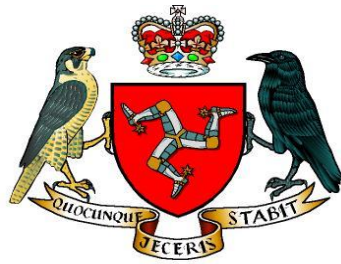


GD 2020/0040



**Isle of Man
Government**

Reiltys Ellan Vannin

Council of Ministers

**Isle of Man Government Action Plan for Achieving Net Zero
Emissions by 2050**

Phase 1 Progress Report

&

Delivery Strategy Post COVID-19 Pandemic

(Version 2)

July 2020

Foreword

We are emerging from one of the most challenging times we have faced as a nation. As we assess the impact of the COVID-19 pandemic and the way all our lives have changed over the past few months, we are also acutely aware climate change has not gone away. The imperative for action remains, whilst the appetite for change is arguably greater.

We are very proud of the progress that has been made on climate change over the past 14 months. In May 2019 we recognised the climate emergency and committed the Isle of Man to net zero greenhouse gas emissions by 2050. Subsequent rapid action led to Prof James Curran's advisory report and the Government's Climate Action Plan which Tynwald unanimously approved on 21 January 2020. Inevitably, work slowed during the height of the COVID-19 lockdown, unfortunately at the very point when we were establishing the full time team to deliver this plan. Despite this, good progress has been made and the Council of Ministers is committed to regaining the pace and ambition of the work that we began just six months ago.

In February, the Budget reflected our commitment with £5 million allocated to climate action capital projects and £5 million for environmental protection revenue projects (including climate change) for this financial year.

This report is accompanied by the publishing of the Climate Change Bill for consultation, to enable it to enter the Branches at the start of the new Tynwald year this autumn. The Bill is a crucial enabler and a statutory commitment to net zero and a low carbon society.

The current work to rebuild our economy post COVID-19 will recognise that the emissions reduction work we need to undertake can form a significant part of our economic stimulus to rapidly restart the local economy. We will bring forward initiatives supporting businesses and individuals to improve energy efficiency and encouraging working productively from home. These measures are good for the economy, our health and wellbeing, and our pockets, whilst cutting our emissions.

Over the next year, we are committing to prioritising a range of activities under Phase 1, combined with a collection of initiatives to help the Island to recover and thrive as we emerge from the COVID-19 emergency. One of the outputs of this work will be to bring to Tynwald the first Five Year Action Plan as required by the new Climate Change Bill proposals.

The essence of our designation as the world's only entire nation UNESCO Biosphere Reserve is our ability to balance a vibrant economy with a healthy environment, a strong sense of community, pride in our diversity and commitment to deliver the UN's Sustainable Development Goals. There has never been a time when this balance has been more important. Let's build on the community co-operation we've demonstrated in our response to COVID-19, and create a new, greener society which cares for everyone and has a healthy environment at its centre.

Hon Howard Quayle MHK – Chief Minister and Hon Geoffrey Boot MHK – Minister for Environment, Food and Agriculture

1. Introduction

Over the past year, the Isle of Man made some significant steps forward in its commitment to tackling climate change. In May 2019 the Chief Minister recognised the global climate change emergency and made the commitment for the Isle of Man to achieve net zero greenhouse gas emissions by 2050 and to legislate for this in a new Climate Change Bill to enter the legislative process in 2020.

In January 2020 Tynwald voted unanimously in support of the Isle of Man Government Phase 1 Climate Action Plan. A political Climate Change Transformation Board, which is now to be supported by officers through the Chief Officer Group and the structure for the new Climate Change Transformation Team was developed to ensure effective delivery of the 60 actions outlined in the plan. Unfortunately, just as this team was about to be recruited, the COVID-19 lockdown began and this was understandably put on hold.

Despite the global pandemic, work has continued on the Climate Change Bill and some good progress has also been made on the delivery of the Phase 1 Action Plan. Ironically, some big changes in the way we have lived on the Island since the beginning of the lockdown have also demonstrated opportunities to make rapid progress on some emissions-reduction activities. A good example of this is the abrupt introduction of around 14,000 or 35% of our workers operating digitally from home, often with very high productivity.

In this report we outline progress on the Phase 1 Action Plan and propose a new approach to climate action that will capture the progress we've inadvertently made whilst in lockdown and will also reflect the new economic, health, social and environmental realities we all face as we emerge from the global pandemic. We expect to make energy efficiency and low carbon travel central in our economic recovery initiatives. The Isle of Man has the chance to lead in establishing a thriving low carbon economy, building on our Biosphere status, the public support for the way the Isle of Man is handling the pandemic and our renewed appreciation of our island community. This report outlines how the Isle of Man can do this effectively and for the benefit of all.

2. Review of progress on Phase 1 Action Plan

The Phase 1 Action Plan was agreed in Tynwald on 21 January 2020. Immediately after this, work began to devise the most effective way to deliver the 60 actions under 10 high level policy commitments. At the same time, work was also underway to develop a Climate Change Bill that requires the Isle of Man to meet the net zero greenhouse gas emissions by 2050 and ensures that a clear planning and reporting mechanism is in place to map our way to that goal.

The approach taken for delivery was to develop the Climate Change Transformation Team within which a Programme Delivery Team would work across Government to deliver the Phase 1 Action Plan, whilst a Research and Development team would develop the Phase 2 Action Plan and carry out the research required to inform future action planning and support delivery. The core team of 10 posts had been prepared (with detailed job descriptions and person specification) and Cabinet Office was due to begin recruitment at the end of March. It was anticipated that this would be followed by the recruitment of additional posts externally, to ensure a good level of technical expertise in key areas.

The recruitment of this team was put on hold as the COVID-19 emergency unfolded. Work continued to develop the Climate Change Bill and across Departments, work to deliver aspects of the Phase 1 Climate Action Plan continued and some significant progress has been made.

In light of the impacts of the COVID-19 lockdown on the community, the delivery of some of the actions has been accelerated beyond all expectation. For example, whilst action 2.11 committed to encouraging more mobile working by Government employees to reduce travel requirements, no-one could have imagined that within a couple of months, the majority of office-based Government (and private sector) workers would be working from home – importantly with increased productivity. The rapid roll out of technology to support this and the adaptation of working patterns allowed this change to happen at an unprecedented pace. The private sector has been quick to acknowledge the scope to extend this way of working, confident that the increased productivity and cost reduction can be maintained and the public sector will follow that direction too. The transport emission savings around this change have been significant and we need to act quickly to ensure the progress made in this area is built on, in establishing our new post-lockdown normal.

As people have been travelling less to their places of work, the use of cars has seen a significant decrease and our roads have been quieter, making cycling safer and more enjoyable. There has been a surge in the use of bicycles and local cycle shops have reported a huge increase in sales. Building on this the Department of Infrastructure is expanding its successful active travel project that has so far focussed on Douglas and the surrounding area.

Table 1 outlines the progress that has been made on the Phase 1 Climate Action Plan in the 6 months (3 of which have been in lockdown) since it was approved on 21 January 2020. In relation to the COVID-19 response and rebuild, a suggested phased approach for the climate change action plan delivery is outlined in Table 1. The initial post COVID-19 response prioritises actions that, as well as reducing emissions, rebuild the economy through job creation and investment, support the vulnerable, and promote emission-positive behaviour change. Phase 1 will focus on delivering the other actions outlined in the Isle of Man Government Climate Action Plan, which includes the development of the Phase 2 Action Plan.

Table 1 – High Level Policy Commitments and Phase 1 delivery so far and priority work proposed as part of COVID-19 recovery.

1. Council of Ministers is committed to urgently establishing a Climate Change Transformation Programme, with a dedicated fund and a Political Steering Board to develop and deliver Government's climate change action plan.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
1.1	Establish a transformation fund to support activities and action in 2020/21.	Treasury approved funds totalling £10m for to Climate Change and Terms of Reference were agreed on allocation of these funds to climate change work.	Y	
1.2	Create a Climate Change Transformation Programme structure, Political Board and reporting and review cycles.	The Climate Change Transformation Board (political group) have been convened (Terms of Reference attached). The appointment of a scientific advisor to advise the Board has also been agreed.	Y	
1.3	Create a Climate Change Transformation Programme Team.	The structure and staffing of the Climate Change Transformation Team was developed and agreed, and was due to be recruited as the COVID-19 emergency began. This work is now recommencing as a priority.	Y	
1.4	Prepare the Phase 2 action plan for Government, to be presented to Tynwald in 2021.	Staffing for a Research and Development Team to prepare Phase 2 was agreed and was due to be implemented in March 2020 but was delayed due to the COVID-19 situation. This work is now recommencing as a priority.		Y
1.5	Deliver the Phase 1 Action plan, and report to Tynwald on progress in July 2020.	Delivery is in progress and this report constitutes part of this action.	Y	Y

2. Council of Ministers commits to Government leading with large scale changes to reduce emissions.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
2.1	Review Government policies and align with the delivery of the target set for the Isle of Man to achieve net zero carbon by 2050.	Work on this has begun, and is also captured in the Climate Change Bill proposed requirement for all public bodies to actively promote the achievement of the net zero target by 2050.		Y
2.2	Include performance indicators in the Programme for Government that will monitor and improve the Departments, Boards and Offices individual carbon/greenhouse gases impact.	The updated Programme for Government (PfG) captures the overall aim of climate action, the commitment to net zero by 2050, and also the delivery of specific actions by Departments. The DEFA submission provides a National Indicator for total greenhouse gas emissions. Further work is required to establish Department level data.		Y
2.3	Carry out a climate impact audit on Government's estate creating a strategic plan to reduce emissions and maximise opportunities for carbon sequestration.	DoI has carried out energy efficiency testing via EPC's in a number of different public sector house types to identify areas where savings can be made, including Air Test Reports and produced suggestions for a number of potential improvements. DHA is working to better understand the data needed to determine the Department's carbon footprint. DHA is also working with other organisations on future zero carbon infrastructure projects within the Department.	Y	
2.4	Carry out short term actions to reduce the carbon impact of Government's estate, such as implementing LED lighting, biomass boilers, electric space heating wherever possible.	This has been actively pursued in a number of Departments, with projects to reduce emissions developed and ready to go, subject to funding approval. DoI has completed a number of school energy efficiently projects. A project has been funded for LED lighting conversion at the prison and Central Government Offices now has LED lighting. A sum for energy saving has been ring fenced in this year's DHA Minor Capital Programme. DoI is developing a programme to introduce air source heat pumps to existing public sector housing and a number have already been completed, replacing carbon-based energy. All new homes in the public sector will have low energy/passive credentials and will not have carbon-based fuels.	Y	

2.5	Create a plan for installing cycle racks (with charging points for electric bikes) and showers in all public buildings, where suitable, and begin implementation.	Central Government Offices now has cycle racks installed and shower installs are planned. A number of surveys have been undertaken by DoI, and works to install cycle shelters and racks have been completed at all secondary schools, Police stations, Fire Station, Sea Terminal and Murray House. Charging points are available for cycle batteries in all the locations noted above. Plans for shower facilities are currently under preparation.	Y	
2.6	Create policy immediately to move the Government fleet to become electric or reduced emission vehicles by default (where practical), with the electrification of the Public service fleet (excluding certain categories of specialist vehicle) to be achieved by 2030.	Low mileage vehicles are to be replaced by electric vehicles in the first stage of transition. Key to this progress is sourcing vehicles and ensuring suitable infrastructure is in place and progress has been made by the MUA in procuring a supplier of EV charging infrastructure.		Y
2.7	Place the order for the first hybrid buses and put in place a programme for wider implementation.	DoI has ordered 6 hybrid buses which will be delivered to the Island before the school year commences in September 2020.	Y	
2.8	Fully implement Government's plastics plan and eliminate unnecessary single use plastics and other disposables from Government use.	This is being delivered across Government by sustainability champions in each Department. Ensuring appropriate balanced use of disposables in the wake of COVID-19 will be an important part of this work.		Y
2.9	Develop and implement a plan to significantly reduce food waste across the Government estate.	This project has not yet started.		Y
2.10	Develop and implement a climate impact assessment to be required as part of all Government procurement processes.	This subject has provisionally been included in the procurement process and more detailed assessment criteria will be developed.		Y
2.11	Encourage mobile working, where possible for Government employees, to reduce travel requirements	The COVID-19 lockdown necessitated a rapid move to mobile working for a large proportion of office-based Government employees. This move has accelerated putting in place the IT provision required for mobile working and has also brought about a shift in working culture, both of which will enable more mobile working to continue in future. Urgent work is currently underway within OHR and across government to seize the opportunity to maintain and increase flexible and home-working in a sustainable manner.	Y	

3. Council of Ministers commits to securing no	Current Progress/Delivery	Planned delivery
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less than 75% of the Island's electricity from renewable sources by 2035.				
Ref	Action		Post COVID-19	Phase 1
3.1	Develop a strategic plan for delivering 75% of the Island's electricity from renewable sources by 2035.	External procurement is needed to support this, which has been delayed during the lockdown. DEFA and MUA have done preparatory work on this with energy scenarios.	Y	
3.2	Model the future electricity grid requirements.	Not commenced		Y
3.3	Launch a prior information notice (pre tender) for onshore renewable energy generation up to a maximum capacity of 20MW.	A draft PIN has been produced and is awaiting approval before going out for expressions of interest.	Y	
3.4	Launch a prior information notice (pre tender) for an offshore wind farm	Not commenced		Y
3.5	Review MUA practices and the Electricity Act and propose changes to encourage diversified generation.	This has been commenced as part of the work to produce the Climate Change Bill, and will continue to inform secondary legislation.		Y

4. Council of Ministers commits to providing a wide range of incentives, both financial and non-financial, and raising standards to reduce emissions from buildings in the Isle of Man.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
4.1	Build awareness and skills for contractors in energy efficiency and low carbon heating options.	Work is ongoing to understand the training needs to support green re-skilling.	Y	
4.2	Develop building controls to assist with meeting climate targets, to include the ban of fossil fuel heating appliances by 2025, in new build properties and set an appropriate date by which to ban the replacement of existing heating appliances with oil-powered models.	This is being addressed via the Climate Change Bill.		Y

4.3	Develop and propose revised support schemes for energy efficiency and space heating to reduce property emissions.	Initial work has been undertaken for how to revise the energy efficiency scheme and it will inform the actions outlined in the new plan. Scoping exercises have commenced, researching key organisations and schemes in other jurisdictions. This is likely to form an important and urgent part of the economic recovery strategy	Y	
4.4	Establish a new, low electric heating tariff to encourage electrification of heating.	This has not yet been established.		Y

5. Council of Ministers commits to increasing natural carbon capture opportunities, whilst protecting and enhancing ecosystems, to help reach net zero by 2050.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
5.1	Complete the first in a series of peat land restoration projects, restoring a minimum of 1000 acres.	An initial Climate Action Project Charter has been completed, outlining plans for surveying and then restoring the first 1,000 acres. Working closely with the Manx Wildlife Trust and other key organisations, a number of initial projects have been identified. Pending budget confirmation, such projects can be prioritised and delivered swiftly. Peatland restoration techniques have also been highlighted as a priority for natural flood risk management in draft catchment management plans.	Y	
5.2	Complete the first in a series of woodland planting projects with wider ecosystem services benefits (for example natural flood-risk management, biodiversity).	DEFA Agriculture and Lands directorate continues to plant as business as usual. Around 1,800 native trees were planted on the DEFA upland estate by volunteers from the Isle of Man Woodland Trust at Surby Mountain and Rushen during the 2019/20 planting season. Plans to enable additional large scale planting projects are being explored, alongside 5.5. The draft Laxey catchment management plan incorporates significant woodland establishment, which will require additional financial and management resources.	Y	
5.3	Plant a woodland (Keyll y Theay) of 85,000 trees at Meary Veg.	A 12 month LTA of a Woodland Officer has been created within the forestry team to oversee the planning and delivery of the Keyll y Theay woodland. This	Y	

		LTA has been filled by an experienced forester who is currently preparing designs and planning operations, with a target of planting completion by April 2021.		
5.4	Develop a comprehensive land management plan to maximise carbon sequestration and maintain and restore biodiversity and wider ecosystem services.	<p>The Manx Wildlife Trust have been engaged to provide DEFA officers with proactive prescriptive measures to support new forest management plans that will help shape future forest management to enhance bio-diversity and sequestration.</p> <p>The Agri-Environment scheme has been deferred for a year, partly to allow more work on this aspect. There is already an upland stewardship element. A number of projects including the wider work of the Peel Marina Project Board and the Neb and Laxey Catchment Management Plans align with this climate change objective and interlink with existing work within DEFA's Agriculture, Forestry and lands directorate.</p>	Y	
5.5	Provide additional incentives for tree planting under the Agricultural Development Scheme and through a dedicated woodland grants scheme.	This work aligns with target outlined in the Programme for Government which has a completion target date July 2021.	Y	
5.6	Ban all peat cutting.	Amendment of turbaries regulation to effectively cease cutting is proposed in July Tynwald. The Climate Change Bill proposes the cutting of peat for burning will be banned, provision for peatland remediation works and registration of peatland.	Y	
5.7	Develop a comprehensive blue carbon management plan to maximise carbon sequestration and maintain and restore biodiversity and wider ecosystem services.	DEFA has appointed an ecosystem officer to plan, manage and deliver this project. DEFA are also coordinating delivery with the Manx Wildlife Trust and Isle of Man Seasearch.	Y	
5.8	Work in partnership with the Manx National Farmers' Union to consider the active role agriculture can play in increasing carbon sequestration.	DEFA have funded and started work with the Manx National Farmers Union to establish the carbon footprint of farms of various types, in order to inform future agricultural management and policy.	Y	
5.9	Develop planning advice on maximising carbon sequestration, minimising emissions and maintaining and restoring ecosystem services, and work towards a requirement for biodiversity net gain and for appropriate	Enabling powers for this work are included in the Climate Change Bill.		Y

	Sustainable Drainage Systems in future planning policy.			
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6. Council of Ministers commits to achieving net zero carbon emission transport by 2050.		Current Progress/Delivery	Planned delivery <i>(Post COVID-19 response, phase 1)</i>	
Ref	Action		Post COVID-19	Phase 1
6.1	Ensure new Isle of Man Steam Packet Company vessel specification allows transition to alternative, low carbon fuel.	This has been actioned, it is required as part of the Sea Services Agreement.	Y	
6.2	Develop an Active Travel Strategy in line with Planning Policy for areas outside of Douglas.	The DoI is currently reviewing how best to achieve modal shift outside of the Douglas area.	Y	
6.3	Bring forward a strategy to promote public transport and active travel; considering a package of measures that will be required to change travel behaviour, including vehicle duty orders, car parking charges, planning policies, car sharing and deploying electric charging points in park / ride and park / walk facilities.	DoI has commenced work on this.	Y	
6.4	Develop an all-Island charging network by 2030; strategically aligning plans for private and public sector provisions (including facilities for high speed charging)	MUA have appointed the supplier for Electric Vehicle charging infrastructure. Additional charging locations have been installed in Ballasalla, Port Erin and St Johns earlier this year. A rapid charger installation is being planned for the Sea Terminal. DHA are working with MUA to install public EV charging points at Police HQ.		Y
6.5	Announce future road tax requirements.	These measures are ready for implementation by DoI but have been delayed by COVID-19. Further enabling powers are proposed in the Climate Change Bill.		Y
6.6	Announce end date for registration of fossil-fuelled vehicles.	This matter has not yet been formally considered.		Y

7. Council of Ministers commits to work with our business sector and industries to adapt as market conditions change and to facilitate economic growth in the transition to a carbon neutral economy.		Current Progress/Delivery	Planned delivery <i>(Post COVID-19 response, phase 1)</i>	
Ref	Action		Post COVID-19	Phase 1
7.1	Review of business/industry emissions and options to reduce emissions - in partnership with Chamber of Commerce and other business and industry partners.	DfE is working in close partnership with key stakeholders to ensure that our approach is aligned with business needs and priorities through the established Chamber of Commerce Climate Change Programme. Initiatives of this nature are expected to be included in the economic recovery strategy. DoI are investigating new technology for managing clinical waste.		Y
7.2	Review of agriculture emissions and options to reduce emissions, in partnership with the Manx National Farmers' Union.	This is addressed alongside Action 5.8, regarding agricultural sequestration opportunities.		Y
7.3	Publish a re-skilling strategy and action plan for a green economy, to include a further and higher education programme to match skills to future needs.	Work is ongoing with DESC to align the education system to the needs of the economy, now and in the future, in accordance with the Programme for Government. DfE is working in close partnership with the Cambridge CleanTech Forum and a range of stakeholders to support and develop the education, training and skills agendas.	Y	
7.4	Establish a local offsetting scheme to fund Isle of Man carbon sequestration projects, initially to offset personal and business flights.	Provision for this has been made in the Climate Change Bill.		Y
7.5	Develop a strategy to encourage green technology and innovation on the Isle of Man.	Work is ongoing in DfE to promote and support our Island's communications and digital infrastructure to enable flexible working and innovation now and in the future.		Y
7.6	Investigate opportunities for further business hubs in key locations around the Island.	Business Hubs are likely to become an important element encouraging agile, flexible and home working as the economy returns to a new normal post COVID-19 and will be encouraged and supported where appropriate through DfE and other key departments.	Y	
7.7	Develop plans that encourage climate action and a circular economy by reviewing business support schemes to incentivise climate positive	UNESCO Biosphere Isle of Man convened a meeting with the Department for Enterprise, UCM, Chamber of Commerce and One World Centre to discuss upskilling businesses regarding sustainability and the circular economy. First	Y	

	initiatives and discourage climate negative ones.	steps include a survey for businesses to ascertain needs and delivery format. COVID-19 has currently stalled this work but it will be progressed when appropriate. DfE is currently reviewing business support systems to consider and include the potential impact of climate change.		
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8. Council of Ministers reconfirms its commitment to bring a Climate Bill into the branches by June 2020		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
8.1	Carry out a formal public consultation on the Climate Change Bill.	The Policies have already been subject to public consultation and a further consultation on the draft Bill scheduled to begin at the end of July 2020 and is intended to be laid in July Tynwald alongside this report.	Y	
8.2	Introduce a Climate Change Bill into the Branches by June 2020 that will provide the legal framework to enable the delivery of net zero emissions by 2050.	Draft laid in Tynwald with this report, with first reading of the Bill expected in Tynwald in October 2020.	Y	

9. Council of Ministers are committed to a full awareness and engagement campaign to enable individuals and organisations to understand climate change and undertake the changes required to achieve net zero.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
9.1	Develop and implement a public information and engagement campaign; promoting zero carbon actions that individuals, families and businesses can take.	Full-time Climate Change communications officer has been recruited and whilst they supported the communications team during COVID-19 response, they are now working on climate change again.	Y	
9.2	Create web site with information and resources to inform and inspire action (e.g. energy efficiency tools, business tools).	Initial work has been undertaken by DEFA to identify suitable web tools.	Y	

9.3	Organise community events to provide inspiration, information and advice to enable change.	Not commenced	Y	
9.4	Commission independent focus groups to explore and report on public support and capability for change, to inform the phase 2 action plan.	Work has been undertaken to develop a structure for a Citizens' Forum that would include a focus group function to inform development of climate actions. This will recommence imminently.	Y	
9.5	Raise awareness of climate science and climate action in schools and encourage change.	Work by DESC, DEFA (Biosphere) and the One World Centre to assist schools in linking teaching to the UN Sustainable Development Goals (which include climate change), all schools are Biosphere partners. Climate Change has been included in Essentials for Learning guidance for schools.	Y	

10. Council of Ministers is committed to further research and analytical work to understand the complexities and impact of Professor Curran's report upon our economy, our environment and across all sectors of our community, reporting to Tynwald with Government's Phase 2 climate change action plan.		Current Progress/Delivery	Planned delivery	
Ref	Action		Post COVID-19	Phase 1
10.1	Complete a comprehensive review and feasibility study on Professor Curran's report - determining more robust costs with an expenditure profile and a clear understanding of the impact on all areas of our economy, our environment and across all sectors of our community	Team structure established, though not implemented.		Y
10.2	Carry out further research and analytical work on areas beyond the scope of Professor Curran's report that might provide further options for action for the Isle of Man to achieve net zero by 2050.	Not commenced		Y
10.3	Undertake a comprehensive exercise to understand the funding options available and	Some additional work was commissioned on this following the research for James Curran's independent report.		Y

	the social and economic implications of those options.			
10.4	Develop a system for setting, reviewing and monitoring carbon targets for Isle of Man emissions, with appropriate advice and validation.	This is addressed to some extent in the Climate Change Bill, which provides a framework for reporting and monitoring progress to net zero.		Y
10.5	Carry out further research to fill evidence gaps identified within Professor Curran's and the Analytical Team's reports.	Some research has been ongoing to inform the plan outlined in this report.		Y
10.6	Develop a strategy for 'just transition' that will enable all sectors of society to make the necessary changes and prevent exclusion or disadvantage through change.	A strategy has yet to be developed and the Climate Change Bill introduces a duty to have regard to the principles of just transition		Y

3. Initial post COVID-19 response - Opportunities to shape our Island's future during COVID-19 recovery

Whilst in March 2020 everything was being put in place to deliver the Phase 1 Climate Action Plan agreed in Tynwald in January, in the intervening months the COVID-19 lockdown has had an unprecedented impact on life in the Isle of Man and around the world. In light of the significant changes that have taken place, a pragmatic approach has been taken which aims to build on the positive impacts of the COVID-19 lockdown and accelerate emissions reductions in those key areas.

In response to the recent crisis and the imminent economic redevelopment strategy, the following areas have been identified as high priority action to meet our current situation.

It is proposed that the following items should be considered during the next 12 months, alongside the outstanding matters from Phase 1. This would enable the first 5 years plan to be brought forwards in June 2021.

A. A new way of working - DfE, Cabinet Office, DoI, DEFA

We have a unique opportunity to build on our COVID-19 home working, to make permanent changes in the way we flexibly work, commute and travel for business. These changes will enable any safeguarding measures that may be required as we continue to address the COVID-19 pandemic, and in the long term save costs in key areas such as office space and travel budgets, in addition to increasing productivity, improving work/life balance and reducing emissions.

- Work across Government and the private sector to facilitate continued home working at a sustainable level immediately (which could also support social distancing requirements if necessary in the future). This reduces office space requirements and business operating costs, whilst improving productivity. With an estimated 14,000 workers currently working from home, there is potentially a significant operating cost reduction.
- Identify and address longer term home working needs and barriers (noting that the National Broadband Plan is a great step forward and a further improved mobile network would be another key initiative).
- Develop an energy efficiency improvement loan for public and private sector home workers, enabling basic work such as loft insulation, draft-proofing etc. to be done to reduce home heating costs associated with home-working. This initiative could be similar to the cycle to work scheme and would be minimal cost to government.
- Develop as many public buildings as possible to include hub areas for mobile working and for meeting customers and colleagues (this can start on a small scale e.g. in libraries, schools and existing government offices) to reduce officer travel cost and time.
- Develop business travel guidance to reduce reliance on air travel and driving to save money and time, increase staff productivity and promote a better work-life balance.

B. Encourage a move to flexible working or even a 4 day week to save money, increase staff productivity, increase spend in the economy and reduce emissions. - Cabinet Office

There is great evidence from around the world that a 4 day week has the potential to reduce salary costs, increase productivity, increase local spend and tourism in the economy and also

reduce emissions. It also frees people up to do more in their community, supporting the elderly, spending time with family and volunteering.

- Explore and promote a wide range of flexible work patterns, which are likely to boost productivity and effectively reduce cost.
- Initially, it would be useful to simply offer 4 day work patterns as an option (either compressed hours on the same pay or reduced hours on reduced pay) and gauging popularity.
- Consideration of wider implications – e.g. willingness to recruit externally to key/specialist roles.

C. New ways to travel - DoI, Treasury, Cabinet Office

We can build on the current active travel successes in the Isle of Man and the new public appetite to walk and cycle to reduce vehicle emissions, improve air quality and public health.

- Further promote the use of public transport (acknowledging that in the short term COVID-19 has reduced the use of public transport in other areas because of the perceived risks of infection) and active travel, developing a smart travel strategy that takes into consideration our island needs e.g. installing bike racks on buses to promote dynamic ways to travel across the island.
- “Leave your car at home” campaign to encourage the continuation of habits that began in lockdown.
- Further consideration of redefined use of road space, that promotes safe cycling.
- Further acceleration of secure cycle parking and showers in key areas – on Government properties, municipal or business specific, in itself creating local investment and trade activity.
- Develop a strategy that incentivises an increased uptake of electric vehicles and prioritises improved charging infrastructure.
- Out of town parking to promote partial cycling for more remote workers e.g. specific car parking for the Heritage Trail for commuter cyclists. Balancing travel time, town centre parking need and reducing Douglas congestion.
- Trial car-free pedestrian zones in towns and remodel traffic flow.
- Develop north/south park and ride equivalent to east/west link.

D. Warm homes for everyone - Treasury, DEFA, DESC, DfE

We can invest in energy efficiency and low carbon heating, especially home-workers and the vulnerable, saving money in the long term creating jobs in trades, improving health and reducing pressure on the health service.

- Use funds released from reducing government office space to fund grants or interest-free loans for home-workers for energy efficiency and low carbon heating.
- Expand the current home energy efficiency grants to fund more improvements to homes and supporting local businesses to do the work.
- Invest in a pilot scheme of full property retrofits to explore and demonstrate what is possible in the Isle of Man context.
- Partnership with Government, UCM and industry to deliver the skill training needed to get Manx homes energy efficient and prepared for a zero carbon future.
- Public information campaign to help people to save money and energy in their home.

E. A super-efficient Government estate – maximising the use of office space and cutting energy use. - Treasury, DoI, DEFA

Understanding where Government spends unnecessarily on office space, energy, consumables or other resources could help develop a more efficient estate, save money quickly and improve working conditions.

- Carbon audits & efficiency plans for the Government estate – using locally trained staff or services.
- Prioritise insulating, draft proofing buildings and converting lighting to LED (relatively cheap and easy improvement that allow for flexibility in terms of allowances for future energy generation).
- Assess viability and return on investment of installing heat pumps and biomass boilers where appropriate.
- Consider a new energy initiative capital fund to further develop future energy efficiency projects.

F. Green Futures Programme – DESC, DEFA, DfE, Treasury

By creating an innovative green work and training scheme we can channel Government support into reskilling, support mental and physical health and build a zero carbon workforce and a more resilient community.

- Urgently establish Energy Audit training proposition for both Government and private sector staff.
- Consider training and work experience options in energy efficiency, low carbon heating, renewable energy, horticulture, forestry and land management, environmental education.
- Identify groups which could benefit including recently unemployed, this year's school and college leavers who've lost other opportunities, students who have become based in the Island and all those keen to re-skill.
- Develop the key training streams (1/2 years) that would give all participants an understanding of the opportunities in green re-skilling and the options to choose the right path for their skills and interests – taking work schemes beyond tree-planting and giving people a new career path.
- Develop a financial mechanism to provide a green training scheme as an alternative to unemployment benefits and to align with other educational grants and opportunities.
- Carry out a small initial trial as soon as possible building on the speed at which businesses have been supported.

G. Minimise investment in emissions – halt perverse incentives and review government investment in fossil fuels (including pensions) – DfE, DoI, Treasury, DEFA, Cabinet Office

In a time of limited funding, an easy win to support a greener economy is to minimise or avoid inadvertently (or intentionally) subsidising or funding energy intense enterprises and divert the available investment into future-focussed businesses and initiatives.

- Avoid or minimise Government bail-outs of energy intense industries (e.g. aviation).
- Assess the potential to introduce climate change taxes to discourage negative behaviour through e.g. increased car parking charges, taxes on fossil fuel extraction etc.
- Ensure business support grants should have green strings attached e.g. business must have a 'green transition plan' in order to qualify for financial support.

- Reduce free parking in towns to incentivise public transport and active travel.

H. Prioritise natural carbon capture - DEFA, DoI, MUA

Investing now in a countryside and sea which stores as much carbon as possible brings us health benefits and will maintain vital ecosystem services and the beautiful environment that sustains us.

- Rapidly identify sites suitable for tree planting and peat restoration, using lower skilled, unemployed workers. This would allow agreed initiatives to be achieved highly cost effectively and provide some sense of interim purpose for the staff involved.
- Ensure all Agricultural and Fisheries support aligns with climate change goal and actively promotes practises that increase carbon capture and storage.
- Complete a blue carbon audit of MNR network and 3-12nm and pursue private investment and NGO opportunities, to develop and deliver on a blue carbon management plan.

I. Use all our green spaces to drive community recovery and resilience, improve mental and physical well-being and build on people's connection with nature - DEFA, DoI, DESC

During lockdown people in the Isle of Man have often really appreciated living in close proximity with nature. Our green spaces, coasts and sea have sustained us through a dark period for everyone, providing benefits to our physical and mental health. This appreciation and contribution can be used to develop projects in communities around the Island in the following areas:

- School and community orchards, nut trees and allotments to build food security and healthy eating.
- Promoting community horticulture projects and re-zoning of urban green spaces.
- Sustainable urban drainage projects e.g. urban wetlands for flood risk management and increased biodiversity.
- Supporting food self-sufficiency through community allotments, gardening advice, education on benefits of consumption of local food, including seafood.
- Revisit Government's food supply approach – e.g. to school meals, hospital, care homes etc. and reduce waste.

J. Prioritise the development of a renewable energy strategy

The move to electrification of home heating in new build properties from 2025 and the increased use of electric vehicles will inevitably increase electricity consumption. We have a commitment to transition to 75% renewable sources for our electricity by 2035 and work needs to start immediately to set us on that path. Undertaking a rigorous, evidence based assessment of options to inform the strategic energy plan is another priority. A shorter term aim is to ensure that the Prior Information Notice (PIN) for at least 20 MW of onshore renewable energy is commenced as soon as possible.

This approach would allow a further report to be brought to Tynwald in June 2021, reporting on progress and proposing the overall plan to achieve net zero by 2050, combined with the first of the Five Year Plans spelling out in detail of the initial stage.

Whilst there will inevitably be a need to think very carefully about staff recruitment and procurement of specialist consultancy, possibly from outside the Isle of Man, both may be required to ensure an appropriate level of technical expertise to inform the next stage of the climate change action work.

4. Taking this forward

We have a unique opportunity to use this pause in normal life to regroup, take a longer term strategic view and create a society that is strong, resilient and benefits everyone.

The ideas above build on behaviour changes and new opportunities that have arisen from the COVID-19 lockdown and many need to be acted upon quickly before we revert to an economically challenged version of business as usual. If we act quickly, we can leapfrog years of difficult behaviour change and see economic, social and environmental benefits.

To build on the behaviour changes and other opportunities of COVID-19, this work needs to start now and continue in the positive spirit of doing things differently that has been so successful in the Island's response to COVID-19 to date.

The recruitment of a suitably resourced Climate Change Team has now recommenced and business cases to progress the items identified above and in Phase one will progress.

5. Key Next steps

- 1.** The items identified in Phase 1, plus the additional items identified in response to the recent COVID-19 crisis will be progressed over the next 12 months.
- 2.** The Climate Change Bill is currently on track for its first reading in Tynwald in October 2020, subject to any substantial revisions required in the light of consultation feedback and if it progresses as expected through the legislative process, Royal Assent could be received as early as May 2021.
- 3.** The Phase 2 Action Plan, the first full 5 year climate action plan for the Isle of Man, as required by the proposed new Climate Change Bill, will be brought to Tynwald in June 2021.
- 4.** The Five Year Plan will be accompanied by a clear outline of the overall 29 year plan which will need to be undertaken to achieve net zero by 2050, clarifying key decision points and timescales.

Foot note - Explanation of what Phase 2 will be

The need for further research and engagement with stakeholders to inform a Phase 2 climate action plan was acknowledged in the Phase 1 plan. The Phase 2 Action Plan will be the first full 5 year climate action plan for the Isle of Man, as will be required in the new Climate Change Bill. This will be accompanied by a clear outline of the journey which will

need to be undertaken to achieve net zero by 2050, clarifying key decision points and timescales.

Appendix 1 – Terms of Reference for Climate Emergency Transformation Board

CLIMATE CHANGE TRANSFORMATION BOARD

TERMS OF REFERENCE

File Reference:		Date Created:	28/01/20
Created by:	Richard Lole, DEFA		
Approved by:	Council of Ministers		
Revision No.	V1.3	Revision Date:	03/06/20

Purpose

To provide political oversight and accountability for the delivery of the 'Isle of Man Government Action Plan for Achieving Net Zero Emissions by 2050' following the unanimous Tynwald support for that plan.

Background

In May 2019 the Chief Minister announced the development of a Climate Change Bill to be presented to Tynwald in the legislative year 2019/20, stating that the government recognises the climate emergency that is facing the planet.

The Chief Minister also gave a commitment for the Isle of Man to reach net-zero carbon emissions by 2050, in line with the United Nations Intergovernmental Panel on Climate Change report.

In June 2019 Tynwald recognised the climate change emergency and committed to immediate action, calling "upon the Government to lay its Climate Change Action Plan before Tynwald by January 2020."

In July 2019 Professor James Curran was appointed as the Independent Chair of the Climate Emergency Consultative Transformation Team, with technical assistance from the Climate Change Analytical Team.

In November 2019 Professor Curran submitted 'An independent report on options for targets and actions to achieve net-zero emissions by 2050 (IMPACT)' to the Council of Ministers.

The Council of Ministers considered Professor Curran's report and, developed the 'Isle of Man Government Action Plan for Achieving Net Zero Emissions by 2050 - Phase One', which was unanimously supported by Tynwald in January 2020.

The Isle of Man Government Action plan takes a phased approach; identifying actions for immediate implementation, and committing to gathering further evidence to implement an further programme of actions in the longer term.

This phased approach ensures that Council of Ministers can fully understand the cost and socio-economic implications of any actions committed to in Phase 2 and to consider the funding options available.

Work in 2020/21 will be undertaken to understand these fully and an appropriate phase two plan will be developed in time to allow it to be taken to Tynwald in 2021.

A Climate Change Transformation Programme has been established to deliver this work, and this Climate Change Transformation Board is established to oversee that Transformation Programme.

Constitution

The Transformation Board is established by the Council of Ministers in January 2020 as part of the structure of standing sub-committees of the Council of Ministers.

A Climate Change Transformation Board ("the Board") is required to provide political oversight of and accountability to the Council of Ministers for the implementation of the Action Plan GD 2019/0101 through a Climate Change Transformation Programme ("the Transformation Programme").

The Board will work to achieve the target of 'net zero carbon emissions by 2050', through the delivery of the Action Plan; Phase One and the development of the Action Plan; Phase Two.

Confidentiality

All documentation issued in relation to the Transformation Board including the Terms of Reference, proceedings and papers are subject to the same statutory confidentiality as applies to the meetings and proceedings of the Council of Ministers and should be therefore treated accordingly.

Documents should not be circulated for wider distribution other than to nominated officers without the necessary permission which will be secured by the secretariat.

Collective Responsibility

All political members of the Committee are required to abide by collective responsibility as per the [Government Code](#).

Department Members attending in place of a Minister shall have in place the appropriate delegation from the respective Minister.

Ministers (or their delegated Members) should take particular care to avoid any perceived conflicts of interest and declare this.

Membership

The Board will consist of the:

- Chief Minister (Chair),
- Minister for Policy and Reform (vice chair),
- Minister for the Department of Environment, Food and Agriculture,

- Minister for the Treasury,
- Minister for the Department of Infrastructure, and
- Minister for the Department for Enterprise.

Membership will also include two Tynwald representatives;

- Jane Poole-Wilson MLC and
- Ralph Peake, MHK

The Board's primary adviser will be the Chief Secretary.

The Board will also be supported by the Transformation Programme Director and Senior Officers from the Climate Change Transformation Programme.

The Board will be supported by Professor James Curran as Independent Adviser.

The Board will be supported by additional staff or advisers on an ad-hoc basis as required. The quorum of the Board will be four and must include the Chair or Vice Chair.

Meetings and Minutes

Meetings will take place not less than monthly until the Transformation Programme Management Office and work streams are established and normally not less than quarterly thereafter.

The Secretary of the Board will be from the Transformation Programme Management Team.

Minutes will be issued in accordance with the minute taking guidance issued by the Cabinet Office.

Authority

The Board will require the Chief Secretary to lead the Transformation Programme in accordance with the Action Plan [GD 2019/0101](#).

The Board is empowered by the Council of Ministers to oversee the work of the Climate Change Steering Group, a function which will be performed by the Chief Officer Group who take the necessary decisions and actions to deliver the Action Plan.

The Board will provide Council of Ministers with a quarterly update on decisions taken and progress against actions.

The Board will require the Chief Secretary to ensure that any additional actions required in order to achieve the delivery of the action plan are undertaken, and to secure the Isle of Man Government and external resources required in order to do so.

The Chief Secretary will oversee the formation a Transformation Programme Management Office within the Cabinet Office, including the appointment of a Climate Change Transformation Director who the Chief Secretary will hold to account for delivery of the Action Plan.

The Transformation Programme Management Office will be responsible for setting up a programme of work that will deliver the Action Plan.

The Climate Change Transformation Fund ('The Fund') is administered by Treasury and as such the Chief Financial Officer will be the Accounting Officer for the Fund. All applications to the Treasury for access to the fund will need the approval of the Chief Secretary.

Remit

The Board will be accountable for overseeing the delivery of the Transformation Programme and achieving net zero greenhouse gas emissions by 2050, through the delivery of the current Climate Action Plan and development of subsequent plans.

The Board will ensure the Transformation Programme Management Team and those assisting them have access to the resources required to deliver the Action Plan.

The Board will assist in addressing issues or obstructions to the transformation as required by the Transformation Programme Management Office.

The Board will provide political guidance on policy issues raised during the course of the transformation, which will be in line with Action Plan [GD 2019/0101](#) and approved by Tynwald.

The Board will oversee the appropriate use of the Climate Change Transformation Fund. The Board will provide advice and guidance on Policy for the development of the Climate Bill.

Outputs

The Board will report quarterly to the Council of Ministers to update on Programme progress.

The Board will provide a 5 yearly formal progress report to Council of Ministers for subsequent submission to Tynwald, clarifying actions taken and showing progress against emissions reduction target.

The Board will provide an Annual progress report to Council of Ministers for subsequent submission to Tynwald, clarifying actions taken over the 12 month period.

Timescales

The Board will be in place until the Transformation Programme is completed.

Appendix 2 – Terms of Reference for the Climate Change Transformation Steering Group (officer group)

CLIMATE CHANGE TRANSFORMATION STEERING GROUP, a function performed by the Chief Officer Group

TERMS OF REFERENCE

File Reference:		Date Created:	28/01/20
Created by:	Richard Lole, DEFA		
Approved by:	Council of Ministers		
Revision No.	V1.1	Revision Date:	28/02/20

Purpose

To provide Programme Direction and Responsibility for the delivery of the 'Isle of Man Government Action Plan for Achieving Net Zero Emissions by 2050' following the unanimous Tynwald support for that plan.

Background

In May 2019 the Chief Minister announced the development of a Climate Change Bill to be presented to Tynwald in the legislative year 2019/20, stating that the government recognises the climate emergency that is facing the planet.

The Chief Minister, at that time, gave a commit for the Isle of Man to reach net-zero carbon emissions by 2050, in line with the United Nations Intergovernmental Panel on Climate Change report.

In June 2019 Tynwald recognised the climate change emergency and committed to immediate action, calling "upon the Government to lay its Climate Change Action Plan before Tynwald by January 2020."

In July 2019 Professor James Curran was appointed as the Independent Chair of the Climate Emergency Consultative Transformation Team, with technical assistance from the Climate Change Analytical Team.

In November 2019 Professor Curran submitted 'An independent report on options for targets and actions to achieve net-zero emissions by 2050 (IMPACT)' to the Council of Ministers.

The Council of Ministers considered Professor Curran's report and, developed the 'Isle of Man Government Action Plan for Achieving Net Zero Emissions by 2050 - Phase One', which was unanimously supported by Tynwald in January 2020.

The Isle of Man Government Action plan takes a phased approach; identifying actions for immediate implementation, and committing to gathering further evidence to implement an further programme of actions in the longer term.

This phased approach ensures that Council of Ministers can fully understand the cost and socio-economic implications of any actions committed to in Phase 2 and to consider the funding options available.

Work in 2020/21 will be undertaken to understand these fully and an appropriate phase two plan will be developed in time to allow it to be taken to Tynwald in 2021.

A Climate Change Transformation Programme has been established to deliver this work, and a Climate Change Transformation Board ("the Board") is established to provide political oversight of that Transformation Programme.

This Climate Change Transformation Steering Group will provide strategic leadership, direction and oversight to delivery.

Constitution

The Climate Change Transformation Steering Group ("the Steering Group") is required to provide strategic leadership, general programme oversight and monitoring of the implementation of the Action Plan [GD 2019/0101](#) through a Climate Change Transformation Programme ("the Transformation Programme").

The Steering Group will be responsible for the achievement of the target of 'net zero carbon emissions by 2050', through the delivery of the Action Plan; Phase One and the development of the Action Plan; Phase Two.

Membership

The Steering Group will consist of the all Members of the Chief Officer Group.

The Steering Group will also be supported by Senior Officers from the Climate Change Transformation Programme.

The Steering Group will have access to the advice and support of the Independent Advisor, Professor James Curran.

The Steering Group will be supported by additional staff or advisers on an ad-hoc basis as required.

The quorum of the Group will be five, provided one includes the Chair or Vice Chair of the Steering Group.

Meetings and Minutes

Meetings will normally take place monthly.

The Secretary of the Steering Group will be from the Transformation Programme Management.

Minutes will be issued in accordance with the minute taking guidance issued by the Cabinet Office.

Authority

The Steering Group will support the Chief Secretary in leading the Transformation Programme to deliver the Action Plan [GD 2019/0101](#).

The Steering Group is empowered by the Climate Change Transformation Board to take the necessary decisions and actions to deliver the Action Plan and will provide the Board with a monthly update on decisions taken and progress against actions.

The Steering Group will be required to ensure that any additional actions required in order to achieve the delivery of the action plan are undertaken, and to secure the Isle of Man Government and external resources required in order to do so.

The Steering Group will support the Chief Secretary in overseeing the formation of and monitoring a Transformation Programme Management Office within the Cabinet Office, which will be responsible for setting up and overseeing delivery of the Action Plan.

The Transformation Programme Management Office will be responsible for setting up and overseeing the work streams delivering on the Action Plan.

The Climate Change Transformation Fund ("the Fund") is administered by Treasury and as such the Chief Financial Officer will be the Accounting Officer for the Fund. All applications to the Treasury for access to the fund will need the approval of the Chief Secretary.

Remit

The Steering Group will:

- be responsible for general oversight of the Transformation Programme
- support the formation of and approve the programme structure, processes and plans for the Transformation Programme Management Office
- support the Transformation Programme Management Office in accessing the resources required to deliver the Action Plan
- monitor the progress of the Transformation Programme through reporting from the Transformation Programme Management Office, including Key Performance Indicators and use of resources, and will hold the Transformation Programme Director to account for performance
- develop and ensure collaborative working within and outside the Public Services throughout the course of the Transformation Programme
- moderate issues or obstructions to the transformation as required by the Transformation Programme Management Office.

Outputs

The Steering Group will:

- report to each meeting of the Transformation Board on the progress of the Transformation Programme
- provide the Board with a quarterly report to the Council of Ministers to update on Programme progress
- provide the Board with a 5 yearly formal progress report to Council of Ministers for subsequent submission to Tynwald, clarifying actions taken and showing progress against emissions reduction target
- provide the Board with an annual progress report to Council of Ministers for subsequent submission to Tynwald, clarifying actions taken over the 12 month period.

Timescales

The Steering Group will be in place until the Transformation Programme is completed.

Appendix 3 - Terms of Reference for the Isle of Man Citizens' Forum on Climate Change

ISLE OF MAN CITIZENS' FORUM ON CLIMATE CHANGE

Background

In May 2019 the Chief Minister recognised the global climate emergency and made a commitment for the Isle of Man to reach net zero greenhouse gas emissions by 2050. A subsequent motion in Tynwald led to the creation of the Climate Emergency Transformation Team and the appointment of Prof James Curran to produce an independent report on how the Isle of Man could achieve net zero greenhouse gas emissions by 2050.

In January 2020 the Isle of Man Government Climate Action Plan – Phase 1, which was informed by Prof Curran's independent report, was unanimously agreed by Tynwald. Work is now underway to deliver the 60 actions outlined in this report and to urgently implement emissions-reducing measures to set the Isle of Man on the pathway required to meet the net zero target.

Climate change is changing the world and our efforts to mitigate its effects will require us all to change the way we live. Climate change is not a niche environmental topic, but something that everyone in our community needs to understand and engage with. Actively involving people from across our community in thinking about how to reach net zero by 2050 will be the best way to ensure that we find viable solutions that are effective in reducing emissions and leave no one behind.

The Climate Change Transformation Board (CCTB) has agreed that a Citizens' Forum will be the best way to effectively engage a representative group of people and to ensure that their work is informed by the experiences of our community.

Constitution

The Citizens' Forum will constitute a sub-group of the CCTB, and the deliberations of the group will be reported to the CCTB on a regular basis.

Membership

The Forum will be chaired by Ralph Peake MHK and with Jane Poole-Wilson MLC as Vice Chair, in their capacity as members of the CCTB. The Chair and Vice Chair will provide leadership to the group and a clear line of communication with the CCTB.

The Forum will have up to 36 places, recruited through three different routes to maximise representation and diversity:

(a) Invited membership

These 12 members are intended to be representative of key groups and sectors and thus will be identified through further stakeholder analysis, building on work that was done to inform the Phase 1 Action Plan and Prof Curran's report. Selection will also take into

account the work and priorities of the Transformation Team and the CCTB, and horizon scanning for upcoming challenges.

(b) Advertised membership

Adverts will be put out in the local media and on social media for community representatives, with the aim of interviewing and selecting 12 representative citizens. The selection process would need to ensure a balance of appointments, including perspectives on business, the economy, the community and the environment, and representing diverse age groups, social groups and gender.

(c) Randomly selected members

These members will be identified using randomly generated names from the electoral register. This approach will require an initial selection of names and then if any selected individuals do not wish to take up the invitation, subsequent selections will take place until all 12 places are filled. In recruiting members in this way, there will be an emphasis on the opportunity to influence the future of our community.

Using these three approaches, appointment of members to the Forum would aim to represent the Isle of Man's community and encompass its diversity as effectively as possible, and some flexibility is permitted in this recruitment to facilitate this.

Members will initially be appointed for a one year term, with the option for the CCTB to end the appointment if a member does not attend meetings or otherwise actively participate for a period of 6 months.

Vacancies created by members leaving will be filled in accordance with the category of membership of that member.

Remit

The remit of the forum is as follows:

1. To provide insight and feedback to the CCTB and Climate Change Transformation Programme on climate action work from a community perspective.
2. To provide views and information on specific topics as requested.
3. To provide a representative from the Citizens' Forum to attend the CCTB, as required.
4. To provide the basis for focus groups to inform climate change research and policy, depending on the issue and the input required.
5. To engage input and participation from the wider community via the networks and influence of the members.

Meetings and Minutes

Meetings will normally take place quarterly, with the option for more frequent meetings as required. Meetings can be held in person or using internet conferencing options, as appropriate.

The Secretariat for meetings will be provided by the Climate Change Transformation Team.

Where appropriate, minutes will be issued in accordance with the minute taking guidance issued by the Cabinet Office.

Given the voluntary nature of membership, the duties of members will largely be limited to participating in meetings and occasional focus groups or sub-group meetings.

Technical training and support will be provided as appropriate by the Climate Change Transformation Team.

Remuneration

Members will not be paid, but claiming of reasonable expenses will be possible in accordance with the Payment of Members Expenses Act.

Inclusivity

Because of the far-reaching significance of climate change, it is particularly important that this Forum is accessible for all in our community and every effort will be made to accommodate those who may have barriers to participation – e.g. caring responsibilities, mobility issues, financial limitations, language or communication issues. For example, some of the meetings may be held using internet conferencing software to avoid the need to travel. Timing of the meetings will be carefully considered too to avoid inadvertently discouraging or limiting the participation of some members.

Timescales

Recruitment of the Forum will commence in August 2020, with a view to holding the first meeting in the autumn of 2020. A review of these Terms of Reference and the function of the Forum will be held by June 2021 to ensure that the Forum is effectively delivering its stated function.