

Public Bodies Climate Change Duties Compliance Reporting Template 2021/22



1. Overview

This template is provided for public bodies required to report annually in accordance with the Climate Change (Duties of Public Bodies Reporting Requirements) (Scotland) Order 2015, as amended by the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Amendment Order 2020 which took effect for reporting periods commencing on or after 1 April 2021.

Reports must be submitted to ccreporting@ed.ac.uk by 30th November. Late submissions may not be accepted for analysis and may be classed as non-compliant with Public Bodies Duties legislative reporting requirements.

2. Guidance

1. Please save-as this workbook with your organisation's name in the title before completing
2. Question 1f must be completed to ensure the correct emission factors are applied in Q3b,
3. If you need to add more rows please email the file to ccreporting@ed.ac.uk
4. Hybrid/homeworking emissions - please include an estimate of FTEs working remotely - hybrid/home in the designated row provided in table 3b
In order for this to be calculated correctly the total no. of FTEs must be entered in Q1c
5. Local Authorities completeing the recommended tab should select their local authority region at the top of the sheet and their emissions will be provided automatically from BEIS datasets

3. Colour Coding used in the template

	Dropdown box - select from list of options
	Uneditable/fixed entry cell
	Editable cell

PART 1 Profile of Reporting Body

1a Name of reporting body
Provide the name of the listed body (the "body") which prepared this report.

Shetland Transport Partnership

1b Type of body
Select from the options below

Transport Partnerships

1c Highest number of full-time equivalent staff in the body during the report year

0 **THIS MUST BE COMPLETED**

1d Metrics used by the body
Specify the metrics that the body uses to assess its performance in relation to climate change and sustainability.

Metric	Units	Value	Comments
Please select from drop down box			ZetTrans sits entirely within Shetland Islands council and therefore shares all of its metrics. ZetTrans performance in relation to Climate Change is incorporated with that of Shetland Islands Council and therefore included in their Climate change Report

1e Overall budget of the body
Specify approximate £/annum for the report year.

Budget	Budget Comments
£3,866,942	This budget is made up of a Scottish Government grant and funds from Shetland Islands Council. It covers the cost of providing public bus, inter-island ferry and inter-island air services, and general operating costs (staff/overheads).

1f Report type
Specify the report year type

Report type	Report year comments	
Financial	April - March	MUST BE

1g Context
Provide a summary of the body's nature and functions that are relevant to climate change reporting.

Regional Transport Partnerships (RTPs) were established on 1 December 2005 to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses. The first task of each RPT was to prepare a regional transport strategy. This is supported by a delivery plan, where RTPs set out when and how projects and proposals would be delivered. RTPs bring together local authorities and other key regional stakeholders to take a strategic approach to transport in each region of Scotland. RTPs are independent bodies corporate defined in the Transport (Scotland) Act 2005. The legislation bases them on the local government model but they are not local authorities and they are not NDPBs. There are 7 RTPs across Scotland. ZetTrans is unusual in that it covers a single local authority area - Shetland. ZetTrans is governed by a Board that includes elected Members of Shetland Islands Council and a representative of NHS Shetland. ZetTrans employs no staff itself. Staff and accommodation are provided by Shetland Islands Council. The staff responsible for ZetTrans' legal and financial affairs are also provided and accommodated by Shetland Islands Council. ZetTrans has functional responsibility for the provision of public transport in Shetland. To meet this responsibility, ZetTrans determines the transport timetables and contracts operators to deliver the services it specifies. ZetTrans publicizes services, sets fares and retains fares revenue. In addition to public transport, ZetTrans has a role in development of community transport, sustainable transport and active travel. ZetTrans core costs are funded through a grant from the Scottish Government. The costs of transport services, net of fares income, are funded by a grant from Shetland Islands Council. As a Partnership itself, ZetTrans has a keen focus on partnership working across the whole community. With no independent resources of its own, 'working through influence' and 'working in partnership' are key to ZetTrans' success. With regard to Climate change, ZetTrans, via its interventions, always seeks to promote and encourage more sustainable and more active travel and transport choices. The direct Climate change impact of ZetTrans 'corporate' activity is, as evidenced above, contained in Shetland Islands Council's Climate change report. It is through wider impact and influence that ZetTrans' activity, directly and indirectly, impacts on Climate Change.

PART 2 Governance, Management and Strategy

Governance and management

2a How is climate change governed in the body?

Provide a summary of the roles performed by the body’s governance bodies and members in relation to climate change. If any of the body’s activities in relation to climate change sit outside its own governance arrangements (in relation to, for example, land use, adaptation, transport, business travel, waste, information and communication technology, procurement or behaviour change), identify these activities and the governance arrangements. Provide a diagram / chart to outline the governance structure within the body.

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. Transport Planning (and hence ZetTrans) sits within the Development Directorate. ZetTrans overarching vision, stated in the 2018 Shetland Transport Strategy Refresh, is: 'To develop travel and transport solutions for Shetland which underpin our Economy, support our Communities and conserve our Environment.'

<Insert Diagram Here or Attach File>

2b How is climate change action managed and embedded in the body?

Provide a summary of how decision-making in relation to climate change action by the body is managed and how responsibility is allocated to the body’s senior staff, departmental heads etc. If any such decision-making sits outside the body’s own governance arrangements (in relation to, for example, land use, adaptation, transport, business travel, waste, information and communication technology, procurement or behaviour change), identify how this is managed and how responsibility is allocated outside the body. Provide a diagram to show how responsibility is allocated to the body’s senior staff, departmental heads etc.

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. Transport Planning (and hence ZetTrans) sits within the Development Directorate. The Executive Manager Transport Planning acts as the Lead Officer for ZetTrans with responsibility/accountability for decision making. ZetTrans has no corporate plan. Its guiding document is the Shetland Transport Strategy, refreshed in 2018. One of its 3 Strategic Objectives is: 'To conserve Shetland's environment by enabling the reduction of detrimental transport impacts on Shetland's unique natural resources. A new Regional Transport Strategy is in development and expected to be submitted to Scottish Ministers in late Spring 2023. It will align closely with the National Transport Strategy (NTS2) which identifies 'Taking Climate Action' as one of four strategic priorities.

<Insert Diagram Here or Attach File>

2c Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?

Provide a brief summary of objectives if they exist.

Wording of objective	Name of document	Document Link
<p>ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. ZetTrans has no corporate plan. Its guiding document is the Shetland Transport Strategy 2008, refreshed in 2018. One of its 3 Strategic Objectives is: 'To conserve Shetland's environment by enabling the reduction of detrimental transport impacts on Shetland's unique natural resources.</p>	<p>ZetTrans addresses its Strategic Objectives via its guiding document: The Shetland Transport Strategy 2008. This underwent a refresh process in 2017/18, involving stakeholder consultation. The final draft of the Refreshed Shetland Transport Strategy was approved by the ZetTrans Board in June 2018. A corresponding Delivery Plan has been developed and was approved by ZetTrans in April 2019.</p>	

2d Does the body have a climate change plan or strategy?

If yes, provide the name of any such document and details of where a copy of the document may be obtained or accessed.

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols.

2e Does the body have any plans or strategies covering the following areas that include climate change?

Provide the name of any such document and the timeframe covered.

Topic area	Name of document	Link	Time period covered	Comments
Adaptation				Stipulated by Shetland Islands Council
Business travel				Stipulated by Shetland Islands Council
Staff Travel				Stipulated by Shetland Islands Council
Energy efficiency				Stipulated by Shetland Islands Council
Fleet transport				Stipulated by Shetland Islands Council
ICT				Stipulated by Shetland Islands Council
Renewable energy				Stipulated by Shetland Islands Council
Sustainable/renewable heat				Stipulated by Shetland Islands Council
Waste management				Stipulated by Shetland Islands Council
Water and sewerage				Stipulated by Shetland Islands Council
Land Use				Stipulated by Shetland Islands Council
Other (please specify in comments)				Stipulated by Shetland Islands Council

2f What are the body's top 5 priorities for climate change governance, management and strategy for the year ahead?

Provide a brief summary of the body's areas and activities of focus for the year ahead.

One of the 6 Main Issues identified by the Partnership as it refreshes its Shetland Transport Strategy is the need to address Behavioural Change: 'To enable and promote healthier, more sustainable and greener travel choices' This is an ongoing Main Issue and not confined solely to the coming year.

2g Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?

If yes, please provide details of the key findings and resultant action taken.

(a) This refers to the tool developed by Resource Efficient Scotland for self-assessing an organisation's capability / performance in relation to climate change.

No. Although ZetTrans' governance is separate from Shetland Islands Council, it is operationally and financially so connected to Shetland Islands Council that a separate assessment of its operations would entirely consist of duplicated effort.

Further information**2h Supporting information and best practice**

Provide any other relevant supporting information and any examples of best practice by the body in relation to governance, management and strategy.

A refresh of ZetTrans' guiding document: The Shetland Transport Strategy, was approved by ZetTrans Board in June 2018. The refresh process included wide-reaching consultation. The refreshed strategy is deliberately aligned with the overarching strategic plan for Shetland - Shetland Partnership Plan – which is a collaboration between 14 partner organisations and is also due to launch in 2018. Both the STS and the SPP have relied heavily on the findings of the in-depth community wide 'Shetland Place Standard' consultation (2016). A Draft Delivery Plan based on the strategy refresh was approved by ZetTrans Board in April 2019.

PART 3 Corporate Emissions, Targets and Project Data

Emissions

3a Emissions from the start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year
 Complete the following table using the greenhouse gas emissions total for the body calculated on the same basis as for its annual carbon footprint / management reporting or, where applicable, its sustainability reporting. Include greenhouse gas emissions from the body's estate and operations (a) (measured and reported in accordance with Scopes 1 & 2 and, to the extent applicable, selected Scope 3 of the Greenhouse Gas Protocol (b). If data is not available for any year from the start of the baseline year to the end of the report year, provide an explanation in the comments column.
 (a) No information is required on the effect of the body on emissions which are not from its estate and operations.

 (b) This refers to "The greenhouse gas protocol. A corporate accounting and reporting standard (revised edition)", World Business Council for Sustainable Development, Geneva, Switzerland / World Resources Institute, Washington DC, USA (2004), ISBN: 1-56973-568-9.

ENSURE QUESTION 1f IS COMPLETED BEFORE STARTING THIS SECTION, THEN SELECT APPROPRIATE BASELINE YEAR

Reference year	Year	Year type	Scope 1	Scope 2	Scope 3	Total	Units	Comments
Baseline Year	2017/18	Financial				-	tCO ₂ e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 1 carbon footprint	2018/19	Financial				-	tCO ₂ e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 2 carbon footprint	2019/20	Financial				-	tCO ₂ e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 3 carbon footprint	2020/21	Financial				-	tCO ₂ e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 4 carbon footprint	2021/22	Financial				-	tCO ₂ e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.

3b Breakdown of emissions sources

Complete the following table with the breakdown of emission sources from the body's most recent carbon footprint (greenhouse gas inventory); this should correspond to the last entry in the table in 3(a) above. Use the 'Comments' column to explain what is included within each category of emission source entered in the first column. If there is no data consumption available for an emission source enter the emissions in kgCO₂e in the 'Consumption' column of one of the "Other" rows and assign the scope and an emission factor of 1.
 (a) Emissions factors are published annually by the UK Department for Business, Energy & Industrial Strategy

Emission Factor Year The emission factor year is auto-assigned based on your answer to Q1f, if it is incorrect please contact SSN.

You can now filter emission sources by "type" in column C to enable quicker selection of emission source in column D.

User defined emission sources can be entered below remote/homeworking emissions - rows 101 to 129. If you require extra rows in the table please send the template to ccreporting@ed.ac.uk.

Emission	Emission source	Scope	Consumption	Units	Emission factor	Units	Emissions (tCO ₂ e)	Comments
Please select from drop down box	Please select from drop down box	Please select from drop down box					-	
	Hybrid/Homeworking emissions	Scope 3	100.00%	percentage of total FTEs	0.30000	tCO ₂ e/FTE/annum	-	
	Other (please specify in comments)	Please select from drop down box					-	
							0.0	

3c Generation, consumption and export of renewable energy

Provide a summary of the body's annual renewable generation (if any), and whether it is used or exported by the body.

Technology	Renewable Electricity		Renewable Heat		Comments
	Total consumed by the body (kWh)	Total exported (kWh)	consumed	Total exported (kWh)	
Please select from drop down box					

Targets

3d Organisational targets

List all of the body's targets of relevance to its climate change duties. Where applicable, **targets for reducing indirect emissions of greenhouse gases**, overall carbon targets and any separate land use, energy efficiency, waste, water, information and communication technology, transport, travel and heat targets should be included. **Where applicable, you should also provide the body's target date for achieving zero direct emissions of greenhouse gases, or such other targets that demonstrate how the body is contributing to Scotland achieving its emissions reduction targets.**

Name of target	Type of target	Target	Units	Boundary/scope of target	Year used as baseline	Baseline figure	Units of baseline	Target completion year	Progress against target	Comments
	Please select from drop down box		Please select from drop down box	Please select from drop down box	Please select from drop down box		Please select from drop down box	Please select from drop down box		

3da How will the body align its spending plans and use of resources to contribute to reducing emissions :

Provide any relevant supporting information

3db How will the body publish, or otherwise make available, its progress towards achieving its emission:

Provide any other relevant supporting information. In the event that the body wishes to refer to

Projects and changes

3e Estimated total annual carbon savings from all projects implemented by the body in the report year

If no projects were implemented against an emissions source, enter "0".
 If the body does not have any information for an emissions source, enter "Unknown".
 If the body does not include the emissions source in its carbon footprint, enter "N/A".

Emissions source	(tCO ₂ e)	Comments
Electricity		
Natural gas		
Other heating fuels		
Waste		
Water and sewerage		
Travel		
Fleet transport		
Other (please specify in comments)		
Please select from drop down box		
Total	-	

3f Detail the top 10 carbon reduction projects to be carried out by the body in the report year

Provide details of the 10 projects which are estimated to achieve the highest carbon savings during report year.

Project name	Funding source	First full year of CO ₂ e savings	savings figures estimated	Capital cost (£)	Operational cost (£/annum)	Project lifetime (years)	Primary fuel/emission source saved	Estimated carbon savings per year (tCO ₂ e/annum)	Estimated costs savings (£/annum)	Behaviour Change	Comments
		Please select from drop down box	Please select from drop down box				Please select from drop down box			Please select from dropdown box	

3g Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere)

If the emissions increased or decreased due to any such factor in the report year, provide an estimate of the amount and direction

Emissions source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions	Comments
Estate changes		Please select from drop down box	
Service provision		Please select from drop down box	
Staff numbers		Please select from drop down box	
Other (please specify in comments)		Please select from drop down box	
Please select from drop down box		Please select from drop down box	
Total		-	

3h Anticipated annual carbon savings from all projects implemented by the body in the year ahead

If no projects are expected to be implemented against an emissions source, enter "0".
 If the organisation does not have any information for an emissions source, enter "Unknown".
 If the organisation does not include the emissions source in its carbon footprint, enter "N/A".

Emissions source	Total estimated annual carbon savings (tCO ₂ e)	Comments
Electricity		
Natural gas		
Other heating fuels		
Waste		
Water and sewerage		
Travel		
Fleet Transport		
Other (please specify in comments)		
Please select from drop down box		
Total	-	

3i Estimated decrease or increase in emissions from other sources in the year ahead

If the body's corporate emissions are likely to increase or decrease for any other reason in the year ahead, provide an estimate of the amount and direction.

Emissions source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions	Comments
Estate changes		Please select from drop down box	
Service provision		Please select from drop down box	
Staff numbers		Please select from drop down box	
Other (please specify in comments)		Please select from drop down box	
Please select from drop down box		Please select from drop down box	
Total		-	

3j Total carbon reduction project savings since the start of the year which the body used as a baseline for its carbon footprint

If the body has data available, estimate the total emissions savings made from projects since the start of that year ("the baseline year").

Total savings	Total estimated emissions savings (tCO ₂ e)	Comments
Total project savings since baseline year		

Further information

3k Supporting information and best practice

Provide any other relevant supporting information and any examples of best practice by the body in relation to corporate emissions, targets and projects.

PART 4 Adaptation	
Assessing and managing risk	
4a	Has the body assessed current and future climate-related risks? If yes, provide a reference or link to any such risk assessment(s).
	Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.
4b	What arrangements does the body have in place to manage climate-related risks? Provide details of any climate change adaptation strategies, action plans and risk management procedures, and any climate change adaptation policies which apply across the body.
	Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.
Taking action	
4c	What action has the body taken to adapt to climate change? Include details of work to increase awareness of the need to adapt to climate change and build the capacity of staff and stakeholders to assess risk and implement action. The body may wish to make reference to the
	Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4d Where applicable, what contribution has the body made to helping deliver the Programme?

Provide any other relevant supporting information

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

Review, monitoring and evaluation**4e What arrangements does the body have in place to review current and future climate risks?**

Provide details of arrangements to review current and future climate risks, for example, what timescales are in place to review the climate change risk assessments referred to in Question 4(a) and adaptation strategies,

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4f What arrangements does the body have in place to monitor and evaluate the impact of the adaptation action

Please provide details of monitoring and evaluation criteria and adaptation indicators used to assess the effectiveness of actions detailed under Question 4(c) and Question 4(d).

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

Future priorities for adaptation

4g What are the body's top 5 climate change adaptation priorities for the year ahead?

Provide a summary of the areas and activities of focus for the year ahead.

One of the 6 Main Issues identified by the Partnership in the 2018 refresh of the Shetland Transport Strategy is the need to address Behavioural Change: 'To enable and promote healthier, more sustainable and greener travel choices'. This is an ongoing Main Issue and not confined solely to the coming year. A new Regional Transport Strategy is in development and expected to be submitted to Scottish Ministers in late Spring 2023. It will align closely with the National Transport Strategy (NTS2) which identifies 'Taking Climate Action' as one of four strategic priorities, along with 'reducing inequalities', 'helping to deliver inclusive economic growth, and 'improving health and wellbeing'. In practice, the current focus of Transport Planning is on facilitating/promoting use of the public transport network in preference to the private car, and developing/improving active travel infrastructure.

Further information

4h Supporting information and best practice

Provide any other relevant supporting information and any examples of best practice by the body in relation to adaptation.

The Membership of the ZetTrans Board includes elected Members from Shetland Islands Council and representatives of NHS Shetland and Highlands and Islands Enterprise. In addition it calls on advisors from Visit Scotland and Lerwick Port Authority. These individuals have awareness of the relevant climate change policies and protocols of their own organisation, and can bring these to bear on their activity for ZetTrans. ZetTrans is working with Shetland Islands Council Climate Strategy Team to develop Net Zero Routemaps for the Council, and for Shetland.

PART 5 Procurement**5a How have procurement policies contributed to compliance with climate change duties?**

Provide information relating to how the procurement policies of the body have contributed to its compliance with climate changes duties.

ZetTrans sits entirely within Shetland Islands Council and, with no independent resources of its own, adheres to all of its climate change, procurement, human resources, governance and other relevant policies and protocols.

5b How has procurement activity contributed to compliance with climate change duties?

Provide information relating to how procurement activity by the body has contributed to its compliance with climate changes duties.

ZetTrans sits entirely within Shetland Islands Council and, with no independent resources of its own, adheres to all of its climate change, procurement, human resources, governance and other relevant policies and protocols.

Further information**5c Supporting information and best practice**

Provide any other relevant supporting information and any examples of best practice by the body in relation to procurement.

The Membership of the ZetTrans Board includes elected Members from Shetland Islands Council and representatives of NHS Shetland and Highlands and Islands Enterprise. In addition it calls on advisors from Visit Scotland and Lerwick Port Authority. These individuals have awareness of the relevant climate change policies and protocols of their own organisation, and can bring these to bear on their activity for ZetTrans.

PART 6 Validation and Declaration**6a Internal validation process**

Briefly describe the body's internal validation process, if any, of the data or information contained within this report.

The contents of this document are reported to, and discussed by, ZetTrans Board.

6b Peer validation process

Briefly describe the body's peer validation process, if any, of the data or information contained within this report.

This report is broadly similar to the 2017-18 and 2018-19 and 2019-20 reports. Representatives of each of the 7 RTPs met via teleconference to discuss and compare responses to the 2017-18 report on 14th November 2018. Representatives of 4 RTPS met on 2nd November 2022 to undertake a peer review of our climate change responses.

6c External validation process

Briefly describe the body's external validation process, if any, of the data or information contained within this report.

ZetTrans sits entirely within Shetland Islands Council and relevant personnel have liaised to ensure no duplication or omission of data between the two organisations.

6d No Validation Process

If any information provided in this report has not been validated, identify the information in question and explain why it has not been validated.

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6e Declaration

I confirm that the information in this report is accurate and provides a fair representation of the body's performance in relation to climate change.

Name:	Robina Barton
Role in the body:	Transport Policy and Projects Officer (employed by Shetland Islands Council)
Date:	03/11/2022

2a) Targets

Please detail your wider influence targets

Sector	Description	Type of Target (units)	Baseline value	Start year	Target	Target/End year	Saving in latest year measured	Latest Year Measured	Comments
Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box	
Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box	
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Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box		Please select from drop down box	

2b) Does the organisation have an overall mission statement, strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries? If so, please detail this in the box below.

Given its current structure, it is through wider impact and influence that ZetTrans can have an impact on climate change. As the body functionally responsible for the provision of public transport in Shetland, ZetTrans' Vision, Strategic Objectives and Main Issues guide its interventions: in its own right; in partnership; through influence. These are as follows:

VISION
To develop travel and transport solutions for Shetland that underpin our Economy, support our Communities and conserve our Environment

STRATEGIC OBJECTIVES

- 1) To underpin Shetland's economy by enabling residents to access employment, training and leisure, businesses to access labour markets, customers and suppliers, and non-residents to visit
- 2) To support Shetland's communities by enabling individuals, families and localities to thrive socially, physically and economically
- 3) To conserve and enhance Shetland's unique natural environment by developing and promoting healthy, sustainable and low-carbon travel choices

MAIN ISSUES

- 1) Lifeline Transport: Working in partnership and through influence to maintain, improve and expand the affordability, availability, flexibility and reliability of Shetland's lifeline transport links for both freight and passengers.
- 2) Transport Robustness: Working alone, in partnership and through influence to enable, develop and promote community, commercial and flexible transport solutions when and where appropriate. To ensure the transport sector provides safe, inclusive and attractive travel options.
- 3) Community Support: Working in partnership to support all of Shetland's communities by securing equitable access to employment, training, leisure, health, goods and services.
- 4) Integration Support: Working alone and in partnershi to support improved integration in transport ticketing, information and services.
- 5) Behavioural Change: Working in partnership to help create a healthier society and reduce Shetland's carbon footprint by promoting healthier, more sustainable and greener travel choices.
- 6) Change Management: Working alone and in partnership to plan for changes in legislation, transport demand, supply, impact and funding by monitoring, recording and acting.

A new Regional Transport Strategy is in development and expected to be submitted to Scottish Ministers in late Spring 2023. It will align closely with the National Transport Strategy (NTS2) which identifies 'Taking Climate Action' as one of four strategic priorities.

Q4) Partnership Working, Communications and Capacity Building
 Please detail your Climate Change Partnership, Communication or Capacity Building Initiatives below.

Key Action Type	Description	Organisation's project role	Lead Organisation (if not reporting organisation)	Private Partners	Public Partners	3rd Sector Partners	Outputs	Comments
Partnership Working	<p>ZetTrans is, by definition, a partnership. It works with communities, key stakeholders and other partners, to achieve its Vision, and meet its Strategic objectives by addressing the Main Issues as identified through consultation.</p> <p>Led by ZetTrans, a multi-agency group, known as the Active Travel Group, has been meeting since October 2018 to coordinate efforts to develop further active travel infrastructure for Shetland. The group consists of representatives from Shetland Islands Council (Roads, Planning, Schools, Sport and Leisure, Transport Planning and Community Planning & Development), NHS Shetland (Public Health and Estates), Shetland Recreational Trust, Visit Scotland, Scottish Natural Heritage, Police Scotland and Shetland Association of Community Councils. Unlike the majority of Scottish RTPs, ZetTrans does not currently have a dedicated Active Travel Officer.</p> <p>The Active Travel Group agreed in December 2018 that consultants should be appointed to develop an Active Travel Strategy and Action Plan for Shetland, linked to relevant local and national policies and strategies. The strategy should build on the work to date (including the Low Carbon and Active Travel Hub Network - Feasibility Study), and provide a focus and direction for the development of active travel infrastructure, facilities and promotion going forward. It must take account of and reflect the specific connectivity challenges Shetland faces as a largely rural island community. The strategy will provide a basis for the appointment of an Active Travel Officer to coordinate future activity. Funding to appoint consultants to develop the strategy was secured from Sustrans in August 2019. SYSTRA were appointed to deliver the strategy and a project inception meeting took place in October 2019, involving all members of the Active Travel Group. Public engagement to inform the strategy commenced in March 2020. Face to face engagement was curtailed due to the Covid pandemic but a successful online engagement exercise was held. The Active Travel Strategy was approved by ZetTrans Board in March 2021. Implementation of the strategy got underway in 2021-22 with 8 settlement audits in key localities across Shetland (as identified in the Local Development Plan for residential development), and creation of a monitoring and evaluation framework.</p>	Lead			<ul style="list-style-type: none"> } Shetland Islands Council Roads, Planning, Community Planning & Development, Sport & Leisure, Schools, Transport Planning } NHS Shetland } Visit Scotland } NatureScot } Shetland Recreational Trust } Police Scotland } Shetland Association of Community Councils. 		Active Travel Strategy and Action Plan	<p>The Active Travel Strategy incorporates 42 recommendations under 5 themes -</p> <ul style="list-style-type: none"> } An attractive walking and cycling environment } Policy integration } Promotion, travel behaviour change, and information } Leadership and governance } Training and education

Other Notable Reportable Activity

Q5) Please detail key actions relating to Food and Drink, Biodiversity, Water, Procurement and Resource Use in the table below

Key Action Type	Key Action Description	Organisation's Project Role	Impacts	Comments
Please select from drop down box		Please select from drop down box		

Q6) Please use the text box below to detail further climate change related activity that is not noted elsewhere within this reporting template

Funding was secured in January 2022 to allow ZetTrans to:
 Deliver the 'Love to Ride' year-long behaviour change initiative aimed at encouraging and supporting cycling in Shetland
 Develop a sustainable transport brand, website linked to social media, and communications plan for Shetland