



Cabinet
Office

Carbon Neutral Roadmap Progress report

July 2025



Contents

Executive Summary.....	3
Background	6
Strategic policy 1: Jersey's net-zero emissions pathway.....	7
Strategic policy 2: Island's energy market	7
Strategic policy 3: Financing strategy	7
Strategic policy 4: Policy programme and development.....	8
Strategic policy 5: Becoming carbon neutral	8
TR1 - Speeding up adoption of electric vehicles.....	9
TR3 – Supporting transition fuels	10
TR3b – Investigate the implications for the Island of renewable content fossil fuels	10
TR4 – Vehicle Emissions Duty Optimisation	11
TR5 – End the importation and registration of petrol and diesel vehicles from 2030	11
TR6 – Review Roads Law	12
TR7 – “Green” number plates for electric vehicles	12
TR8 – Sustainable Transport Roadmap.....	12
TR9 – Bus service development trials.....	13
TR10 – Active Travel.....	13
TR11 – Emissions from aviation and maritime transport	14
HT1 – Supporting low carbon heating systems and home insulation	16
HT2 – Update building bye-laws	16
HT3 – Energy Performance Certificates	17
OE1 – Promoting low-carbon lifestyles.....	19
OE2 – Construction sector emissions	19
OE3 – Agricultural sector emissions	20
OE4 – Emissions from waste and water management.....	20
OE4a – Circular Economy Strategy	20
OE4b – Water Strategy	20
OE5 – F-gas emissions.....	21
OE6 – Delivering a sustainable finance framework.....	21
OE6.1 - Sustainable Government of Jersey investment	22
OE6.2 - Climate finance.....	22
OE6.3 - Jersey as a sustainable financial centre	23
EN1 – Decarbonising Government of Jersey	24
EN2 – Create a Carbon Neutral Network.....	24
EN3 – Developing supply chains and on-Island skills for a sustainable economy	25
EN3a – Supply Chains	25
EN3b – Green skills	26
EN4 – Delivering the COP26 education pledge.....	26
EN5 – Blue Carbon, biodiversity and sequestration	27
EN6 – Carbon offset purchasing strategy	29
Additional Policy development - Offshore Wind	29
Next Steps	30



Executive Summary

The States Assembly declared a climate emergency in 2019. In response to this a Carbon Neutral Strategy was published and a Citizens' Assembly on Climate Change convened which made recommendations to the States Assembly.

The States Assembly approved the Carbon Neutral Roadmap (CNR) in April 2022. The roadmap outlined policies required to achieve decarbonisation and recommendations to start the Island's journey to net zero in phase one of the delivery plan from 2022 to 2025.

This report provides a high-level progress update against each policy in the CNR. To illustrate the progress on the delivery of the policies, a red / amber / green (RAG) model has been applied as follows:

- **Green: on track or completed in the last 12 months**
- **Amber: work commenced but has missed or is at risk of not meeting the target or timeline**
- **Red: work has not yet started or is cancelled**
- **Grey: work that was completed and reported on in previous annual reports**

The tables below provide a high-level summary of the overall RAG rating for each policy area agreed within the Carbon Neutral Roadmap. Further information on the individual objectives for that policy and their progress can be found in the main report.

The policies in the delivery plan are grouped by the source of emissions they seek to address, with a further grouping for policies which build our capacity and capability to continue to decarbonise. These are: Strategic policies; Transport policies; Heating policies; Other emissions policies; and Enabling policies.



Strategic policies		
Policy Area	RAG status	Summary of overall policy position
Strategic policy 1: Jersey's net-zero emissions pathway	Emissions have reduced but risk of not meeting the interim target for 2030.	In 2023, Jersey emitted 357,626 tCO ₂ eq. Between 1990 and 2023, emissions in Jersey have decreased by 48%.
Strategic policy 2: Island's energy market	Work is on track to meet the December 2026 target date.	Energy strategy being developed addressing complex and multi-dimensional issues relating to energy security, affordability and decarbonisation.
Strategic policy 3: Financing strategy	Work commenced on funding streams but now on hold.	It is accepted that the CEF will be insufficient to fund all the necessary policies to achieve our carbon neutral targets.
Strategic policy 4: Policy programme and development	Work is on track with programme management and governance.	Work ongoing to ensure CPMO compliance. Programme Board meets quarterly for governance oversight.
Strategic policy 5: Becoming carbon neutral	Carbon offset purchasing strategy and decision on carbon neutrality to be made in next term of government.	Becoming carbon neutral in 2030 remains a legitimate option on the path to net-zero. Consideration to be given to costs, benefits and availability of offsets against using budget to achieve permanent on-Island emissions reductions.
Additional Policy: Offshore Wind	Work is on track for this policy area.	Minister confirmed intention take draft primary legislation and a proposition on offshore wind to Assembly in 2025.
Transport policies		
Policy Area	RAG status	Summary of overall policy position
TR1: Adoption of Electric Vehicles	Overall policy is on track; but low uptake of charger incentive.	The EVPI closed in December 2024. 1,208 incentives were administered. The EVCI is ongoing with 91 applications redeemed.
TR3: Supporting transition fuels	32ppl public subsidy not being taken forward.	Support continues for use of HVO in Government of Jersey fleet and the public bus service.
TR3b: Renewable content fossil fuels	Work completed in 2024.	The policy development work was completed in 2024 with decision not to mandate biofuel blends at current time.
TR4: Vehicle Emissions Duty optimisation	On track to increase the VED on domestic petrol and diesel vehicles each year until 2030.	The proposed VED rates for 2026 will be published in the draft Budget 2026 - 2029, in autumn 2025.
TR5: Importation and registration of petrol and diesel vehicles	Work is on track to prohibit the importation and registration of petrol and diesel cars and small vans new to the Island by 2030.	The internal combustion engine phase-out will be the subject of a consultation in 2025 to inform the policy position and development of law drafting instructions.
TR6: Review Roads Law	Work is on track to review the legal framework for Jersey's highways.	Initial stakeholder engagement is complete, policy positions and legal advice to enable law drafting to start is expected by Q4 2025.
TR7: 'Green' number plates	This work was completed in 2023.	From January 2023 electric vehicles owners can display a green marker on plate.
TR8: Sustainable Transport Roadmap	This work was completed in 2023.	The roadmap was renamed the 'Sustainable Transport Policy: Next Steps' and was published in December 2023.
TR9: Bus Service trials	This work has been completed.	Five additional services were trialled and have been fully incorporated into the new contract with Liberty Bus.
TR10: Active Travel	Work on track to implement active travel initiatives.	Multiple projects and events have been launched and taken place in 2023, 2024 and 2025.
TR11: Emissions from aviation and maritime transport	Work is ongoing with the Ports of Jersey on emissions from aviation and marine transport.	Ports of Jersey continue progress with its decarbonisation roadmap, and the Private Aviation Decarbonisation Charge was launched.

Heating policies		
Policy Area	RAG status	Summary of overall policy position
HT1: Low-Carbon heating systems & home insulation	Incentive scheme established but at risk of not meeting the target of 1,000 incentives by end 2025.	As of the end of June 2025 a total of 590 applications have been received and six contractors are accredited through the Contractor Quality Scheme.
HT2: Update building bye-laws	Work has commenced but the intended deadline has passed.	Building standards review project group has progressed initial assessments of all technical guidance documents and stakeholder engagement will be taking place this year.
HT3: Energy Performance Certificates	Work on track for delivery of subsidies. In 2024 decision taken to delay the legislation, so will not meet the original implementation date.	The subsidy towards the cost of a home energy audit has received significant interest, as of the end of May 2025, approximately 4,250 grants have been issued.
Other emissions policies		
Policy Area	RAG status	Summary of overall policy position
OE1: Promoting low-carbon lifestyles	This work is on track with most the objectives being completed in previous years.	2025 will focus on supporting specific sectors and looking at future support for Hospitality.
OE2: Construction sector emissions	Policy work has commenced with most work on track; however, some areas have been paused.	Industry is involved in the Building Standards Review (HT2). The Work on waste management solutions has been paused until policy OE4 has progressed.
OE3: Agriculture sector emissions	Work is on track to support the agricultural sector to reduce emissions.	Rural Support Scheme updated with increased funding and revised delivery method, Integrated Farm Management Plan incentivises emission reduction plans.
OE4: Emissions from waste and water management	Work has commenced; however, the circular economy strategy has been put on hold.	Work continues on the development of a solid waste strategy, and a review of Jersey Water's Water Resource Management Plan.
OE5: F-Gas Emissions	Work has commenced but risk of not meeting the 2025 timeline.	A framework outlining options has been developed with further decision-making by the end of 2025.
OE6: Sustainable finance framework	The development of a Climate Finance Strategy postponed until 2026.	The Sustainable Finance Action Plan has been launched, engagement with industry is continuing, and sustainable finance is included in the Carbon Literacy Training.
Enabling policies		
Policy Area	RAG status	Summary of overall policy position
EN1: Decarbonising GoJ	Policy has closed. Some areas are completed / on track and others in progress / delayed.	This policy is now closed. Responsibility for continued delivery of the objectives has moved to the operational departments.
EN2: Carbon Neutral Network	Work commenced but the grant fund not yet established and the 2023 target missed.	A carbon neutral network has been established, however work on establishing a grant is ongoing.
EN3: Supply chains and green skills	Most objectives have been completed or are in progress.	Eco active business network training sessions on Supply Chains. Work supported market development in key areas and is ongoing to finalise the skills development plan.
EN4: COP26 education pledge	The objectives have all been completed and work is ongoing.	Jersey's first Youth Climate Change Summit was delivered. Climate Classrooms were launched. A Climate Action Plan pilot project with five schools has been developed.
EN5: Blue Carbon, biodiversity and sequestration	Work has commenced. Carbon sequestration delayed.	Marine Spatial Plan approved in 2024, and a review of the process to list Protected Trees is underway. Work commenced on a carbon sequestration framework.
EN6: Carbon Offset purchasing strategy	Carbon offset purchasing strategy delayed past 2025 target.	The decision has been made to delay the carbon offset purchasing strategy to the next delivery period.



Background

The States Assembly declared a climate emergency in 2019. In response to this a Carbon Neutral Strategy was published to ensure engagement with the public when planning the journey to become carbon neutral.

The strategy included a Citizens' Assembly, made up of 45 Islanders with varying views on climate change. Jersey's Citizens' Assembly on Climate Change made recommendations to the States Assembly based on the question: 'How should we work together to become carbon neutral?'.

The Government of Jersey developed the Carbon Neutral Roadmap (CNR) based on the input received from Islanders and the recommendations of the Citizens' Assembly. In April 2022 the CNR was approved by the States Assembly. The roadmap outlined policies required to achieve decarbonisation and recommendations to start the Island's journey to net zero in phase one of the delivery plan from 2022 to 2025.

Purpose of this Report

This report provides a high-level progress update against each policy set out in the CNR. Each section will provide a reminder of the original policy commitment and objectives and a summary of progress that has been made.

This report does not evaluate the Island's progress on carbon emission reduction, this will be the role of the independent Climate Council, currently in the process of being convened and due to report in the first quarter of 2026.

To illustrate the progress on the delivery of the policies, a red / amber / green (RAG) model has been applied. Using the objectives published in the CNR, an indication of the status or progress of the initiative has been given as follows:

- **Green: on track or completed in the last 12 months**
- **Amber: work commenced but has missed or is at risk of not meeting the target or timeline**
- **Red: work has not yet started or is cancelled**
- **Grey: work that was completed and reported on in previous reports**

Please note that where policies within the delivery plan do not have objectives, or the objectives are under review, the RAG status model has not been provided.



Strategic policies

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

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

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

The most recent greenhouse gas emissions data published in the Island's greenhouse gas inventory is for 2023. Please note that due to the complexity of this data and its analysis, it is typical across jurisdictions for emissions data to be two years behind.

In 2023, Jersey emitted 357,626 tCO₂eq. This is roughly 3.5 tCO₂eq per person. Between 1990 and 2023, emissions in Jersey decreased by **48%**.

Jersey's greenhouse gas data is available here: [Greenhouse gas emissions](#). An explanation as to how the greenhouse gas emissions data is calculated is available in the Guide to the Greenhouse Gas Inventory: [Greenhouse Gas Inventory Guide 1990-2023](#).

Strategic policy 2: Island's energy market

An energy strategy is being developed that will address the complex and multi-dimensional issues relating to energy security, affordability and decarbonisation.

In adopting a proposition from Deputy Jeune in April 2025 ([P.11/2025](#)), the States Assembly requested the Council of Ministers to develop and start implementing an energy strategy by 31 December 2026. The proposition sets out the parameters for what will be included in the energy strategy. The Minister for Environment's Comments paper on the proposition provides further detail on the content and approach to the strategy: [P.11-2025 Minister for the Environment Comments](#)

Work in support of energy policy objectives has also taken place in relation to delivering recommendations of the Comptroller and Auditor General on Critical National Infrastructure – Energy.

Ministers and officers continue to work closely with local energy providers through the Energy Suppliers Group. The group is chaired by the Minister for Environment and provides a forum for regular engagement with the local energy industry.

Strategic policy 3: Financing strategy

The net zero financing strategy – formerly long-term financing strategy – will set out how the Government expects to raise the money it needs to successfully achieve Jersey's net zero transition. In 2023 the States Assembly approved 12 principles which will inform the development of the net zero financing strategy. The first phase of this strategy will address the projected expenditure profile for the second CNR delivery period from 2027 to 2030.



The Climate Emergency Fund (CEF) is the vehicle through which the funding for the policies in the CNR is met. The Fund was created with £5 million transferred from the Consolidated Fund in 2020 and receives annual income from previously agreed increases in fuel duty and vehicle emissions duty.

It is accepted that this will be insufficient to fund all the necessary policies to achieve our carbon neutral targets and it is expected that further income streams, including new polluter pays measures and potentially private capital, will need to be added to the fund. Early development of options for a Fuel Duty Replacement Policy commenced in 2024, in line with Government Plan 2024 - 2027 proposals. This workstream has now been placed on hold for consideration by a future Government.

Strategic policy 4: Policy programme and development

This strategic policy in the CNR established a robust, staged approach to policy development and prioritisation whilst ensuring a Just Transition.

The policy reaffirms the need for comprehensive coordination and management of the programme. This includes overseeing the preparation of monthly project progress reports, ensuring robust project governance, and implementing appropriate approval mechanisms for the release of project funds. It also involves tracking expenditure against the allocated budget. Efforts are ongoing to ensure that closure reports are completed for all finished projects. Additionally, the CNR Programme Board continues to meet quarterly to provide governance oversight within the Government of Jersey.

Strategic policy 5: Becoming carbon neutral

Strategic policy 1 of the Carbon Neutral Roadmap commits us to a science-led emissions reduction trajectory that aligns with the widely held global ambition of net-zero by 2050. The policies within the first delivery period focus on how we can move away from burning fossil fuels in the Island and so reduce our on-Island greenhouse gas emissions to as close to zero as possible by 2050.

In 2030 we will only be part of the way through decarbonising our local economy and local carbon sequestration will not be at a scale that balances our remaining greenhouse gas emissions. In order to obtain carbon neutral status, we will need to purchase carbon offsets, on an annual basis, that support the removal of carbon from the atmosphere in other jurisdictions.

Becoming carbon neutral in 2030 (or at a different date) remains a legitimate option on the pathway to net-zero but careful consideration will need to be given to the costs, potential benefits and availability of offsets that would fulfil local aspirations against using the equivalent budget to achieve permanent on-Island emissions reductions.

The decision on carbon neutrality will take into account both the carbon sequestration framework and carbon offset purchasing strategy. The carbon sequestration framework (policy EN5) is currently under development with publication expected in Q1 2026. The carbon offset purchasing strategy (policy EN6) and a decision on carbon neutrality, will be undertaken in the next term of government.



Transport policies

TR1 - Speeding up adoption of electric vehicles

Policy TR1 made a commitment to establish a subsidy for electric vehicles (EVs) and to introduce an incentive for households and businesses to put towards the cost and installation of electric vehicle chargers. It also committed to developing a scale-up plan for electric vehicle charging infrastructure.

The Electric Vehicle Purchase Incentive (EVPI) and Electric Vehicle Charger Incentive (EVCI) both launched in August 2023.

The EVPI provided up to £3,500 towards the purchase of an EV that was new to Jersey (both new and second-hand vehicles), up to a maximum vehicle value of £40,000. The target number of purchase incentives given in the Carbon Neutral Roadmap was 1,200.

Following closure of the e-bike grant, the remaining budget was reallocated to the EVPI. This was used to deliver 25 additional incentives available at a value of £4,000, for commercial businesses to purchase an electric van, up to a maximum value of £40,000. The uptake of the EVPI by businesses had until then been relatively low and noting the relatively high mileage of work vehicles, there was potential for high carbon savings. This van incentive was launched in September 2024 and all grants allocated within 6 weeks, after which the value of the incentive returned to £3,500.

The EVPI was closed in December 2024, following full allocation of budget. **1,208 incentives** were administered, including the additional 25 commercial van incentives.

The EVPI exceeded expectation in terms of the rate of uptake, with all budget allocated one year earlier than expected.

At the closure of the scheme, the EVPI received the following uptake:

- Total number redeemed – 1,208
- Percentage of applications received for new vehicles – 19%
- Percentage of applications received for used vehicles – 81%
- Ratio of applications by type of applicant – 86% private individuals; 14% from businesses
- Average purchase cost of cars under the scheme – £23,183

The EVCI provides a grant of £350 towards the cost of the supply and installation of an electric vehicle smart charger, for both individuals and small businesses. The target number of EVCI given in the Carbon Neutral Roadmap was 1,000. The EVCI remains open to applications.

As of the end of May 2025, the EVCI had the following uptake:

- Total number of applications received – 99
- Total number of applications redeemed – 91
- Average cost for supply and installation of the chargers – £1,436

The uptake of the charger incentive has been lower than hoped. It is expected to run to the end Delivery Plan 1 (end of 2025) at which point it will be reviewed in terms of its efficacy for Delivery Plan 2.

In 2023 an e-bike grant scheme ran under the TR1 funding stream. 1,800 vouchers were issued under the scheme, of which 666 (37%) were redeemed. The Minister for the Environment took the decision to close the scheme in June 2024.



CNR objective	RAG status
Establish and commence subsidy for battery electric vehicle sales in Jersey in 2022.	Completed
Stimulate the accelerated turnover of the Island's fleet from approx. 900 EVs registered in 2021.	Completed
Develop a scale-up plan for EV charging infrastructure in 2022.	Completed
In 2022, establish a register of Competent Person's Scheme for electric charger installers and/or a register of suitably qualified installers locally	Completed
In 2022, introduce an incentive scheme offering £350 to householders towards the cost of chargers and their installation in their homes.	Completed

TR3 – Supporting transition fuels

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

One assumption within the published CNR for this policy was that the cost of SGRD would remain stable. However, this has not been the case and unstable costs have been a barrier to the progression of this policy. It has therefore been agreed that the 32ppl subsidy for SGRD will not be taken forward within the first CNR delivery period.

Following agreement of the Government Plan 2024 - 2027, SGRD was defined for the first time in Jersey law as hydrotreated vegetable oil (HVO). The States agreed to reduce fuel duty on HVO by 9ppl to support the transition to greener transportation. Fuel duty on HVO is reviewed on an annual basis as part of the budget measures.

Support from the Climate Emergency Fund continues for use of HVO in Government of Jersey fleet and the public bus service.

CNR objective	RAG status	Back to green actions
By 2030, or before, all remaining diesel vehicles assumed to be using SGRD.	At risk	Further policy development work in 2026 to look at fuel duty breaks for SGRD
By 2022, agree a subsidy level to increase affordability of SGRD to be applied through fuel duty.	Cancelled	Decision taken not to proceed in delivery plan 1
By 2023, implement changes to fuel duty, to be reviewed on an annual basis.	On track	
Ahead of Government Plan 2026-2029, review efficacy of the subsidy.	Cancelled	Decision taken not to proceed in delivery plan 1

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

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

Research and market analysis into renewable content fuels and their use in Jersey has been completed and considered. The policy development work was completed in 2024, in consultation with the Energy Suppliers Group.



In July 2024 the Minister for the Environment considered the research and took the decision to not proceed with mandating biofuel blends within the current term of government.

CNR objective	RAG status
Carry out research and market analysis to produce a policy position paper by the end of 2022	Completed
The policy details and scope for the research will be worked up with industry stakeholders between April-July 2022.	Completed

TR4 – Vehicle Emissions Duty Optimisation

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

For 2023, VED rates were raised by 32% for most imported vehicles, and by 75% and 85% for the two most polluting categories.

For 2024, VED rates were raised by 10% or 15% for most imported vehicles, and by 20% and 30% for the two most polluting categories. In 2024 two new VED bands were also created to establish a no-fee 0g band and a new 1g to 50g band.

For 2025, VED rates for the three most polluting categories of non-commercial vehicles were increased by 5%, 15% and 25% respectively. VED rates for all bands of commercial vehicles were increased by RPI.

Proposed VED rates for 2026 will be published in the draft Budget 2026 - 2029, in autumn 2025.

CNR objective	RAG status
Substantial annual increases in VED to be set out in each Government Plan	On track

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

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

In April 2025 the UK Government published a response to the consultation on 'Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition'. Jersey will continue to monitor the UK's intended policy model for the 2030 internal combustion engine phase-out with respect to the SMART objective for TR5 which seeks to "ensure that the Island does not become a dumping ground for vehicles which cannot be sold elsewhere".

Jersey's 2030 internal combustion engine phase-out will be the subject of a consultation later in 2025 on vehicle inclusions and exemptions to inform a final policy position and development of law drafting instructions.

CNR objective	RAG status
Prevent the new importation, sale and registration of petrol and diesel cars and small vans that are new to Jersey from 1 January 2030 at the latest	On track



Legislation to be expanded between 2030 and 2040 to cover the additional vehicle types (including hybrids)	On track
Ensure that Jersey does not become a dumping group for new petrol and diesel cars that cannot be sold in the UK or EU due to the bans brought in there.	On track

TR6 – Review Roads Law

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

The Road Law project is a significant exercise replacing 19 separate highways / traffic laws. Initial stakeholder engagement is complete, core policy positions and legal advice necessary to enable drafting to start is expected to be in place by Q4 2025 and that legislation will be lodged in Q2 2028.

TR7 – “Green” number plates for electric vehicles

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

This change was implemented in January 2023.

CNR objective	RAG status
To provide the option of number plate with a green signifier for every newly registered electric vehicle from 2023	Completed

TR8 – Sustainable Transport Roadmap

The CNR committed the Government to publish a Sustainable Transport Roadmap in 2022. The delivery of this policy was postponed due to unexpected delays within the St Helier Mobility Plan.

This roadmap was renamed the Sustainable Transport Policy: Next Steps and was published in December 2023. The strategy included planned infrastructure improvements and behaviour change programmes with six areas prioritised:

- Making the roads safer for all of us
- Reallocating road space to prioritise cycling and walking
- Raising the profile of public transport
- Managing vehicle movement through parking measures
- Supporting the Island's economy
- Enabling future transport mobility and legislative change

The strategy set the overarching framework for the required work on sustainable transport for the next few years and marked the completion of policy TR8.

CNR objective	RAG status
Publish Sustainable Transport Policy: Next Steps	Completed



TR9 - Bus service development trials

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

Five additional services were trialled and have been fully incorporated into the new contract with Liberty Bus which has now commenced.

CNR objective	RAG status
A programme of bus service development trials that will provide evidenced insights into what changes are likely to deliver the biggest improvements in the bus service, and corresponding increases in bus ridership, will be designed in 2022 and delivered by 2024.	Completed

TR10 – Active Travel

The CNR committed the Government to implement further active travel initiatives until 2026.

Cycling engagement events and initiatives

Cycle clinics - free safety checks, tune up, and advice of any additional work required to ensure cycles are road worthy

- Approximately 150 cycles checked in 2024; 100 more by June 2025
- Additional clinics integrated into larger events in 2025

Try-a-bike

- 2024 six events helped islanders try out cycles in a low-pressure environment
- Attendance dropped after the e-bike grant was withdrawn
- Later sessions included “learn to ride” options to boost engagement
- After evaluation, the events were developed into a new format for 2025 with three larger events planned to promote and support travelling by bike/cycle and rebranded as Cycle Saturday or Cycle Sunday

Cycle Saturday or Cycle Sunday

- May event featured: try-a-bike with two local businesses and Cycle Without Limits (enables adults and children with disabilities or mobility issues to enjoy riding), a cycle clinic, learn to ride, guided rides, heart/respiratory health checks, and representation from local organisations Better Journeys Project and States of Jersey Police.
- 2 further events are scheduled in this new format during 2025.

Love to Ride - an ongoing cycling behaviour change programme with seasonal challenges that was launched in Jersey in 2023.

- Cycle September 2024: 125 workplaces in Jersey participated
- Winter Wheelers (2024/25) 11,339 transport trips recorded
- Bike Month (May) 2025: 64% of trips were recorded as for transport purposes rather than for leisure

Walking engagement events and initiatives

WOW Challenge for primary schools - an incentivised walking, wheeling, scooting, or cycling challenge open to all primary schools.

- 1,900 children reached across 7 schools in 2024.



- One school saw a 20% reduction in car trips.
- Ongoing in 3 schools for 2024/25, though engagement has declined.

St Helier Walking Signs - 2024 signage on route King Street to/from Trinity Hill.

- Included health prompts (number of steps to destination) and convenience prompts (time to destination).
- Purpose to provide motivation, reminding islanders that walking can be quick and support health goals.
- This idea has been taken forward by Better Journey in 2025.

Targeted active travel engagement events and initiatives

Active travel community focus pilot: St Clement

- 2025 targeted community approach to break active travel barriers through a holistic, multi-agency approach.
- Focus is on enabling a modal shift to active travel, supporting a 'just transition', ensuring lower income households are included.
- Activities carried out to date:
 - Multi-agency Play Street including a learn to ride cycle session and cycle clinic in collaboration with Andium Homes, the Parish, Jersey Youth Service and Jersey Sport
 - Cycle route mapping of the area including audit of cycle parking
- Planning is underway for: Cycle Saturday-style event; cycle amnesty; Access to cycles pilot (enabling those that do not have access to cycles to access one and ensuring those that already access one have a safe cycle).

Whole school pilot

- A partnership approach to physical activity in schools including active travel.
- Pilot to focus on three primary schools, starting in St Clement.
- Integrate active travel onto school culture.
- This will also support the St Clement's community approach.

CNR objective	RAG status
Implement further active travel initiatives in 2022, ahead of development of the full Sustainable Transport Roadmap, to support the 7.5% modal shift to active travel by 2030.	On track

TR11 – Emissions from aviation and maritime transport

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

In 2025, Ports of Jersey continued to progress with its decarbonisation roadmap, transitioning to HVO and rolling out carbon literacy training. By the end of 2025, the airport terminal heating and all Ports diesel vehicles will be operating on HVO. The Private Aviation Decarbonisation Charge was launched on 1st May. In its first month it raised over £30,000 towards Ports' decarbonisation activities. Jersey Airport supported the launch of ATF's Sustainable Aviation Fuel mass-balancing scheme and is an active member of multiple UK working groups focused on hydrogen aviation infrastructure research and development.



Through to 2026, Ports will complete its climate change adaptation risk assessment and strategy and ensure that Airport and Harbour masterplan designs facilitate the transition to renewable energy generation and decarbonised marine and aviation travel.



Heating policies

HT1 – Supporting low carbon heating systems and home insulation

The CNR committed the Government to launching a Low Carbon Heating Incentive.

This was launched on 15th May 2023. In Q4 2024 changes to the grant values were announced and the scheme now provides up to £9,000 of match funding to replace oil or gas boilers with air source heat pumps. For other technology, such as flow boilers, underfloor heating or panel radiators, up to £4,000 of match funding is available.

For those meeting the low-income eligibility criteria, up to £15,000 of funding is available without the need to match fund. The target number of incentives given in the Carbon Neutral Roadmap was 1,000.

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

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

Since the changes to the grant values were announced in Q4 2024, there has been a significant increase in the number of applications for heat pumps.

As of the end of June 2025:

- A total of **590 applications** have been received
- Of which 503 have been successfully completed and the grants redeemed
- Within the total number of applications, **37 have been processed from low-income households.**
- The average value of the grants approved is £4,776.

At present, six contractors are accredited through the Contractor Quality Scheme.

To assist with upskilling contractors and developing interest in the Low Carbon Heating Incentive scheme, it was agreed to underwrite the cost of design and installation courses for contractors. Twelve delegates from 9 businesses attended the design course and ten further staff attended the installation course. Further courses are planned for Q3 2025. There are currently 2 additional contractors undertaking the CQS accreditation.

The Minister for the Environment has announced that the Low Carbon Heating Incentive will continue beyond its original end date into 2026.

CNR objective	RAG status
Establish and commence an incentive scheme to subsidise the replacement of fossil fuel heating systems with non-fossil fuel heating systems in properties by end of 2022	Completed

HT2 – Update building bye-laws

The CNR committed the government to bring into force updates to the current building bye-laws. These will set increased energy efficiency and carbon emission standards for new and existing



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

In May 2024 the Minister for the Environment announced a delay the implementation of legislation to restrict the replacement of fossil fuel boilers to allow for work to concentrate on developing the building standards.

Acknowledging that this work is behind the schedule set out in the Carbon Neutral Roadmap, the building standards review project group has progressed initial assessments of all technical guidance documents (TGD) within an agreed process. Targeted stakeholder engagement on the building standards will be taking place from August this year.

Policy development work continues regarding future restrictions on the installation of fossil fuel heating and cooking systems. An announcement on this is expected in the second half of 2025.

CNR objective	RAG status	Back to green actions
Commission a Building Bye-Law review to be completed in 2022	Delayed	Work delayed but underway
From this review implement legislation by 2024 at the latest to support the review outcomes	Delayed	Work delayed but underway

HT3 – Energy Performance Certificates

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

There are currently 37 accredited assessors registered with government to provide subsidised home energy assessments. In addition, there are ten such assessors who are able to provide non-domestic energy assessments.

In 2024 the Minister for the Environment decided to delay the legislation on EPCs. It was determined that the building bye-laws review should take place before any legislation changes were made.

The subsidy towards the cost of a home energy audit has received significant interest from Islanders.

- The current grant value is £100 for a 1 to 2 bedroom property, and £150 for a 3 or more bedroom property.
- In March 2025 the Minister made the decision to keep the grants available at these levels.
- As of the end of May 2025, approximately **4,250 grants** have been issued to support Islanders obtain an energy performance certificate.

A Commercial Energy Audit subsidy scheme was launched in 2024. As of the end of May 2025, 6 grants have been issued to support businesses obtain an energy performance certificate.

In Q1 2025 a targeted engagement of homeowners who had received a home energy audit grant and domestic energy assessors was undertaken. Surveys were completed by around 150 people



and the results and outcomes have now been formally published. Work is continuing to develop the feedback into improvements to the EPC process.

CNR objective	RAG status	Back to green actions
Deliver 250 home energy audits/domestic EPC subsidies (£250 per subsidy) per year until EPCs become mandatory	On track	
Complete design of the Jersey-specific commercial EPC tool in 2022	On track	
Provide training for 50 accredited auditors by end of 2023	On track	
Run an introductory subsidy (around £500 per subsidy) for commercial EPCs to 75 commercial buildings	Delayed	Subsidy has been introduced, uptake dependant on market demand
Complete a review of the current Jersey Energy Performance Certificate system to ensure its accuracy and implement any required changes to the tool by the end of 2023	Delayed	Review commenced due for completion in 2025
Energy Performance Certificate legislation to be drafted and brought back to the States Assembly by the end of 2024	Off track	Ministerial decision to delay to next term of government
Introduce legislation that requires that a valid EPC is mandatory at point of rental or sale for both domestic and commercial properties by the end of 2025	Off track	Ministerial decision to delay to next term of government
Legal requirement to reach minimum EPC standard at point of rental or sale by 2026	Off track	Ministerial decision to delay to next term of government



Other emissions

OE1 – Promoting low-carbon lifestyles

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

Desk-top sector analysis to identify sectors with particularly large scope 3 emissions was carried out by mid-2022 and an implementation plan was created, and a costing plan has been delivered each year following this targeting key sectors and environmental impacts. Focuses have included waste management including food waste, carbon emissions in food, digital carbon footprint and textiles.

A full campaign plan was successfully delivered in 2023 and 2024 and is underway in 2025. The 2025 focus is to provide support to sectors identified in the sector analysis and work is underway to look at future support for the Hospitality sector following the early trail to the green Kitchen Standard project and introduction of food carbon labelling.

CNR objective	RAG status
Sector analysis to identify sectors with particularly large scope 3 emissions by mid-2022	Completed
Implementation plan addressing key sectors and messages informed by sector analysis by end 2022	Completed
Develop a costing communications plan in 2022, to deliver educational and engagement messages and tools that can be used to reduce scope 3 emissions	Completed
Identify if there is a suitable tool that can be used (or created) to measure reduction in scope 3 emissions for public by end 2022	Completed
Deliver initial programme of targeted sector education and awareness by end 2022 tackling priority sectors first	Completed
Increase in locally sourced goods and services	On track

OE2 – Construction sector emissions

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

Three Sustainable Construction Summits have been held in Jersey in 2022, 2023 and 2024. Topics have focused on challenges around retrofitting (including historic buildings); waste management; use of technology; and embodied carbon and measuring emissions.

Work has been carried out with industry to look at potential waste management solutions using the UK's Routemap for Zero Avoidable Waste in Construction as a basis. An introduction to this Routemap was introduced to industry at the 2023 Sustainable Construction Summit.

2025

- The industry is currently involved in the Building Standards Review under HT2.
- Work on waste management solutions has been paused until OE4 – emissions from waste and water management has progressed.



CNR objective	RAG status	Back to green actions
Reduce emissions from the construction sector in line with international targets.	Delayed	Resources to be allocated to waste

OE3 - Agricultural sector emissions

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

The Economic Framework for the Rural Environment was published in 2022 providing a structure within which Government interventions are directed in an accountable, measured, valued, and reported manner. It highlighted a new 'value system' for farming and the rural economy and the determination to better recognise and directly reward the concept of 'public money for public goods'.

The Rural Support Scheme was updated in 2024 with increased funding supported by a revised grant delivery method that rewards local businesses using a points-based 'rural credit' system, which is used to calculate support payments. Delivered using a three-tier approach, credits are awarded for farming practices to improve economic, social and environmental performance of the sector and for projects that aims to improve productivity or improve environmental performance of a qualifying enterprise.

The Integrated Farm Management Plan incentivises agricultural businesses to establish independently reviewed emission reduction plans.

CNR objective	RAG status
Reduce emissions from operational agricultural and aquaculture activities in line with the Rural Economy Strategy and Marine Economy Strategy	On track
Support the Rural Economy Strategy and Marine Economy strategy objectives to be implemented through the Government Plan process 2023-2026	On track

OE4 - Emissions from waste and water management

This policy has been split into two distinct delivery policies.

OE4a – Circular Economy Strategy

The CNR made a commitment to make on-Island solid waste disposal net-zero by 2040 and that to achieve this, a Circular Economy Strategy will be developed by 2025.

Due to a requirement to prioritise other work this has been put on hold until the next term of Government. Work continues on the development of a solid waste strategy.

OE4b – Water Strategy

The CNR made a commitment to prepare a net-zero Water Management Strategy by 2025. Previous climate and population projections have forecast an increasing deficit in terms of our capacity as an Island to meet daily demand over time.



Work has commenced to review Jersey Water's Water Resource Management Plan which is due to be completed by the end of 2025. This will feed into the broader Water Strategy that will continue into 2026.

CNR objective	RAG status	Back to green actions
Circular Economy Strategy will be developed by 2025	Off track	Work reprioritised until next term of government
High-level specification for a net-zero facility to succeed the current energy from waste plant from 2040	Off track	Work reprioritised until next term of government
Explore opportunities to carbon capture from the existing electricity from waste plant will begin in 2022	Off track	Work reprioritised until next term of government
Research options for the introduction of commercial waste charges for some activities	Off track	Delayed until next term of government
Produce net-zero Water Management Strategy by 2025	Delayed	Work commenced but delayed until 2026

OE5 – F-gas emissions

The Carbon Neutral Roadmap makes clear Jersey's intention to seek extension of the UK's compliance with the Kigali Amendment to the Island by 2025. The Kigali Amendment to the Montreal Protocol concerns the need to reduce hydrofluorocarbons (HFCs). Reducing these emissions is important due to the global warming potential of HFCs being much higher than carbon dioxide.

A policy framework outlining potential options for Jersey to comply with the Kigali Amendment has been developed with the Department for Environment, Food and Rural Affairs, with plans for approval and further decision-making by the end of 2025.

CNR objective	RAG status	Back to green actions
To reduce emissions from F-gases in line with targets set out in the Montreal protocol and amendments that have been extended to Jersey, including the Kigali Amendment	On track	
Reduce consumption of HFCs by 85% between 2019 and 2036	On track	
To seek extension of the UK's compliance with the Kigali Amendment to Jersey by 2025	Delayed	Work ongoing, delayed into 2026

OE6 – Delivering a sustainable finance framework

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



OE6.1 - Sustainable Government of Jersey investment

The Carbon Neutral Roadmap committed the Government to establish a Public Finance Sustainable Financing Framework, with the aim to improve the sustainability of the Government of Jersey's own investments and debt.

The States of Jersey Investment Strategy, published by the Minister for Treasury and Resources and presented to the States, includes a responsible investment policy which describes how the States, as responsible stewards of capital, seek to integrate environmental, social, and governance considerations into the investment process to meet our sustainability objectives. The sustainability framework is overseen by the Treasury Advisory Panel who report to the Minister on its implementation annually.

The States of Jersey employees' pension schemes also follow a similar sustainable investment strategy prepared by the Committee of Management in line with legislation and approved by the Minister for Treasury and Resources.

These policies are expected to continue to adapt and evolve in this rapidly changing space to ensure we continue to meet our objectives effectively and efficiently.

OE6.2 - Climate finance

Develop options to increase the amount/impact of money the Island provides to support climate mitigation and adaptation measures overseas.

Under Article 9 of the Paris Agreement, signatories are required to provide financial resources to assist developing countries to mitigate and adapt to climate change.

In 2024, Jersey Overseas Aid (JOA) contributed to Jersey's submission for the UK's first Biennial Transparency Report (BTR). This is a progress report agreed under the Enhanced Transparency Framework of the Paris Agreement. Its purpose is to present information on mitigation, adaptation and finance in a transparent and comprehensive way that can be scrutinised by parties as well as by expert reviewers. It is submitted every 2 years. JOA reported on the financial support provided to its bilateral partners totalling £7.4million for 2021-2022.

JOA plays a vital role in delivering Jersey's international climate finance commitments. JOA prioritises investments into climate mitigation and adaptation efforts through their multi-year development programmes. This support primarily targets vulnerable communities in low-income countries, helping them to build resilience to the impacts of climate change through nature-based solutions, sustainable agriculture, renewable energy, and disaster preparedness.

JOA's funding is needs-based and channelled through long-term partnerships with specialist NGOs and multilateral agencies. Programmes are designed to align with the Paris Agreement and contribute to both mitigation of – and adaptation to – the effects of climate change, while also supporting co-benefits such as food security, women's empowerment, and biodiversity conservation. In Ethiopia, for example, JOA supports women-led cooperatives to restore degraded watersheds through agroecological methods, recharging groundwater, improving soil health in support of livelihoods and sequestering carbon in the process.

The CNR commits Jersey to develop a Climate Finance Strategy for the Island by 2025, it has been agreed to postpone this work until 2026.



OE6.3 - Jersey as a sustainable financial centre

Continue to support the Island's finance industry to become a leading sustainable finance centre and support Islanders and local businesses to make informed decisions about how their money is invested. Progress in this area over the last 12 months has included:

- Government launch of the Sustainable Finance Action Plan in November 2024. The Action Plan was developed in co-operation with Jersey Finance and Jersey Financial Services Commission and is intended to build capabilities within Jersey's financial services ecosystem over the next two to three years.
- Continued engagement with industry to understand consumer choice and demand in sustainable products.
- Promoting the availability of green loan and mortgage products alongside the Low Carbon Heating Incentive at a community event.
- Inclusion of sustainable finance in Carbon Literacy Training which has been rolled out to businesses across the Island.

CNR objective	RAG status	Back to green actions
Develop a Public Finance Sustainable Financing Framework in 2022 as an overarching framework under which Government of Jersey investment and debt financing decisions are made	Completed	
Develop a Climate Finance strategy for the Island by 2025	Delayed	Work to be undertaken in 2026
Develop a framework for Sustainable Finance – work with industry and the Regulator to develop a proportionate and internationally aligned legislative and regulatory framework for sustainable finance	Completed	
Improve domestic business behaviour - partner with Industry to run a public awareness campaign. To include a minimum of 2 public sustainable finance events annually to be incorporated into the eco active work stream	On track	
Seek to enhance consumer choice - engage and support the natural evolution of local market in the provision of green loans and green financing	On track	
Encourage innovation – work with industry and the Regulator to deliver new products and services for sustainable finance.	On track	



Enabling policies

EN1 – Decarbonising Government of Jersey

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

The Decarbonisation Unit established in 2022, with funding under the CNR through to the end of 2024.

The unit was disbanded at the end of 2024 following the end of the agreed budget allocated. As intended in the CNR, responsibility for decarbonisation has shifted to individual departments to carry forward by integrating low carbon practices into everyday operations.

This policy is now closed. Responsibility for continued delivery of the objectives has moved to the operational departments.

CNR objective	RAG status	Back to green actions
To decarbonise Government of Jersey in line with the emissions trajectory set in strategic policy 1	At risk	Responsibility for decarbonisation moved to operational departments
To set up a strategic decarbonisation unit, in 2022	Completed	
To produce a detailed costed action plan by end of 2022 that identifies the emissions reduction actions required across the Government of Jersey property portfolio, activities, services and materials procurement	Completed	
To identify the long-term costs and benefits of decarbonisation to government by end of 2022.	At risk	Partially completed. Responsibility for decarbonisation moved to operational departments
To deliver an initial programme of actions to begin to decarbonise government operations by end of 2025	On track	
To run a six-month pilot programme through the estate management strategy building condition survey in 2022 to identify highest emission properties and develop a programme of emissions reductions	On track	
All public buildings to display Energy Performance Certificate by 2025.	Delayed	Decision taken to delay EPC legislation to next term of government

EN2 – Create a Carbon Neutral Network

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

Supporting businesses and organisations to decarbonise their activities:

Peer-to-peer networking and best practice sharing.



- The eco active business network has been expanded to include quarterly breakfast networking sessions and monthly training sessions as well as other events targeting key sectors or issues; as well as regular emails and newsletters.
- In 2024 the Knowledge Hub was established, an online platform where members of the eco active business network are able to share best practices and information and ask peers questions and for support in reducing their carbon impacts.
- Certified Carbon Literacy Training is offered free-of-charge to businesses. A new 'hybrid' carbon Literacy course is being designed in 2025 to make it more accessible to a broader range of businesses.
- Government of Jersey employees are being offered carbon Literacy training through the Climate Change Engagement Team following the closure of the Decarb Unit.
- Eco driver training is offered to eco active businesses.
- A series of short training resources are under development that can be shared with members of the eco active business network. These are aimed to increase knowledge and understanding within workplaces including courses on issues such as waste management.
- Organisations are encouraged to use a bespoke free of charge emissions monitoring tool to help measure scope 1 and 2 emissions

Supporting and providing funding for community decarbonisation projects:

- Work is ongoing to establish the decarbonisation impact fund.

Future work will target key sectors such as hospitality to devise a suitable package of support and training that will enable them to decarbonise. Planning this workstream began in 2025.

CNR objective	RAG status	Back to green actions
Establish a Carbon Neutral Network by 2023	On track	
Oversee the distribution of £100,000-£200,000 per year of grant funding to decarbonisation projects across the local community from 2023 onwards	Off track	Work to establish the fund is ongoing

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

EN3a – Supply Chains

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

For procurement contracts exceeding £100,000, social value considerations play a key role in promoting sustainability. Suppliers that demonstrate strong environmental responsibility and sustainable practices are awarded higher scores during tender evaluations, thereby encouraging the growth of a low-carbon and sustainable supply chain.

The eco active business network have had several lunch and learn / training sessions on Supply Chains and this is covered in Carbon Literacy Training. The most recent example was a case study presented by a local business to the 2025 Q2 networking session who had looked at their digital equipment and are working with suppliers who provide a circular economy model taking back equipment for refurbishment and reuse.



Further work has been undertaken to support market development in the key areas of heating and road transport emissions. Financial support via the Electric Vehicle Purchase and Charger Incentives and the Low Carbon Heating Incentive help to strengthen the supply chain for low carbon technologies such as heat pumps and electric vehicles. Through continued support for HVO in Government of Jersey fleet and the public bus network and the agreed lower rate of fuel duty applied, the HVO supply chain locally is being supported.

EN3b – Green skills

The CNR committed the Government to developing on-Island green skills. Initial efforts have focused on supporting the delivery of incentive schemes, including the development and launch of a Contractor Quality Scheme for local installers of low carbon heating systems, such as heat pumps. In collaboration with Highlands College, on-Island training in system design and installation has been provided. Since October 2023, one installation and two design courses have been delivered, with 12 individuals completing the installation course and 11 passing the design courses. In 2025 two further sessions have been arranged with one set of courses taking place in March where 12 delegates attended the design course and 10 attending the installation course. This represented 9 employers. A further set of courses is planned for Q4 2025.

The Climate Change Engagement Team continues to provide training and networking opportunities, supporting businesses and organisations through the eco active workstream. In May 2025 Jersey Business presented to the network on the Better Business Grants, including their skills grants and apprentice grants as a potential mechanism for encouraging businesses to develop green skills.

Carbon Literacy Training has been developed for the Island and has been rolled out to Government of Jersey staff as well as members of the eco active business network and a specific course for teachers and Young People. This specific course was a winner of the Carbon Literacy Projects Climate Action Day Catalyst Award in 2024. Internally, Government employees are being offered Carbon Literacy Training by the Climate Change Engagement Team following the closure of the Decarb Unit.

Green Skills development was integrated into Skills Jersey's wider work programme, leading to a series of targeted skills gap analyses. Several workshops with key sectors—such as construction, heating, energy — helped identify local skills shortages. In 2025 identification of green skills needs in key sectors fed into the development of the Skills Development Plan, which outlines priority areas for investment. Work is ongoing to finalise this with the aim to align workforce capabilities with industry demands and support economic growth via targeted skills investment.

CNR objective	RAG status
Identify skills base for low-carbon services and goods including a gap analysis by mid-2023	Completed
Begin to identify and build on existing good practice e.g., Highlands College electric vehicle course by mid-2022	Completed
Develop a plan for filling the skills gaps by the end of 2023	Completed
Develop a local market supply chain for low-carbon goods and services by end of 2024 and link this to Government of Jersey procurement policies.	On track

EN4 – Delivering the COP26 education pledge

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



A 2022 review led by CYPES with the Climate Change Engagement Team, assessed the quality and effectiveness of climate change education across all key stages. Findings and best practice were shared with schools and the Curriculum Council. This led to the appointment of a Climate Change Education Policy Officer in April 2023 rather than the appointment of a Curriculum Manager to guide implementation and educator training and deliver the pledge.

Key developments since the last update include:

- Completion of Highlands College's Sustainability Roadmap and a student-led curriculum mapping project. This is now embedded as business as usual.
- Delivery of Jersey's first Youth Climate Change Summit, providing Carbon Literacy Training to students and educators in attendance with the event winning a 2024 Climate Action Day Award
- Launch of *Climate Classrooms* – a suite of bespoke curriculum-linked resources, with further content in development
- Ongoing termly meetings of the COP26 Forum and Educators Group to share best practice and support resource development
- Research into best practice in climate education, leading to the development of a Climate Action Plan pilot project with five schools
- Extension of the Climate Change Education Policy Officer post through to 2026

Current key policy priorities include:

- Continued delivery of the Climate Action Plans pilot project, evaluating school-based strategies for climate response linked to delivery of the pledge
- Development of curriculum-linked training and resources to embed climate education across subjects; including Continuous Professional Development for educators
- Collaboration approach with CYPES, Public Health, Infrastructure, and other partners to take a whole-school approach (e.g. decarbonisation, active travel, engagement)
- Exploration of a Carbon Literacy short course through the Youth Service

An evaluation of the pilot in 2025/26 will determine whether Climate Action Plans become the recommended approach for Jersey schools. This will be presented to Curriculum Council or other recommendations made.

CNR objective	RAG status
Carry out an education review regarding the quality and effectiveness of climate change education across all educational settings at all key stages by July 2022	Completed
Share the best practice and recommendations with schools via Jersey Curriculum Council, Headteachers and ECO leads by October 2022	Completed
Identify key training resources required to support teaching and learning. Create the plan to address these by October 2022	Completed
Develop a training plan based on needs and share this with schools by December 2022	Completed
Appoint a Climate Curriculum Lead on a secondment by April 2023.	Completed

EN5 – Blue Carbon, biodiversity and sequestration

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



Blue Carbon

The Jersey Marine Spatial Plan was approved in the States Assembly in October 2024. The plan underwent two rounds of public consultation and a scrutiny review process. It advises the Island Plan on the regulatory and consenting frameworks to manage marine activity and to support blue carbon sequestration.

Despite the original ambition to double the extent of seagrass beds, seagrass has been found to be expanding naturally, supported by current management that limits inshore dredging and trawling. A decision has been made to let nature take its course and not plant more seagrass. Instead to remove or mitigate any pressures that may prevent the expansion of seagrass. This will include the works outlined in the Jersey Marine Spatial Plan, such as expanding Highly Protected Marine Areas. Natural seagrass expansion provides both biodiversity and climate benefits, at no cost. It should be noted that the rate at which this natural seagrass expansion will take place will vary with annual weather patterns, but should be resilient to environmental pressures.

Sequestration

Work has commenced on the development of a carbon sequestration framework. Work is currently focusing on gaining further clarity on how local carbon sequestration will be accounted for in the Island's greenhouse gas inventory and the likely potential scale of the role that local sequestration can play in meeting our emission reduction targets. Potential improvements are being investigated. This is largely a data collation exercise to enhance the measurement of Land Use, Land Use Change and Forestry sector in the inventory. This data collation exercise will inform future decision making, in terms of where and what is best to do or plant to maximise local sequestration opportunities.

Biodiversity

Areas at Les Minquiers and Les Ecréhous have been designated as Areas of Special Protection under the Wildlife (Jersey) Law 2021. This provides legal protection for wild animals, birds or plants from disturbance or harm during critical phases of their life cycle.

After the completion of the Tree Strategy 2022, a review of the process to list Protected Trees under the Planning and Building (Jersey) Law 2002 is underway. The further recommendations of the 2022 Strategy been captured by the Tree Framework 2025, which aspires to coordinate tree activities better across all sectors in Jersey. A significant part of this work will be better development of sufficient Government GIS mapping capability, to provide a baseline of species, quantity, and carbon stored.

A Biological Security Framework has been established, including short-term funding of two posts to deliver this work initially. This team completed a Risk Assessment of Established Invasive Non-Native Species (INNS) in the Channel Islands, and with Guernsey colleagues are working to deliver a 'Biosecure Bailiwick'.

Species that have been profiled as posing the highest local risks have been added to the Wildlife Law, whilst others are under feasibility studies, assessing which species Jersey should tackle first based on efficiency and reality of eradication. INNS currently on the European continent which are moving with climate change and have yet to reach our shores have been assessed. Some INNS are now controlled in our countryside (e.g. Asian Hornet and Japanese Knotweed) but this is expensive and long-term work and relies on volunteers rather than core funding.

Habitats are being monitored on Ecological SSI's to identify change of habitats over time due to climate change. Species composition is altered favouring those which are able to withstand



periods of drought and higher temperatures. Habitat management is carried out in response to changes in woodland, grassland and heathland condition. Tree planting is carried out following tree loss in storm events (e.g. Storm Ciaran). Grassland habitats are managed sustainably by livestock conservation grazing to retain their carbon sequestration potential.

CNR objective	RAG status	Back to green actions
Complete further research and policy development to better understand the role natural sequestration could play in Jersey's journey to carbon neutrality: a. Develop a Carbon Sequestration Framework, including consultation, by end of 2023,	Delayed	Work ongoing, Framework delayed to Q1 2026
b. Develop a Marine Spatial Plan by end of 2023 that provides the regulatory and consenting frameworks to manage marine activity to support blue carbon sequestration.	On track	
Protect Jersey's existing carbon sinks to prevent stored greenhouse gases from being emitted back into the atmosphere and safeguard the estimated 60,000 tonnes of carbon dioxide sequestered annually. Maximise co-benefits for biodiversity where possible.	On track	
If considered plausible, increase the level of greenhouse gas emissions sequestered by Jersey's natural resources, as reported within the UK's international greenhouse gas inventory. Nature-based solutions should be used, and biodiversity co-benefits maximised where possible.	On track	

EN6 – Carbon offset purchasing strategy

The CNR makes the commitment to develop a carbon offset purchasing strategy to be consulted on and published in 2025.

As the decision as to whether or not the Island wishes to be carbon neutral in 2030 is not due to be taken until 2028, the decision has been made to delay the carbon offset purchasing strategy to the next delivery period, so that the costs and information are up-to-date and can inform the decision.

CNR objective	RAG status	Back to green actions
A carbon offset purchasing strategy will be developed, consulted on, and published in 2025	Delayed	To be completed in next delivery period
A decision on the Island's carbon offset purchasing strategy will be taken no later than 2028	On track	

Additional Policy development - Offshore Wind

In June 2023, the Council of Ministers endorsed the development of offshore wind energy generation in Jersey's waters. The potential of utility scale offshore wind generation for Jersey has been recognised for many years and is reflected as a strategic opportunity in a number of adopted plans, including the Carbon Neutral Roadmap and Bridging Island Plan. Detailed reporting on the offshore wind project can be found elsewhere with a short summary only provided in this document.



In April 2024, the States Assembly approved [P.82/2023](#) to further investigate the opportunity to develop an offshore wind farm. This followed public consultation¹ undertaken to help States Members understand the current views of Islanders.

In 2025, the Minister for the Environment has confirmed his intention to return to the Assembly with draft primary legislation and a proposition on offshore wind before the end of the year. The proposition will draw extensively on the policy work currently under way looking at the economic case and strategic benefits for Jersey. The outcome of the debate will determine what work should be progressed in 2026 and beyond.

Next Steps

Following the approval of [P.117/2022](#), the States Assembly is due to receive the first report from Jersey's independent Climate Council in early 2026, prior to the general election. Recruitment for the Council is currently underway, with the Chair and Members expected to be announced during Q3 2025. The Council's report will evaluate the Government of Jersey's progress in implementing the CNR during the 2022 - 2025 delivery period.

The CNR stipulates that, "an updated delivery plan be set out at the start of each new term of government." Accordingly, work has begun on the second CNR delivery plan which will be brought forward in 2026 for the new States Assembly to consider, alongside the Climate Council's findings and recommendations.

To ensure alignment between the CNR and Climate Council cycles, 2026 will be treated as a continuation year for the first delivery plan, with the second delivery plan running from 2027 - 2030. To date, development of the second delivery plan has focused on the identification of priority areas, engagement with key stakeholders and consideration of opportunities to undertake pilot programmes during 2026. A revised modelling tool to scope the emissions reduction potential of proposed policy actions is now being developed alongside income forecasts for the Climate Emergency Fund and Financing Strategy measures (see Strategic policy 3 above) to support decision making and budget allocations for the period to 2030.

July 2025

¹ [Offshore Wind consultation \(gov.je\)](https://gov.je/offshore-wind-consultation)