

Jersey Citizens' Assembly on Climate Change

Block 2 – Sessions 5, 6, 7 and 8

27th, 28th and 31st March 2021

Present: Citizens' Assembly Members	27 th March – Session 5 43 Members
	27 th March – Session 6 43 Members
	28 th March – Session 7 44 Members
	31 st March – Session 8 44 Members
Chair-Convenor	Emelita Robbins
Speakers / Q&A Panellists	27 th March – Session 5 Kathryn Hampshire, Senior Consultant, Aether Environmental Consultancy Rob Hayward, Senior Transport Planner, Government of Jersey Chris Sibthorpe, Director, Phil Jones Associates (PJA) Matt Shepherd, Principal Economist, Oxera Consulting
	27 th March – Session 6 Rebekah Diski, New Economics Foundation Abbie Syvret Jim Hopley, Chairman, Jersey Disability Partnership
	28 th March – Session 7 No speakers
	31 st March – Session 8 Hilary Jeune, Director, Valuematrix Matt Shepherd, Oxera
Lead Facilitators	Dr. Diane Beddoes, Involve Polly Keane, New Citizenship Project <i>Supported by 7 Break-out room facilitators</i>
Observers	27 th March – Session 5 Lisette Jones, Sustainability and Foresight, Government of Jersey
	27 th March – Session 6 Lisette Jones, Sustainability and Foresight, Government of Jersey Dr. Louise Magris, Head of Sustainability and Foresight, Government of Jersey

28th March – Session 7

Connétable Mike Jackson, Environment, Housing and Infrastructure Scrutiny Panel

Lisette Jones, Sustainability and Foresight, Government of Jersey

Dr. Louise Magris, Head of Sustainability and foresight, Government of Jersey

31st March – Session 8

Lisette Jones, Sustainability and Foresight, Government of Jersey

Dr. Louise Magris, Head of Sustainability and foresight, Government of Jersey

Steve Skelton, Group Director, Strategy and Innovation

1. Block 2, Sessions 5 and 6, 27th March – Welcome

The Members of the Jersey Citizens' Assembly on Climate Change were welcomed to the meeting by the Chair Convenor and the Lead Facilitators.

2. Presentations

The following speakers made [presentations](#) to the Assembly:

- Kathryn Hampshire, Senior Consultant, Aether Environmental Consultancy, spoke about Jersey' transport emissions, including road transport, shipping and aviation;
- Rob Hayward, from the Government of Jersey, considered transport and the climate emergency. His presentation looked at how people travelled around the Island, what action the Government was currently taking regarding transport and the unique challenges of public transport. He also considered the relative merits of carbon reduction versus congestion reduction and the role electric vehicles could play in reducing emissions;
- Chris Sibthorpe, PJA, considered the available options for decarbonising transport using examples from other jurisdictions, including reducing the need to travel, the provision of alternative forms of transport, switching to alternative fuels, road pricing and parking management;
- Matt Shepherd, Principal Economist, Oxera Consulting, spoke about the available policy options to reduce emissions from on-Island road transport, the costs and trade-offs of different policy options;
- Rebekah Diski, New Economics Foundation, spoke about the costs of decarbonising transport, focusing on which workers would be most affected and how they might be supported. Her presentation also considered how the costs of decarbonisation might impact low-income households and how these could be made fair;
- Abbie Syvret, who had undertaken a research project in 2019 for the Government of Jersey and Earthwatch, considered transport and young people, with particular emphasis on the 15-21 age group; and

- Jim Hopley presented on transport and people with disabilities, looking at issues such as affordability, accessibility and the need for effective transport planning to fully take account of the needs of people in the Island with disabilities.

3. Questions Carousel:

Assembly Members were given the opportunity to put questions to each speaker in a series of revolving break-out sessions, enabling small group discussions to take place on topics of particular interest to participants.

4. Conclusions

Following conclusion of the questions carousel and having received feedback from participants, the Chair Convenor, Ms. Robbins, took the opportunity to advise Members that cost information on initiatives would be provided in order to inform deliberations. However, the Assembly were not obliged to determine how Government should raise the funding for an initiative but could and should bear the cost information in mind as part of the wider information they had been provided with, in forming their recommendations. Participants required to have any level of economic expertise. Ultimately the issue of how to fund Jersey's journey towards becoming carbon neutral would be a matter for the Government and the States Assembly.

5. Block 2, Session 7, 28th March – Welcome

The Members of the Jersey Citizens' Assembly on Climate Change were welcomed to the meeting by the Chair Convenor and Lead Facilitators.

6. Draft recommendations

Members then entered break-out sessions to begin drafting initial recommendations regarding transport thinking about the question 'How do we change transport in Jersey so that we become carbon neutral?'. It was stressed that these did not have to be concrete or final recommendations at this stage, but were intended to stimulate discussions from which the Assembly could then begin to formalise its recommendations. Each group considered a different aspect of transport that had been raised in the previous sessions.

Following these discussions, each break-out group's draft recommendations were shared with the other groups and each group was able to review and feedback on the draft recommendations of the other groups.

7. Conclusions

The Members were reminded that the next session, on Wednesday 31st March, would include the opportunity for further deliberation and reflection on transport issues, and would also consider carbon offsetting in greater detail.

At the end of the session, Citizens' Assembly Members were invited to participate in an open forum conversation with Ms. Robbins without the facilitators present. Ms. Robbins explained that this would enable participants to raise any issues with her directly, but that she would also welcome any thoughts and observations from Members regarding the progress of the Citizens' Assembly to date.

8. Block 2, Session 8, 31st March – Welcome

The Members of the Jersey Citizens' Assembly on Climate Change were welcomed to the meeting by the Chair Convenor and Lead Facilitators.

Ms. Robbins confirmed that she remained available to Members by email and would hold a similar confidential discussion following the Sunday session in Block 3, as participants had indicated that they found the previous session useful.

9. Presentation - context for Citizens' Assembly

Steve Skelton, Director of Strategy and Innovation, Government of Jersey, delivered a [presentation](#) on the context of the Citizens' Assembly.

Mr. Skelton spoke about the formation of the Citizens' Assembly and how the current process had come into being. Following its adoption of [P.27/2019](#) (Climate Change Emergency: actions to be taken by the Government of Jersey), the States Assembly had acknowledged the existence of a climate emergency which was likely to have a profound effect on the Island, and committed to producing a plan for Jersey to become carbon neutral by 2030. Accordingly, the States Assembly had approved the [Carbon Neutral Strategy](#) in early 2020, which included the mandate for the creation of the Citizens' Assembly on Climate Change.

Mr. Skelton explained that, given the limited time available, it had been decided that the Citizens' Assembly should be asked to focus on the highest emissions sectors, although time would be given to considering all emissions, including Scope 3. The Citizens' Assembly would be free to consider any related issues within the time available and could make recommendations as it saw fit, within the bounds of the convening question 'How can we work together to become carbon neutral?'. The recommendations of the Citizens' Assembly, along with the technical evidence base and ideas generated in the 'Explore' phase, would all feed into a Carbon Neutral Roadmap, which would subsequently be published for consultation and debate.

10. Questions - context for Citizens' Assembly

Participants put the following questions to Mr. Skelton:

- (i) *If our recommendations are refused, is there a process for appeal?*

Mr. Skelton confirmed that no provision existed for appeal to the Government, following its adoption or otherwise of any policy, although it was open to any member of the States Assembly to bring a proposition to give effect to a particular policy position.

- (ii) *Will the Parishes (including their Connétables) be bound by the Roadmap, particularly any recommendations relating to the re-classification of roads, speed limits and the introduction of new cycle routes?*

Mr. Skelton advised that the Connétables sat in the Assembly by right and accordingly could be thought of as honour bound to follow States Assembly decisions. Equally, parishes had their own Roads Committees which retained authority over certain parish roads, and were therefore not directly influenced by decisions of the Assembly.

- (iii) *If the States Assembly approves a Carbon Neutral plan, what happens if there is an election thereafter and a new government is elected?*

Mr. Skelton advised that this issue arose with many longer-term plans and policies, which planned more than one political term. If a plan had its own separate legal framework (which was the case in some significant government policies, such as the 10-year Island Plan) this would bind future governments and was a mechanism that existed in other jurisdictions as well as Jersey. Politicians were also likely to remain mindful of the strength of public feeling and Mr. Skelton questioned whether it would be rational for newly-elected Members to disregard commitments made by predecessors. The nature of the Carbon Neutral Roadmap meant that it would seek to respond to some of these challenges and an incoming government would know, at the start of its term, the issues and the matters to be included in its Common Strategic Policy and addressed during its term of office.

- (iv) *Is 2030 a realistic target, both from a financial and timing perspective?*

Mr. Skelton advised that it would be difficult to answer this question without seeming to lead the Assembly, and said that it largely depended on what level of commitment the Island and its leaders were prepared to make towards becoming carbon neutral. Financially, it was definitely a challenge, and likely to be a significant expenditure, albeit offering multiple opportunities. This was acknowledged to be one of the reasons behind seeking to tackle the issue through the deliberative process of a citizens' assembly.

- (v) *What climate change plans have the Government already considered/adopted and if the Citizens' Assembly makes recommendations that conflict with these plans, how will this be resolved?*

Mr. Skelton advised that several plans existed, encompassing a range of adaptation and mitigation strategies. For example, the Government had already adopted the Shoreline Management Plan, designed to protect against rising sea levels, the Sustainable Transport Policy and a number of planning policies which reflected environmental aspirations. A further example of a mitigation strategy was the Energy Plan Pathway 2050, which had been produced in 2014 as a response to the Kyoto Protocol and undertook to reduce carbon emissions by 80% by 2050 and set out policies to achieve this. Mr. Skelton commented that the Carbon Neutral Roadmap could be seen as a wider strategy, which would cut across multiple areas of Government policy. It was only likely to conflict with existing policies if it recommended a longer implementation date, as bringing the carbon neutral target date closer would only serve to dial up existing policies.

- (vi) *What is the process if all recommendations are rejected, how will recommendations be prioritised, how can the Citizens' Assembly be assured that all its recommendations are heard and that there will be a just transition to achieve the Assembly's vision?*

Mr. Skelton advised that part of the Citizens' Assembly remit was to prioritise its recommendations. Regarding whether these were heard and acted upon, he opined that States Members were accountable for their decisions and could be voted out by the public at the next election. The recommendations would all be published, which would hopefully provoke some interest and public debate. In terms of a just transition, this was a core principle of the Carbon Neutral Strategy, so it would be impossible to bring forward a transition proposal which was manifestly unjust.

- (vii) *The States have voted quite heavily in favour of the Island becoming carbon neutral by 2030. As we have learned, this is impossible but we have to try and reduce our carbon footprint to the lowest possible levels. The problem is that the States have set this date, which will mean we are paying for carbon offsets 20 years earlier than other countries. Did the States have relevant financial information and other facts to hand when they made this decision and is it possible that this position can be changed?*

Mr. Skelton confirmed that the States Assembly had voted for the original proposition (which asked it to prepare a plan for becoming carbon neutral by 2030) and had subsequently endorsed that plan, in the form of the Carbon Neutral Strategy. The Carbon Neutral Strategy did not bind the Island to becoming carbon neutral by 2030, nor to purchasing carbon offsets in the period leading up to that date – it simply committed to following a process, which included convening the Citizens’ Assembly. It was acknowledged that many States Members were supportive and in public debate 2030 was frequently referred to as the target date, however this was rather less certain than what had been envisaged by the proposer of the original proposition. Participants were also asked to consider that the Island’s emissions could be higher or lower (than at present) at the point where carbon neutrality was achieved, depending on the speed of progress in certain areas.

11. Presentations - carbon offsetting

Hilary Jeune, Director, Valuematrix and Matt Shepherd of Oxera presented to participants on carbon offsetting. Following the [presentations](#), the speakers were available to attend breakout sessions to answer any specific questions from participants.

Ms. Jeune began by outlining carbon offsets, which were projects that contributed to removing or absorbing greenhouse gases from the atmosphere. These were often located in African or Latin American countries and typically took the form of planting trees, although purchasers were increasingly looking for projects with co-benefits to the host country’s education, jobs and healthcare systems, or biodiversity.

Ms. Jeune opined that offsets were not a silver bullet, but a small part of the global response to climate change. In terms of global carbon emissions, it was irrelevant whether carbon reduction took place in Jersey or elsewhere, however any offsets purchased needed to be of the highest possible quality.

Mr. Shepherd then spoke about the cost of offsets, the differences in cost as a result of opting for different target dates for achieving net-zero emissions, the likely trade-offs required and how other jurisdictions were approaching these challenges.

The Citizens’ Assembly was reminded that there were certain emissions, such as those arising from air travel, which could not be feasibly abated. A key question for participants, therefore, was whether to recommend that Jersey should use offsetting as part of its overall carbon neutral strategy. Mr. Shepherd advised that, given the currently available policy options, adopting a target date of 2030 for Jersey would cost between £2.7 and £4.4m per annum, or a total of £88m over the period 2030–50. If 2050 were to be chosen, costs would be lower overall as energy efficient policies would have had longer to take effect and offsets could be purchased from a later start-date. However, it was also accepted that the costs of offsetting would increase over time, as the easier and cheaper alternatives would be undertaken first.

Mr. Shepherd also advised that offsets would need to be purchased every year, funded via taxation, borrowing or reduced services in other parts of the economy, in addition to cost of domestic emission reduction measures.

It was noted that the UK had adopted a date of 2050, which had been legally enacted and recognised that offsets may be needed in order to achieve it. The EU had proposed legally binding target date of 2050, which had yet to be agreed and included scenarios which did not employ the purchase of offsets.

12. Break-out room discussion

Following the presentations, the Assembly Members discussed what they had heard in break-out rooms, considering the question 'Do we believe as an Island that offsets are the way to reach net zero?'

13. Draft recommendations

For the last 20 minutes of the session the Assembly Members were asked to reflect on the feedback they had received from other groups on their draft recommendations on transport and further refine their recommendations.

14. Conclusions

Assembly Members reflected on their deliberations to date, which had included consideration of conversation guidelines, an overview of content and developed a vision for how Jersey should approach becoming carbon neutral. During Block 2, Members had participated in a deep dive into transport, transport emissions, and the pace of change, and had also begun to develop recommendations, with a series of actions sitting beneath them. In the final session, the Assembly had learned about offsets, how they were used and had offered comments on the draft recommendations developed by other groups.

It was noted that Block 3 would take place between 17th and 21st April and would follow a similar format to Block 2.

Ms. Robbins congratulated participants on their engagement with the process, following some initial anxiety, and offered her thanks on behalf of Members to the Lead and Group Facilitators for their contribution in orchestrating the Citizens' Assembly to date.