

- Source and production of emissions data will become a core focus of the Decarb Unit, which will support the further development of cost/benefit modelling ready for the 2025 Government Plan, improved ARA reporting and asset level emissions analysis for departmental heads.
- Running the pilots to convert several Estate heating systems from fossil fuels to biofuel and electric, ready for the 2023/4 heating season.
- Completion of Strategic Outline Cases for GP25 to decarbonise fleet and buildings.
- Consideration will also be given to moving carbon literacy training and e-bikes into business-as-usual, following post-pilot analysis.



EN2 – Create a Carbon Neutral Network

The CNR committed the Government to establishing a Carbon Neutral Network by 2023 and to overseeing the distribution of £100,000-£200,000 per year of grant funding to decarbonisation projects across the local community from 2023 onward. This would be achieved by:

Supporting businesses and organisations to decarbonise their activities

- Peer-to-peer networking and best practice sharing - the eco active business network has been expanded. This includes quarterly breakfast networking sessions and monthly training opportunities. Carbon Literacy Training is being offered from June 2023 in a 'cascade' style so that businesses can roll this out across their workforces. Jersey Association of Sustainability Practitioners has been launched. Sessions and training have been provided to Jersey Business on for specific sectors as well as Carbon Literacy Training.
- Joint procurement of technical advice on topics such as commercial energy audits, waste audits, carbon accounting, sustainable finance. This has been provided through the eco active business network. To date sessions have been delivered on commercial energy audits, waste audits, fleet management and procurement strategies. This is ongoing and future workshops have been planned. The specified Organisations Forum meets quarterly and have looked at sustainability reporting and the challenges associated with calculating scope 3 emissions.
- Linking businesses/organisations with community initiatives they can support. Eco active business communications and sessions have considered this and have looked at volunteering and funding potential e.g., Unity app and ensuring community initiatives are promoted on the app and via social media.

Support and funding for community decarbonisation projects

- A place for smaller community groups to share learning and develop programmes of work together. For true grassroots lead networks it is important that the community takes ownership on the development of programmes and initiatives. Government is acting in a supporting role for this to be more authentically 'grassroots'. People, Planet & Pints Jersey will hopefully be launching in July 2023. Work is also underway considering a 'Jersey Community Hub & Circular Economy Business Enterprise Zone'. The Great Big Green Week has been a trial to encourage organisations to promote their activities collectively.
- Access to small grants funding for decarbonisation and adaptation projects. Progress on this has been challenging particularly around the establishment of the Decarbonisation Impact Fund. Work is ongoing and it is hoped that this will be resolved by Q3 in 2023.

Over the next 12 months the challenges are to reach more businesses and their employees to be part of the network and to launch the Decarbonisation Impact Fund and ensure grassroots organisations apply for funding.

EN3 – Developing supply chains and on-Island skills for a sustainable economy

This policy has been split into two distinct areas of delivery.



EN3a – Supply Chains

The CNR committed the Government to support the development of low carbon and sustainable supply chains, developing a local market supply chain for low-carbon goods and services by end of 2024 and linking this to Government of Jersey procurement policies.

Work is ongoing on this policy and overlaps with delivery of several other policies including TR1 – Electric vehicle and charger incentive, HT1 – Low Carbon Heating Incentive, OE1 – Promoting low-carbon lifestyles, and EN1 - Decarbonising Government of Jersey.

EN3b – Green skills

The CNR committed the Government to developing on-Island green skills. Work in this area has been prioritised in the first instance in supporting the delivery of the incentive schemes. For example, developing and launching a Contractor Quality Scheme for local installers completing low carbon heating installations, such as heat pumps. As part of this officers have worked closely with Highlands to ensure that local contractors were able to complete the required training courses on Island on heating system design and heat pump installation for example.

The Eco Active business network continues to provide training and networking opportunities. Carbon Literacy Training has been developed for the Island and has been rolled out to Government of Jersey staff and will soon be offered to Eco Active Businesses.

A comprehensive action plan on green skills will be put together in the next 6 months in consultation with key internal and external stakeholders.

EN4 – Delivering the COP26 education pledge

The CNR committed the Government to deliver the COP26 education pledge by embedding high quality climate education into education and training.

Progress to date:

- An education review regarding the quality and effectiveness of climate change education across a range of educational establishments was completed in July 2022
- Curriculum Council met in November 2022 and the results from the review and recommendations were presented to them. Following that the high-level recommendations were fed back to educational establishments. The key findings were about inequality in climate education at the present time with some schools already delivering high quality climate education. The focus moved to how to bring equity to what is offered through the development of a suitable framework. This recommendation was delivered to the Minister for Children and Education in January 2023 and the Education ELT in March 2023.
- Work is ongoing to develop a plan to provide suitable training and resources to support teaching and learning. Priority has been on agreeing the requirement to develop a framework and delivery mechanisms as the first step. This was agreed by Education ELT in March 2023.



- Delivery of the training plan has been put on hold whilst the framework is developed, with opportunities and resources being shared in a more ad hoc way via SharePoint courtesy of the Curriculum Managers.
- The review and recommendations identified the requirement for an Assistant Climate Change Policy and Engagement Officer (rather than a curriculum lead) to work with CYPES to develop suitable frameworks and systems as well delivering a range of initiatives and running specific projects / work streams to help provide high quality climate education programmes across educational settings. This role was agreed by Education ELT in March 2023 with funding from the COP26 Education Budget. Highlands College have proven to be an exemplar and the role will support them in the development of their frameworks and will then use that as a basis to structure a format for high quality climate education across all educational settings. Recruitment for this post is currently taking place.

Over the next 12 months:

- The Assistant Climate Change Policy and Engagement Officer will research best practice to develop strategies and mechanisms to embed and measure climate education across different educational establishments consistently.
- Initially they will work with Highlands College to fulfil their sustainability pledge which will embed climate change across all aspects of their business. This will involve working closely with their Community and Sustainability Board.
- They will support and administer the COP26 educators' forum that was created following the review and may develop events and activities, for educators and for students.

EN5 – Blue Carbon, biodiversity and sequestration

The CNR committed to promoting Jersey as a centre of excellence for blue carbon sequestration, with an ambition to double the extent of sea grass beds and recognise that tackling the climate emergency by using nature-based solutions that also address the biodiversity crisis provides multiple benefits for our land, air and sea. It also committed to completing further research and policy development to better understand the role natural sequestration could play in Jersey's journey to carbon neutrality.

The Marine Spatial Plan provides the regulatory and consenting frameworks to manage marine activity and to support blue carbon sequestration. It is currently open for consultation and has received positive feedback from stakeholders. Digital benthic landscapes are to be developed.

The Nature Summit was delivered in early summer 2023, with a focus on biodiversity net gain.

Vortex monitoring units have been set up to monitor air quality at 3 school sites. Data has been collected from these and from a separate project undertaking remote recording at street level.

An officer has been employed to support the Wildlife Law and areas at the Minquiers and the Ecrehous have been designated as Areas of Special Protection noting pleasingly that at the Minquiers, Roseate terns have been recorded. A licensing framework under the Wildlife law has been created and the development of an online licensing site is required.



A new law for the protection of trees is to be presented to the States Assembly in the Autumn. A draft Bio Security Framework has been delivered, with final version due by the end of 2023. Work will commence on the development of a carbon sequestration framework in the next 6 months.

EN6 – Carbon offset purchasing strategy

The CNR makes the commitment to develop a carbon offset purchasing strategy to be consulted on and published in 2025. A decision on the purchasing of carbon offsets will be taken no later than 2028. Work on this is planned to commence in Q1 2025.