

Carbon Neutral Roadmap - Policy TR5

2030 Phase-Out of Petrol and Diesel Vehicles

Consultation Report



MARCH 2026

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Executive summary¹

The 2030 Petrol and Diesel Vehicle Phase-Out Consultation generated an exceptionally high level of public engagement, reflecting the significance of the proposed policy for Islanders, businesses, and the Island's transport and economy. More than 2,000 survey responses, extensive stakeholder engagement, and contributions from over 1,000 children and young people provided a broad evidence base from which to understand public attitudes, concerns, and expectations.

Overall, the consultation results reveal **substantial public and organisational opposition to the detailed model of the phase-out proposed**, particularly in relation to:

- the inclusion of **used** petrol and diesel vehicles in the 2030 phase-out
- concerns about the **affordability** of electric vehicles for families, young people and small businesses
- the perceived **insufficiency of charging infrastructure** and confidence in the long-term resilience of the electricity grid
- uncertainty regarding the **lifecycle environmental impacts** of electric vehicles, especially battery production, transport, and disposal; and
- the potential **economic and operational consequences** for local businesses, vehicle retailers, specialist trades, and the Island's motoring culture.

Across almost every area of questioning, respondents expressed a clear desire for **greater flexibility, slower implementation**, or a **broader range of technological pathways**, including sustainable fuels and hybrid technologies. While many recognised the need for climate action—and a minority expressed support for moving faster—most respondents believe the Island is **not yet ready** for the scale or timing of the phase-out as proposed.

Despite this, there was strong support for **targeted exemptions**, to include:

- classic and historic vehicles
- motorsport and enthusiast vehicles
- disability-adapted vehicles
- emergency and specialist operational vehicles; and
- vehicles for which no viable zero-emission alternatives currently exist.

Where respondents did support the Principles informing the phase-out, this support was often conditional on earlier and clearer information, meaningful investment in infrastructure, assurance of technological readiness, and protections for those most likely to be disadvantaged.

¹ The Executive Summary has been drafted with support from Microsoft Copilot.

Engagement with young people through schools and Climate Summits reveals a generation that is broadly supportive of climate action, but also concerned about fairness, affordability, and practical feasibility. Their perspectives reinforce the importance of sequencing the transition in a way that supports future motorists without creating barriers to mobility or equality.

The findings demonstrate strong public interest in **decarbonising transport**, but also a clear expectation that any approach must be grounded in **practical delivery**, **evidence-based policy**, and a **fair transition** that avoids disproportionate impacts on lower-income households, Islanders living in rural locations, small businesses, and those with specific vehicle needs. The consultation has provided a rich understanding of the opportunities and challenges that must be addressed as Government considers how to refine and progress the phase-out policy.

In summary, whilst Islanders recognise the need for decisive climate action and improvements to sustainable transport, the consultation demonstrates that significant aspects of the proposed 2030 phase-out require reconsideration.

The Government will now need to assess the consultation findings alongside technical, economic and environmental evidence to determine a policy pathway that is fair, feasible, and aligned with Jersey's long-term net-zero commitments.

Glossary

2030 Phase-out

The proposed end to the importation and registration of specified petrol and diesel vehicles, that would be new to Jersey, starting from 1 January 2030.

2035 Phase-out

The second stage of the phase-out would commence on 1 January 2035, with a further group of petrol and diesel vehicles no longer able to be imported and registered in Jersey.

Active travel

Travel modes that involved physical activity such as walking, running, wheeling or cycling.

Carbon Neutral Roadmap (CNR)

Jersey's policy framework, adopted by the States Assembly in April 2022 which sets out actions to reduce greenhouse gas emissions across key sectors including transport and heating.

Citizens' Assembly on Climate Change

A representative panel of Islanders convened to consider Jersey's climate ambitions and provide recommendations to Government on decarbonisation policy, as part of the formulation of the Carbon Neutral Roadmap.

Climate Change

Long term shifts in temperature and weather patterns. Such shifts can be natural, due to changes in the sun's activity or large volcanic eruptions. But since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels (coal, oil and gas).

Consultation

A formal process used by the Government of Jersey to gather Islanders' and stakeholders' views to inform decision-making.

Electric Vehicle (EV)

A vehicle propelled by one or more electric motors, running on energy stored in a rechargeable battery capable of being charged through an external electricity supply. The operation of these vehicles does not produce any direct greenhouse gas emissions.

EV Charging Infrastructure

Public or private facilities that provide electric vehicle charging. This includes slow, fast and rapid chargers.

Electric Vehicle Purchase Incentive (EVPI)

A Government of Jersey financial incentive which ran from 2023 to 2024 which subsidised the purchase of new and used pure electric cars and small vans.

Greenhouse Gas (GHG) Emissions

Gases such as carbon dioxide, methane, nitrous oxide and f-gases that contribute to climate change. Jersey reports on these annually through its GHG emissions inventory.

Hybrid / Plug-In Hybrid Vehicle (HEV / PHEV)

Vehicles with both an internal combustion engine and electric motor. PHEVs can be charged externally, whereas HEVs rely on regenerative braking and the engine to charge the electric motor.

Internal Combustion Engine (ICE) Vehicle

Motor vehicle powered by engines which combust liquid fuels such as petrol and diesel to generate power. Cars and small vans with pure ICE engines and no battery, are proposed to be phase-out from 2030 onwards.

Jersey Mobility Hierarchy

A framework adopted in the Sustainable Transport Policy that prioritised walking, cycling and public transport over private vehicle use.

Just Transition

The process of shifting to a low or zero carbon economy in a fair and just manner so that no sector of the community is disproportionately impacted.

Kit cars

The components required to construct a car and sold by manufacturers in one or more kits for home assembly.

Low-Carbon Vehicle

A passenger vehicle with significantly lower emissions than an equivalent petrol or diesel engine vehicle. This includes electric vehicles (EVs) and hybrid technology.

Micro Volume Manufacturers

A UK designation for vehicle manufacturers registering fewer than 1,000 cars and fewer than 1,000 vans each year.

Net Zero

Reducing our human-made GHG emissions as low as possible. Any residual emissions that cannot be reduced to zero can be balanced by absorption and removal through

nature-based solutions such as sequestration and technological measures such as carbon capture and storage, leaving zero excess in the atmosphere.

Paris Agreement

A legally binding international treaty on climate change, adopted in 2015. Its overarching goal is to hold “the increase in the global average temperature to well below 2°C above pre-industrial levels” and pursue efforts “to limit the temperature increase to 1.5°C above pre-industrial levels.” These aims will primarily be achieved by reducing greenhouse gas emissions. The Agreement was formally extended to Jersey by the UK in 2022, meaning Jersey is now included within the UK’s ratification and is aligned with global efforts to achieve net-zero emissions by 2050.

Phase-out

A staged approach to ending the importation and registration of certain vehicle types into Jersey, beginning with petrol and diesel cars.

Public Charging Infrastructure

Charging facilities available to all EV users in public locations including such as car parks and Parish facilities.

Scope 1 Emissions

Emissions generated directly within Jersey’s geographical boundary. This includes road transport emissions from fuel use and emissions from heating homes using fossil fuels like gas or oil.

Small Volume Manufacturers

A UK designation for vehicle manufacturers registering between 1,000 and 2,500 cars and between 1,000 and 2,500 vans each year.

Sustainable Transport Policy

A States Assembly-approved framework that promotes low-carbon, equitable and accessible transport choices.

Used Vehicles (New to Jersey)

Second-hand vehicles imported and registered in Jersey for the first time. These are included within the definition of “new to Jersey” in Policy TR5.

Zero-emission Vehicle (ZEV)

A vehicle that does not emit any exhaust emissions during its operation. EVs are currently the primary type of ZEV available.

Introduction

This document is the official report following the Government of Jersey's public consultation on the proposed 2030 phase-out of petrol and diesel vehicles, which ran between 6 November 2025 and 30 January 2026.

Background and policy context

On 2 May 2019, 40 elected Members of the States Assembly voted to declare, 'that there exists a climate emergency likely to have profound effects in Jersey'.² Work followed to bring forward the initial Carbon Neutral Strategy³, which set out the key principles for decarbonisation for the Island, together with plans for the Citizens' Assembly on Climate Change to gather the views of Islanders about the level of ambition, pace and focus for the Island's decarbonisation plans. This led to the formulation of the Carbon Neutral Roadmap⁴, which was adopted by the States Assembly on 29 April 2022.

The Citizens' Assembly in their recommendations report⁵, established a clear mandate from Islanders demonstrating support for a high level of ambition in setting the Island's emission reduction targets. This high level of ambition was later adopted by the States Assembly, who voted overwhelmingly to adopt the target of net-zero by 2050, with interim emission reduction targets of 68% by 2030 and 78% by 2035, compared to the 1990 baseline. These targets were committed to internationally when the Island requested of the UK, the extension of the Paris Agreement to the Island.

The Carbon Neutral Roadmap sets out the agreed policies and budget for the first phase of delivery for the Island's decarbonisation plans for the period 2022-2025. The plans focussed primarily on the key sectors of greenhouse gas emissions – namely transport and heating, cooking and cooling.

UK and EU approach to phase-out of petrol and diesel vehicles

At the time the Carbon Neutral Roadmap was drafted, the UK Conservative Government's position was for the introduction of a ban on the sale of new petrol and diesel vehicles from 2030, beginning with cars and vans.⁶ CNR policy TR5 therefore established 2030 as the date for Jersey's petrol and diesel vehicle phase-out, with reference to this UK policy and in recognition of the relationship between the UK and Jersey's vehicle markets.

² [States Assembly | P-27-2019](#)

³ [States Assembly | P-127-2019\(Rpt\)](#)

⁴ [States Assembly | P-74-2022](#)

⁵ [States Assembly | R-95-2021](#)

⁶ [Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030 - GOV.UK](#)

Under the 2022-2024 UK Conservative Government, the ban on the sale new petrol and diesel cars was pushed back to 2035.⁷ The current UK Labour Government reinstated the 2030 phase-out date as a manifesto commitment.⁸

Between December 2024 and February 2025, the UK Department for Transport held a public consultation⁹ regarding the proposed treatment of different vehicle types under the planned phase-out. The results of this consultation were published in April 2025.¹⁰

The CNR’s phase-out policy position, as agreed in 2022, and the UK’s policy position, as updated in April 2025, are summarised in Table 1 below. These positions were used to inform the development of the recent public consultation.

	Vehicle type	Carbon Neutral Roadmap policy position - agreed April 2022	UK policy position – April 2025
CARS	Pure petrol and diesel cars	End importation, sale and registration of all pure petrol and diesel cars that are <u>new to Jersey</u> by 1 January 2030	End sale of <u>new</u> pure petrol and diesel cars by 2030. Exemptions for: <ul style="list-style-type: none"> • Micro volume manufacturers (MVMs) • Small volume manufacturers (SVMs) • Special purpose vehicles • Kit vehicles
	Hybrid electric vehicles (HEVs) Plug-in hybrid electric vehicles (PHEVs)	End importation, sale and registration of all HEVs and PHEVs that are <u>new to Jersey</u> between 2030 and 2040	End sale by 2035 of all <u>new</u> HEVs and PHEVs Subject to a new non-ZEV fleet-wide average CO ₂ cap post-2030
VANS	Pure petrol and diesel vehicles (ICE)	End importation, sale and registration of all pure petrol and diesel small vans that are <u>new to Jersey</u> by 1 January 2030	End sale by 2035 of all <u>new</u> pure petrol and diesel, HEV and PHEV vans
	Hybrid electric vehicles (HEVs) Plug-in hybrid electric vehicles (PHEVs)	End importation, sale and registration of all HEV and PHEV small vans that are <u>new to Jersey</u> between 2030 and 2040	(Subject to current non-ZEV fleet-wide average CO ₂ cap)

Table 1: Summary of Jersey's 2022 and the UK's 2025 position on the phase-out of petrol and diesel vehicles

⁷ [Government sets out path to zero emission vehicles by 2035 - GOV.UK](#)

⁸ [Change Labour Party Manifesto 2024 p.33](#)

⁹ [Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition - GOV.UK](#)

¹⁰ [Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition: summary of responses and joint government response - GOV.UK](#)

In January 2024, the UK Government introduced a zero-emission vehicle (ZEV) mandate for car manufacturers.^{11,12} The mandate specifies the minimum proportion of car manufacturers' sales that must be zero-emission vehicles. This will increase from 22% in 2024 to 80% by 2030, and 100% in 2035. Following its petrol and diesel vehicle consultation the UK Government announced in April 2025 that it would relax some of the ZEV mandate rules with a 10% improvement against the 2021 baseline for cars. There were no changes proposed for vans.

The ZEV mandate applies to new vehicles first registered in the UK (England, Wales, Scotland and Northern Ireland). Registered vehicles that are removed from the UK within three months of their first registration are not counted. Similarly, new vehicles registered outside the UK more than three months prior to their first registration in the UK, also are not counted.¹³ New vehicles sold and registered in the UK, but subsequently exported to Jersey, would only count towards the UK's ZEV mandate targets if they were exported more than three months after their initial UK registration.

With no vehicle manufacturing located on Island, it is not considered to be appropriate or feasible to look at introducing a similar mechanism in Jersey. Proposals for Jersey's petrol and diesel phase-out do not therefore include any form of ZEV mandate or equivalent.

Until late 2025, the European Union had planned to achieve a 100% reduction in the tailpipe emissions of new cars and vans in 2035.¹⁴ This target has now been reduced to 90% of tailpipe emissions¹⁵, essentially allowing the sale of some pure petrol and diesel and hybrid vehicles to continue after this date.

Jersey's road transport emissions

At the time of writing the Carbon Neutral Roadmap, the transport sector (road, aviation and marine) was the largest source of on-Island greenhouse gas emissions in Jersey, producing 44% of the Island's emissions. As a result, transport was identified as a priority area for action. This overall contribution of transport to Jersey's most recent greenhouse gas inventory was broadly similar in 2023, at just over 43%, as shown in Figure 1 below.

Figure 2 provides a time series for all emissions sectors from 1990 to 2023. The proportion of the inventory attributable to transport has increased in the period since 1990, although the overall level of emissions has decreased as the Island has begun to decarbonise.

¹¹ [Government sets out path to zero emission vehicles by 2035 - GOV.UK](#)

¹² [The Vehicle Emissions Trading Schemes Order 2023](#)

¹³ [The Vehicle Emissions Trading Schemes Order 2023](#) Article 3(2) and (3)

¹⁴ [EU ban on the sale of new petrol and diesel cars from 2035 explained | Topics | European Parliament](#)

¹⁵ [Cars and vans - Climate Action - European Commission](#)

Between 1990 and 2023, emissions in the transport sector have decreased by 22.7% from 200,841 tCO₂e to 155,160 tCO₂e. Transport sector emissions accounted for 43.4% of total GHG emissions in the 2023 inventory. In that year, road transport accounted for

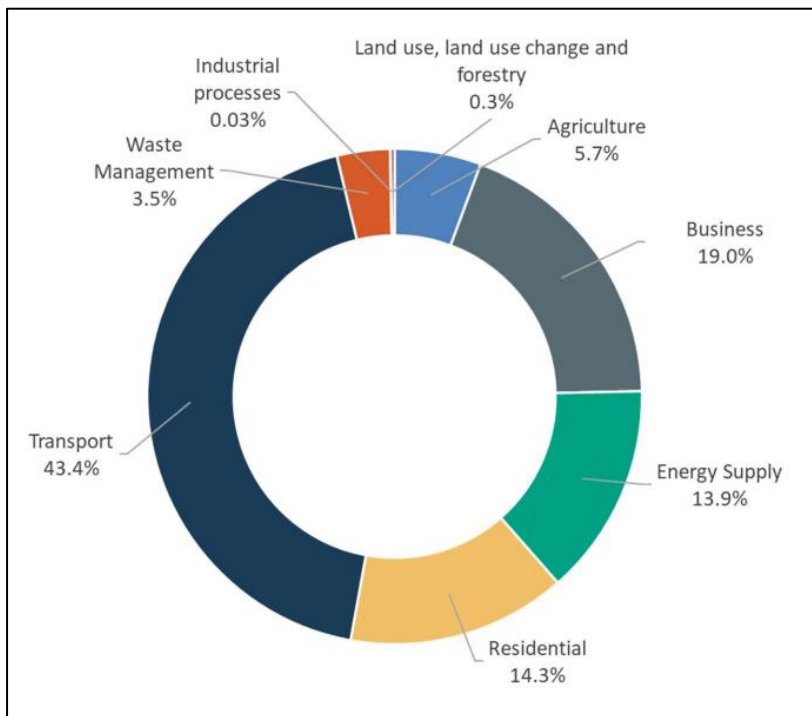


Figure 1: Total of Jersey's greenhouse gases by sector, 1990 – 2023

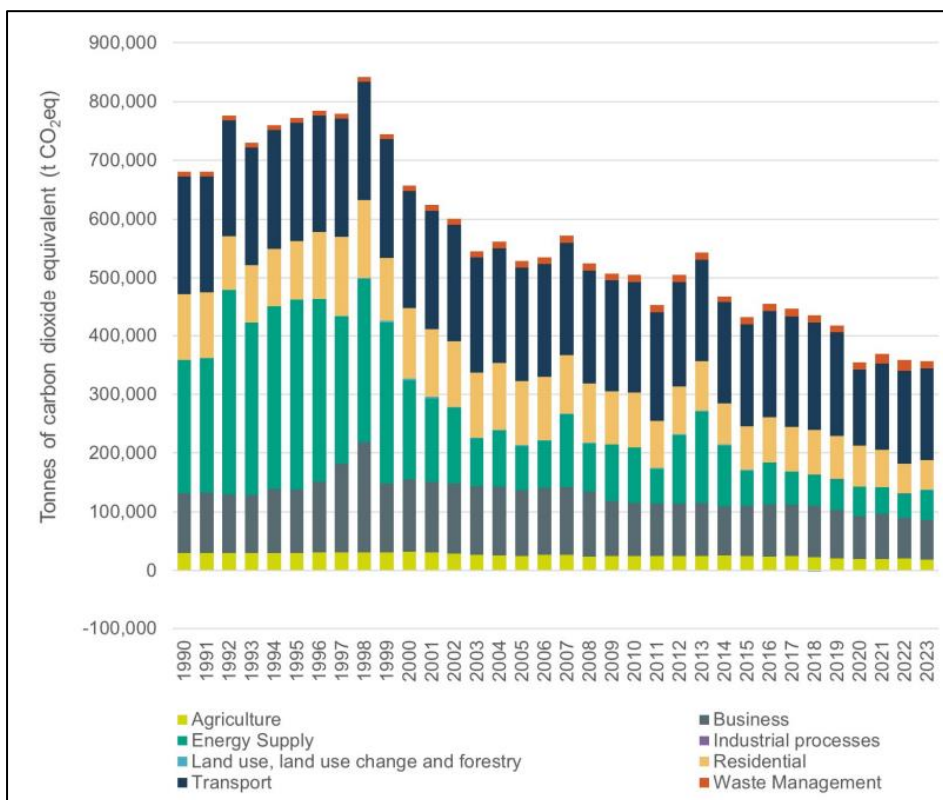


Figure 2: Jersey's greenhouse gas inventory 1990 - 2023, categorised by emissions sector

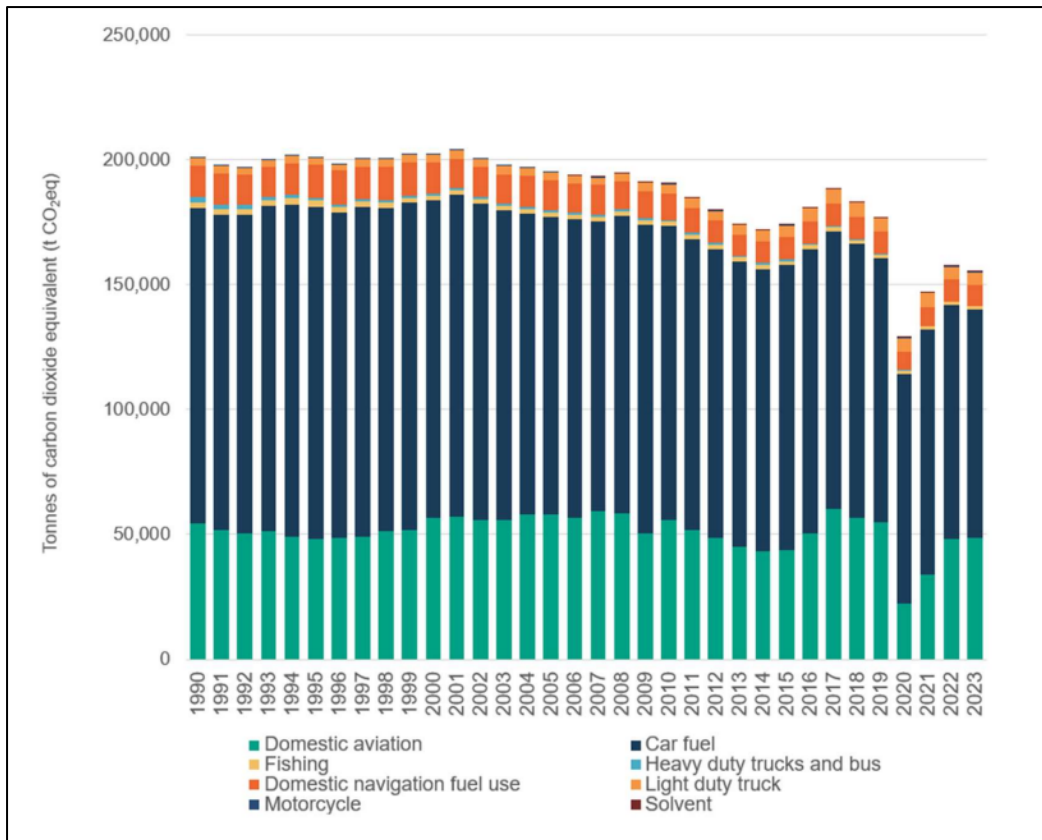


Figure 3: Jersey's transport sector emissions by sub-sector, 1990-2023

27% of all emissions, with cars producing 25% of the 2023 total. The split of transport emissions by sub-sectors between 1990 and 2023 is shown in Figure 3 above.

Jersey has committed to reduce its emissions to net zero by 2050 with interim targets in 2030 and 2035 of 68% and 78% reductions from the 1990 baseline.

Jersey cannot achieve its net-zero or interim emission reduction targets without significantly reducing road transport emissions.

The CNR identified three broad ways to reduce the greenhouse gas emissions associated with transport: reducing the need to travel; moving to less carbon intensive modes of transport and switching to vehicles with lower carbon emissions.

1. Reduce the need to travel

This approach focuses on the essential journeys that we all make every day, which we would happily choose not to undertake if there was a suitable alternative, such as the school run or the daily commute. There is potential to reduce the need to travel at minimal cost, building on new ways of working and new distribution services.

2. Shift journeys to less carbon intensive forms of travel

For the journeys that we continue to need to make as many of these journeys as

possible should be made by sustainable modes of transport, including active travel and public transport. As identified in the Sustainable Transport Policy agreed by the States Assembly in 2020,¹⁶ there is a need to make active travel and public transport easier, safer, cheaper, and more convenient to use in order to support people to make these choices.

The Sustainable Transport Policy also identified the need to reflect the true environmental and social cost of private car journeys through increasing the relative cost of car ownership and usage.

3. Improve the emissions performance of the vehicles we use

The CNR recognised the continued need for private vehicle journeys, identifying the need to transition these to low emissions vehicles to support decarbonisation.

Presently, electric vehicles are the only widely commercially available alternative to petrol or diesel engine vehicles, with all global automotive manufacturers now selling passenger electric vehicles. Electric vehicles are classed as low-carbon emission vehicles, but it is important to remember that the carbon emissions associated with these vehicles depend on the carbon intensity of the electricity supply. In Jersey, where we have a low-carbon electricity supply, replacing petrol and diesel vehicles with electric vehicles results in lower carbon emissions.

The transition to electric vehicles will take time, as vehicles are replaced as they come to the end of their lives. In order to achieve the required level of emissions reductions at the pace needed to limit the worst impacts of climate change, lower carbon road transport fuels will also have a significant role to play.

There are a number of different low-carbon alternatives to traditional petrol and diesel now available on the market. Second generation renewable diesel (SGRD) (also known as Hydrotreated Vegetable Oil or HVO), is a high-quality fuel made from hydrotreated vegetable oils, waste food and meat processing by-products. SGRD / HVO can be used as a direct replacement for fossil diesel. Three aspects of renewable diesel need to be carefully considered when purchasing, to ensure:

- it is made 100% from renewable non fossil fuel materials,
- it isn't made from crops that would otherwise be used as a food source, and
- the broader sustainability credentials of the product and its supply chain can be validated.

¹⁶ [States Assembly | P-128-2019](#)

Following the agreement of the CNR, HVO was formally defined in Schedule 1(16) of the Customs and Excise (Jersey) Law 1999,¹⁷ for the purpose of setting a differential rate of fuel duty for this diesel alternative.

The CNR identified 11 transport policies for delivery in Phase 1, as follows:

- TR1 Speeding up adoption of electric vehicles
- TR2 Vehicle scrappage incentive – policy removed following consultation
- TR3 Supporting transition fuels
- TR3b Investigate potential for renewable content petrol and diesel for Jersey
- TR4 Vehicle Emissions Duty (VED) optimisation
- TR5 End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030
- TR6 Review Roads Law
- TR7 “Green” number plates for electric vehicles
- TR8 Sustainable Transport Roadmap
- TR9 Bus service development trials
- TR10 Active Travel
- TR11 Emissions from aviation and maritime transport.

Policy TR5 establishes the precedent for the phase-out of petrol and diesel vehicles.

The full CNR policy wording is reproduced in Figure 4 below.

Just Transition

The definition of a Just Transition given in the CNR is *‘The process of shifting to a low or zero carbon economy in a fair and just manner so that no sector of the community is disproportionately impacted.’*

The CNR commits to a Just Transition, where the costs do not disproportionately fall on people on lower incomes, or on those currently employed in carbon-heavy industries. The impacts of the transition, when considered in the round, should be distributed fairly, and Carbon Neutral Roadmap delivery plans will need to continue to consider relevant socio-economic criteria, including the impact of policies on employment and how acceptable they might be to the public overall.

Respondents have raised Just Transition issues related to the proposed phase-out during the consultation. An economic impact assessment has been undertaken by the Government’s Economics Unit, in parallel with the consultation, to inform consideration of how to proceed.

¹⁷ [Customs and Excise \(Jersey\) Law 1999](#)

TR5 – End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030

The Government of Jersey will:

Bring into force legislation that phases out the importation and registration of petrol and diesel cars and small vans that are new to the Island from 2030 at the latest and will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040.

Transport is the largest source of on-Island greenhouse gas emissions. In order to meet Jersey's ambition to have net-zero greenhouse gas emissions by 2050 we need to phase out the use of all petrol and diesel vehicles from the Island's roads by 2050.

To do this we need to stop vehicles that are new to the Island coming in well in advance of this date, bearing in mind that a car may have a useful life of over 15 years in the Island. The UK has prohibited the manufacture and sale of petrol and diesel vehicles from 2030 (with hybrids from 2035) and the EU from 2035. At COP26 the Glasgow breakthrough statement on road transport agreed by participating nations was that 'Zero emission vehicles are the new normal and accessible, affordable, and sustainable in all regions by 2030'.⁸⁹ The legislation change is supported by financial incentives and disincentives set out in other policies that will accelerate the natural transition away from petrol and diesel cars.

SMART objectives

1. to 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
2. legislation to be expanded between 2030 and 2040 to cover the additional vehicle types (including hybrids)
3. to 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.

Assumptions

- the Jersey Mobility Hierarchy (set out in the Sustainable Transport Policy⁹⁰) seeks to switch many journeys to public transport/active travel but does acknowledge the ongoing role that private vehicles will play
- cars and small vans make up approximately 80% of the Island's current fleet

Dependencies

- availability of alternative vehicles
- availability of public charging infrastructure
- incentive scheme to cover the cost differential between petrol and diesel and electric vehicles to the point of price parity.

Figure 4: Wording of policy TR5 as published in 2022 in the Carbon Neutral Roadmap

Rationale to consult

The draft Carbon Neutral Roadmap, including policy TR5, went out to public consultation between 17 December 2021 and 31 January 2022.¹⁸ The consultation report can be found here.¹⁹ Following the consultation the final Carbon Neutral Roadmap was lodged as a Report and Proposition on 10 March 2022.²⁰ This was debated and adopted by the States Assembly on 29 April 2022. 35 Members voted in favour, with 1 Member voting against.²¹ There were no abstentions, but 12 Members of the Assembly were marked absent.

In adopting the Carbon Neutral Roadmap, the States Assembly agreed policy TR5. No amendments were lodged to change this aspect of the Roadmap, as had been the case with Policy TR1 regarding the adoption of electric vehicles.

Officers were subsequently tasked with developing the details of the policy for consultation to prepare the draft legislation. Given the intention to bring the law into force from the beginning of 2030, it was identified that the law drafting process needed to commence in 2026, to give the public and market sufficient notice and certainty.

It is recognised that much has changed since the original Carbon Neutral Roadmap consultation in 2021, and while the States Assembly had already provided the mandate for the high-level policy, it was identified that there was a need for further consultation on the logical model for implementing the policy as envisaged in the CNR.

It is established consultation best practice to only ask for feedback on decisions yet to be made, where the feedback has the ability to influence a decision. The Government of Jersey has published an Engagement Framework as a good practice guide for consultations and other forms of engagement. This states:

“You should only consult where change is possible. Be clear about what aspects of the proposals people can change. If feedback will have no influence on the outcome, then don't consult. Engagement that is tokenistic or purely a ‘tick-box exercise’ should be avoided.”²²

As the principle of implementing a phase-out in 2030 had already been mandated via the States Assembly’s adoption of the Carbon Neutral Roadmap in 2022, a decision on whether or not to proceed with the policy as a whole was not explicitly addressed as part of the consultation. Rather, the aim of this second consultation was to test the detail: the principles for the phase-out policy, including the scope, timings and exemptions that would need to be agreed to implement it.

¹⁸ [Carbon Neutral Roadmap consultation](#)

¹⁹ [Carbon Neutral Roadmap Consultation Report](#)

²⁰ [States Assembly | P-74-2022](#)

²¹ [States Assembly | Vote Detail - Carbon Neutral Roadmap](#)

²² [Government Engagement Framework](#)

Principles for phase-out policy

In developing the policy, the following principles were established to be tested through the consultation:

Principle 1: Jersey should act now to reduce road vehicle emissions to ensure the Island can achieve net zero by 2050

Rationale: Jersey has committed to achieving net zero carbon emissions by 2050. Road transport accounted for 27% of the Island's emissions in 2023. Jersey vehicles generally have low annual mileage and may be driven for periods in excess of 15 to 20 years. Unless we begin to restrict the importation and registration of new to Jersey petrol and diesel vehicles in 2030, we will not be able to decarbonise the Island's road transport by 2050.

Principle 2: Jersey should provide early clarity for motor traders and motorists, well in advance of 2030

Rationale: The phase-out represents a huge change for the Island. The motor trade and motorists need time to prepare and certainty on what they will and will not be able to do from 2030. Following this consultation, it is hoped the resulting legislation will be debated early in the term of next States Assembly following the 2026 election.

Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles

Rationale: Almost all vehicles in Jersey originate from the UK. Vehicle manufacturers are already transitioning their sales to low and zero emission vehicles in response to the UK's Zero Emissions Vehicle (ZEV) Mandate. From 2030 vehicle manufacturers will phase-out supplies of key petrol and diesel vehicle types, meaning these can no longer be imported to the Jersey market.

Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island

Rationale: As a self-governing Island, Jersey has the power to control which vehicles can and cannot be imported and registered here. Proactively legislating for change, means Jersey can retain control of its net zero vehicle policies, regardless of what happens elsewhere. Without introducing legislation, there is a risk of new import markets being established with other countries that have right hand drive vehicles. The Island could also become a dumping ground for vehicles that can no longer be sold elsewhere.

Principle 5: Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives

Rationale: There are now high levels of choice and availability for low and zero emission cars and small vans. The phase-out will target these vehicles first before extending to other vehicle types after 2035.

The Findings section of this report includes consideration of the respondents' levels of agreement with the five phase-out principles, from questions posed in the main survey.

Key issues within the consultation

In developing a proposed model to implement the phase-out of petrol and diesel vehicles, it was recognised that detailed consideration needed to be given to particular aspects of Jersey's vehicle market and culture, including:

Used vehicles

The wording of the Carbon Neutral Roadmap concerned the restriction applying to vehicles that are 'new to Jersey'. This includes second-hand vehicles being imported and registered for the first time in the Island. In recognising that this is a complex element of the proposed policy that has significant impacts on the Island's vehicle retail market and on the availability of vehicles at varying price points. Given potential repercussions in terms of the CNR's Just Transition aims, it was identified that this would be a key area to test in the consultation.

Low mileage vehicles


With the overarching policy aim of reducing greenhouse gas emissions from road transport, there is a need to identify that for the Island's Scope 1 emissions (those locally generated and captured in our greenhouse gas inventory and therefore within scope of our emission reduction targets), it is not the vehicle in itself that results in greenhouse gas emissions in Jersey but the use of that vehicle and its combustion of fossil fuels. Again, it was identified that this would be a key area to test in the consultation in the consideration of exemptions.

Consultation delivery

The public consultation ran for just over 12 weeks, from 6 November 2025 to 30 January 2026. The main survey was available throughout this period alongside a programme of events and engagement activities.

Consultation launch

The consultation was launched on Thursday 6 November 2025. The Government of Jersey published a news story²³ and issued a note to the media. A formal consultation web page²⁴ and associated policy page about the phase-out of petrol and diesel vehicles²⁵ were also published on www.gov.je.



How to submit comments to the consultation

You can provide your feedback by completing the online survey.

You have until the close of business on Friday 30 January 2026 to submit your feedback.

[Complete the 2030 petrol and diesel vehicle phase-out survey →](#)

Complete the survey again if you want to respond in a personal capacity and on behalf of a business or organisation.

You can also submit your response:

- by email at climateemergency@gov.je with the subject line: 2030 petrol and diesel vehicle phase-out consultation
- by post to 2030 petrol and diesel vehicle phase-out consultation, Environment and Climate, The Cabinet Office, Union Street, St Helier, Jersey, JE2 3DN

Postal submissions must state a postal date no later Friday 30 January 2026.

If you require a printed copy of the survey, contact us by the close of business on Wednesday 21 January 2026.

Figure 5: How to submit comments to the consultation - extract from consultation page on www.gov.je

In launching the consultation, the Minister for the Environment, Deputy Steve Luce issued a statement, saying:

“This is a really significant but necessary change for Jersey. We would like to hear from Islanders to help shape the final details of the petrol and diesel phase-out in a way that is right for Jersey, including appropriate exemptions where these may be needed.

²³ [Consultation launches on phase-out of petrol and diesel vehicles new to Jersey](#)

²⁴ [2030 petrol and diesel vehicle phase-out](#) – NB: this is now a closed consultation, so the page has been edited to reflect this

²⁵ [Phasing-out petrol and diesel vehicles](#)

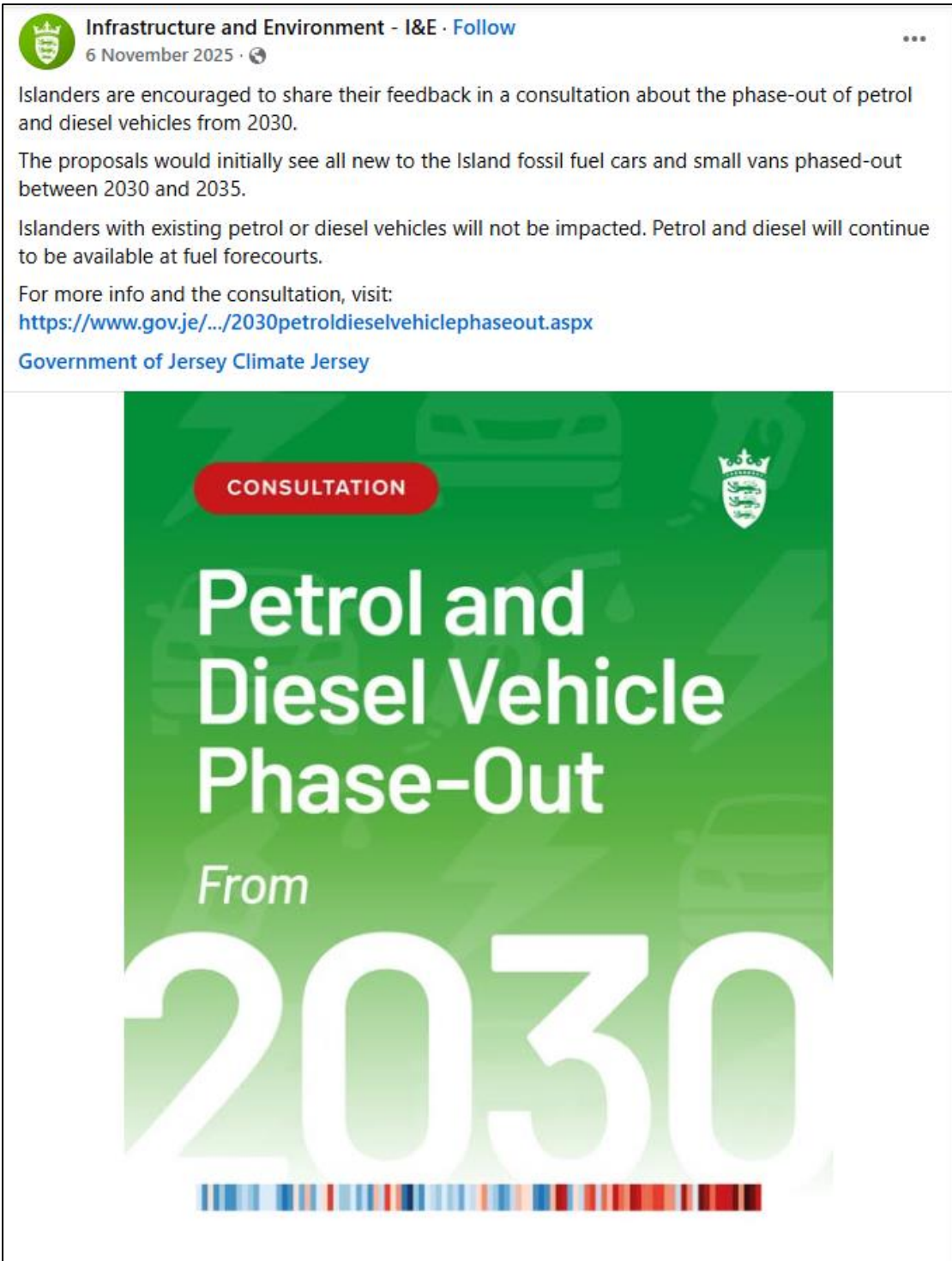


Figure 6: Infrastructure and Environment Facebook post promoting the launch of the consultation

“I’d like to emphasise that nobody will need to surrender or scrap their vehicle. We want people to use their existing vehicles until the end of their useful lives, before sustainably replacing them with a zero or low emission alternative.

“I appreciate that there are concerns about end-of-life electric vehicles and batteries and how these will be disposed of. Work is ongoing to ensure Jersey

motorists can easily access disposal and recycling facilities as part of producer responsibility for these items.

"I look forward to seeing the results of this consultation, finalising the plans, and making a decisive step towards the phase-out of petrol and diesel vehicles to support the Island's transition to net-zero."

The consultation web page set out how Islanders could respond to the consultation (see Figure 5 above) by completing the main survey or submitting a written response and provided the details of public events they could attend. In addition to these actions, the consultation was also promoted via Government of Jersey social media channels. An example post is shown in Figure 6 above. Traditional and social media coverage of the consultation also helped to drive engagement and awareness.

Main survey

The main survey was the principal tool used to collect feedback from Islanders. This was a more complex survey, requiring between 20 and 30 minutes to complete. The survey was available online via a link from the main consultation web page on www.gov.je. The survey used routing to allocate specific question banks to individual and organisational respondents. Offline copies were created for those who were unable to complete the survey via the online platform, with Word versions available to be emailed out and printed in hard copy for distribution at consultation events. Copies of the survey questions for individual and organisational respondents can be found in Appendices 2 and 3.

Public pop-up event series

A series of 'pop-up' events was planned for locations across the Island during the consultation period. These were intended to increase awareness of the consultation and provide an opportunity for the public to speak to Officers about any queries they might have.

The pop-ups were informal and unstructured. At each location, a large banner was displayed with a small team of Officers on hand throughout the agreed time period. The majority of pop-ups ran for three hours. The schedule is shown in Figure 7 below.

Public meeting dates

You can meet the consultation team on:

- Monday 8 December 2025, 11am to 2pm at Charing Cross, St Helier
- Thursday 8 January 2026, 11am to 2pm at Coop Grand Marché, St Helier
- Saturday 10 January 2026, 9.30am to 1pm at Jersey Repair Café, Les Quennevais School, St Brelade
- Saturday 17 January 2026, 10am to 1pm at Ransoms Garden Centre, St Martin
- Saturday 24 January 2026, 10am to 1pm at Coop Grand Marché, St Peter

Figure 7: Consultation pop-up schedule published on www.gov.je

The first pop-up held on 8 December had to be abandoned early due to severe weather, with strong winds and rain making the gazebo structure used to house the consultation stand, unsafe.

The pop-up held on 8 January had originally been arranged to be held outside at Charing Cross, but this was rearranged with a new location of the St Helier Grande Marché store based on the weather forecast earlier that week. Storm Goretti subsequently passed over the Island on the evening of 8 January.

The final three pop-ups were held as originally planned. At the final session, an administrative error made by the Coop led to a small number of attendees being mis-directed to the Grande Marché store in St Helier when they arrived in advance of the advertised start time. Pop-ups were promoted via the main consultation page on gov.je and via Government of Jersey social media channels.

Motor Sport and Car Club Event

Recognising specific concerns of motor sport and motor vehicle enthusiasts in the Island, a stakeholder session was held to explore in further detail the implications and potential exemptions for these groups.

A presentation / workshop was arranged for 12 January 2026 and held in the Great Hall at Highlands College. A private event page was created on an online booking platform, and the link distributed to local motorsport organisations and car clubs. The Government of Jersey was assisted by the organisers of the Jersey International Motoring Festival in promoting the event to its wide network.

Each organisation was invited to send a maximum of two representatives to the event to ensure that there was capacity for everyone wanting to attend.

Following an introductory speech by the Minister and a presentation from officers, attendees moved to break-out workshops at tables. Facilitators used structured question prompts aimed at exploring key elements of the policy.

Through these discussions the aim was for the Minister and officers to understand more about motor sport and motor vehicle enthusiast activities in the Island, what impact those activities have in terms of fossil fuel use and associated carbon emissions, how those activities would be impacted by the proposals, whether the sector agreed with the proposed exemptions and / or if they would like to see further exemptions and if so what those exemptions could look like. The treatment of low-use vehicles and use of renewable fuels was also discussed.

In addition to the feedback taken from the session, which is summarised in the Findings section, the event was intended to inform and encourage stakeholders to submit consultation responses on behalf of their organisation or club.

Engagement with Jersey Motor Trades Federation

Prior to the launch of the public consultation, the Jersey Motor Trades Federation (JMTF) was given advance notice, so its Members could be notified at the earliest opportunity of the opportunity to participate.

On 14 January 2026, a private meeting was held at the Government's Union Street Headquarters, between the Jersey Motor Trades Federation (JMTF) Committee Members, the Minister for the Environment, the Government of Jersey's Chief Economic Advisor and officers from the Environment and Climate team. This session provided an opportunity to discuss the policy position under consultation, in particular implications for retailers of both new and second-hand vehicles, and to receive and discuss the Committee's initial views. The event also provided an opportunity to encourage the JMTF to prompt its Member businesses to submit responses to the consultation.

Following an introductory speech by the Minister and a presentation from officers, including the Chief Economic Advisor, there was a round table discussion regarding the impact of the phase-out policy on JMTF members. Through these discussions the aim was for the Minister and officers to understand more about the vehicle trade in Jersey, its relationship with the UK motor trade and vehicle manufacturers, as well as to getting a clearer picture of industry changes in the UK and EU, in addition to better understanding the impact of the proposals on the sector.

Engagement with vehicle retailers

Recognising that not all vehicle retailers locally are members of the JMTF, a further stakeholder session was held at 2.00pm on Monday 19th January at the Government's Union Steet building. This was open for all vehicle retailers to attend. The session was hosted by the Minister for the Environment, with both the Government of Jersey's Chief Economic Advisor and officers from the Environment and Climate team, leading parts of the session. Invitations were issued directly via email to all identified (>40) vehicle retailers, providing them with a link to an online booking page. Reservations were required to manage numbers and ensure a suitable room was available for those who wanted to attend, but there was no charge.

Following an introductory speech by the Minister and a presentation from officers, including Chief Economic Advisor, there was a round table discussion regarding the impact of the policy on vehicle retailers and servicing businesses. Through these discussions the aim was for the Minister and officers to understand more about the vehicle trade in Jersey, its relationship with the UK motor trade and vehicle manufacturers, as well as to getting a clearer picture of industry changes in the UK and EU, in addition to better understanding the impact of the proposals on the sector.

In addition to the feedback taken from the session, which is summarised in the Findings section, the event was intended to inform and encourage representatives from retailers to submit consultation responses on behalf of their business.

Engagement with children and young people

Children and young people are directly affected by long-term climate and transport decisions. The UN Convention on the Rights of the Child (UNCRC), to which the UK's signature has been extended to Jersey,²⁶ requires that their views are taken into account in matters that impact their lives and their health and environment.²⁷ Children and young people's engagement has therefore been a key consideration in designing and delivering the Carbon Neutral Roadmap (CNR).

A Children's Rights Impact Assessment (CRIA) accompanies the CNR²⁸, and high-quality evidence from children and young people is essential to ensure that the assessment meaningfully reflects their experiences, needs, and the potential impacts of policy choices.

Children and young people are current and future motorists, passengers, cyclists, and public transport users, who will inherit the transport system shaped by today's decisions. Their perspectives help ensure that the future transport landscape is safe, fair, accessible, and aligned with their expectations of a net zero Jersey.

Schools

An invitation was issued to primary and secondary schools, offering a presentation on the proposed phase-out of petrol and diesel vehicles, followed by an opportunity for students to participate in the consultation. 11 schools made enquiries with eight visited during the consultation period: five primaries and three secondaries.

Secondary schools attended:

- Haute Vallee (Key Stage 3)
- Le Rocquier (Key Stage 3)
- Les Quennevais (Key Stage 4)

Primary schools attended:

- St Saviour (Key Stage 1 & 2)
- St Lawrence (Key Stage 1 & 2)
- Victoria College Preparatory (VCP) (Key Stage 2)
- Bel Royal (Key Stage 1 & 2)
- Grouville (Key Stage 2)

²⁶ [Jersey and the UNCRC](#)

²⁷ See UNCRC Articles 12, 24 and 29

²⁸ [Carbon Neutral Roadmap - Children's Rights Impact Assessment](#)

The Youth Parliament and School Council Network were also approached; however, due to the timing of the consultation relative to their meeting schedules, it was not possible to attend their sessions.

To support schools, two age-appropriate slide decks were produced—one for primary students and one for secondary students. Each presentation lasted approximately 20 minutes. Students were invited to provide feedback either during the session itself or later in class time. Classroom based responses were often completed collectively, which proved effective for younger primary age groups. However, not all groups that received a presentation responded to the consultation.

A teacher pack was provided to guide discussions, address common questions, and emphasise the importance of ensuring that feedback captured students' own views without influence.

The aim of this engagement was to capture what young people think, in their own words, about the proposed phase-out of petrol and diesel vehicles and the future of transport in Jersey.

Objectives

- Introduce and explain the proposals on phasing out petrol and diesel cars.
- Myth bust and educate common misconceptions around electric vehicles.
- Encourage participation through individual consultation responses or collective class feedback.

Structure of school slide decks

- How do you get to school?
- Jersey's climate emergency and greenhouse gas emissions
- The future of transport in Jersey
- Myth busting game
- Why transport needs to change
- What is happening in 2030 and 2035
- Proposed exemptions
- Summary and feedback

Climate Summits

During the consultation period, a series of pre-arranged Climate Summits were delivered by the Climate Change Engagement Team were attended by 300 students from 11 schools. As part of the materials delivered at the Summits, a short section covered the proposals for the 2030 phase-out of petrol and diesel vehicles and the future of transport.

Students were asked to share what they believed to be the positive and negative impacts of an electrified transport system where fossil fuel vehicles are being phased-out. They were also asked to share any messages they had for the Government decision makers. All handwritten responses were digitised and can be found in Appendix 17.

Consultation engagement

Overview

The 2030 petrol and diesel phase-out consultation saw very high levels of engagement, with the main survey completed over 2,000 times and more than 1,000 children and young people directly and indirectly participating in the programme of school events. Almost 4,500 individuals accessed the main webpage during the consultation period. In all, several hundred Islanders attended the series of public pop-ups and specialist events arranged for vehicle retailers and motor sport and car club representatives. Given the potential for the proposed phase-out to affect the majority of Islanders who own or rely on private vehicles for transportation or employment, a high level of engagement was expected and has been evidenced.

Statistics Jersey estimated that at the end of 2024, Jersey's total population was 104,540.²⁹ If a total of 5,227 individuals had engaged with the consultation through at least one means, this would be equal to 5% of the Island's population. It is considered that the total number of people engaging with the consultation was in the region of 5,000 to 5,500 people.

Consultation webpage on www.gov.je

Between 6 November 2025 and 30 January 2026, the consultation web page was viewed 6,493 times by 4,470 users. As is typical of public consultation, the highest levels of engagement with the page were seen in the first and final weeks of the consultation period. Although this page provided a link to the main survey, this was not the only way to access the survey platform as direct links were shared in social media posts and private messages.

Main survey

The main survey was completed 2,030 times. Four responses were received significantly after the closing date when data analysis had already commenced.³⁰ Others were removed from the final dataset analysed due to the identification of duplicate and invalid responses. A total of 2,011 responses were analysed

Category of response

The main consultation survey was designed as a single tool for both individual and organisational responses. Routing was used to direct each of these groups to specific groups of questions.

²⁹ [Population | Statistics Jersey](#)

³⁰ Four hard copy surveys were received by the Environment and Climate team on 9 March 2026 having been posted on dates in late January in sufficient time to reach the consultation team before the deadline. It is not clear why it took five weeks for these submissions to be delivered. Due to the completion of the data cleansing and significant progress in analysing all responses, it was not possible to include these completed surveys within the findings of this report. Four completed survey responses would constitute 0.2% of all responses received.

Question 1: Category of response

In Question 1, all respondents were required to state whether they were responding to the consultation, either:

- As a member of the public, or
- On behalf of a business / organisation (including sole traders)

Noting that some respondents might need to respond in a both a personal and professional capacity, Question 1 provided the following guidance:

“If you wish to respond to this consultation in a personal capacity AND on behalf of a business or other organisation, please complete this survey more than once. Responses received on behalf of a business / organisation will be considered to have been submitted with the consent of the Directors of that organisation with their full agreement. Each business / organisation should only submit one response. The questions you see on the following pages will be based on the capacity in which you respond.”

A total of 2,011 valid responses³¹ were received to the main survey: 1,944 from individuals and 67 from businesses and other organisations, as shown in Figure 8 below.

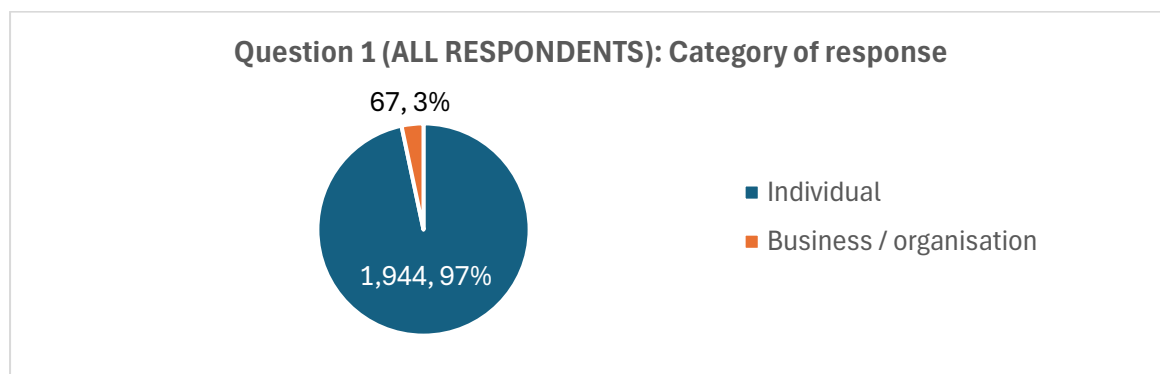


Figure 8: Number and percentage split of individual and organisational responses to the main survey

Questions for members of the public

Only individual respondents were asked to complete Questions 2 to 7, as a separate set of questions were asked of organisational respondents. Individuals were asked to confirm whether or not they gave consent for their responses to be quoted and published. Data was also collected about their Parish of residence, their driving status, vehicles owned, future vehicle purchasing intentions, and the anticipated effect of the phase-out on those purchases.

³¹ For a description of the methodology followed in cleansing all data received, including consideration of respondents' IP addresses, see Appendix 1.

Question 2: Consent to quote from responses

Answers to Question 2 confirmed that 73% of individual respondents agreed that their submissions could be quoted and published, with 27% of respondents not giving consent. Accordingly, responses have only been directly quoted or included in the Appendices where consent was explicitly given in this question. However, responses submitted by those who did not give consent for quotation / publication, have been included in the thematic analysis presented in this report.

Question 3: Parish of residence

Question 3 asked respondents to record their Jersey Parish of residence (see Figure 9 below). A very small number of respondents (n=17) selected the ‘prefer not to say’ option. A further option was available for respondents to record that, “I don’t live in Jersey”; these responses have not been included in the analysis of consultation responses.³² Responses to Question 3 have been compared against results from the 2021 Jersey Census, as shown in Figure 10 below.

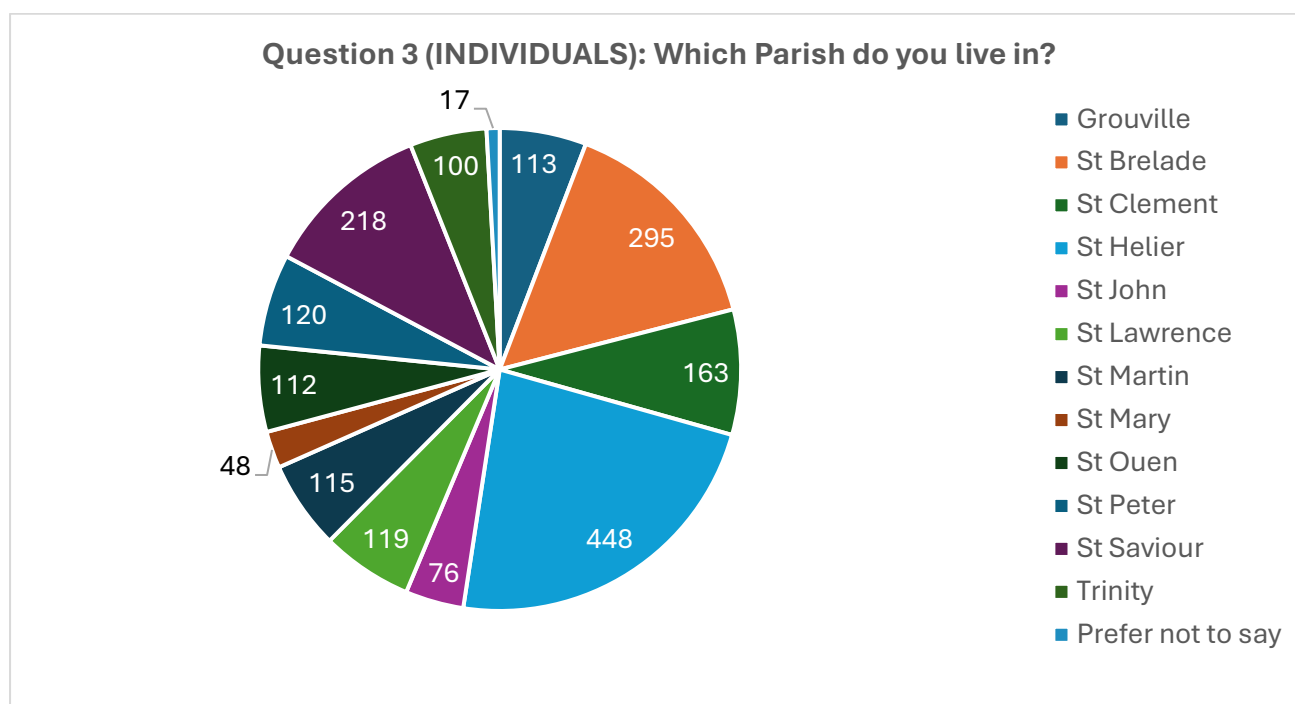


Figure 9: Individual respondents' Parish of residence

This analysis shows that there was broadly a strong correlation between the declared Parish of respondents and the parish distribution of Jersey’s population as reported in the 2021 Jersey Census, with all but two Parishes having no more than a 2% variance in percentage representation.

However, residents of St Helier were significantly under-represented with only 23% of responses compared to 35% of the 2021 population. Whilst residents of St Brelade were

³² See Appendix 1.

over-represented with 15% of individual survey responses compared to 11% of the 2021 population.

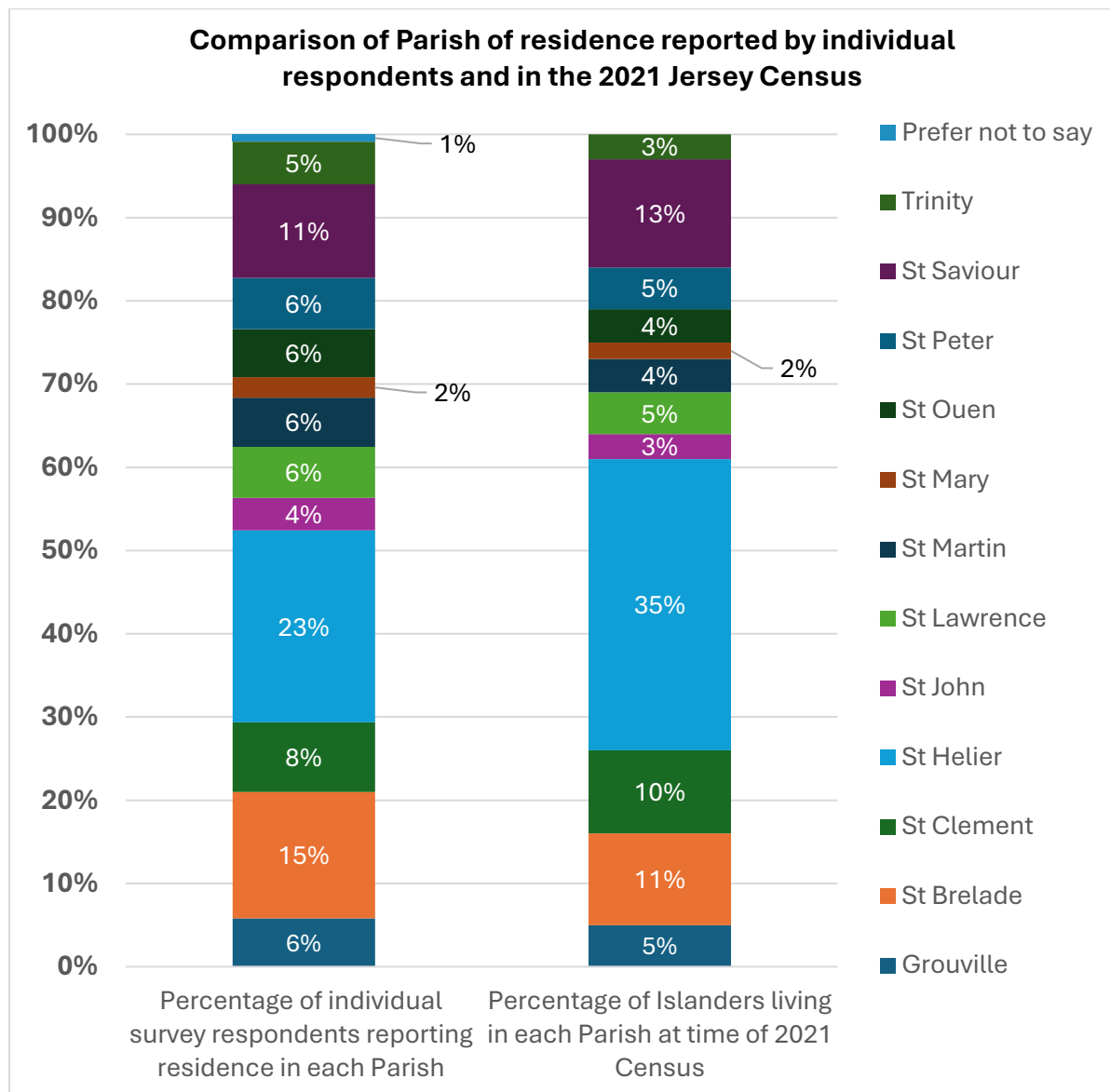


Figure 10: Comparison of Parish of residence reported by individual respondents and in the 2021 Jersey Census

Question 4: Driving status

Question 4 asked respondents to indicate their status as drivers, noting that:

“For the purpose of this question, the age at which you can drive refers to driving cars from the age of 17.”

Responses are set out in Table 2 below. This data confirms that the majority of respondents (98.2%) are current drivers aged 17 and over. Only 9 individuals aged 16 and under responded to the main survey.

Which of the following statements best describes you?	Individual respondents	%
I am old enough to drive but do not have a driving licence / have not learned to drive	5	0.26%
I am not old enough to drive yet, but plan to learn in future	9	0.46%
I am currently learning to drive	11	0.57%
I have a full driving licence and currently drive	1,909	98.2%
I used to drive but don't anymore	5	0.26%
Prefer not to say	5	0.26%
TOTAL	1,944	100%

Table 2: Driving status of individual respondents reported in Question 4

Estimations³³ are that 91% of all Islanders of driving age (age 17+) possess a driving licence. Therefore, the self-identification of 98.2% of individuals completing the main survey as current drivers appears to be a modest over-representation of the local population of drivers. However, it is not possible to conclude how representative these respondents were in terms of age and gender, compared to the population as a whole.

Question 5: Vehicles currently owned

Question 5 asked individual respondents to record the types of vehicles they currently owned, with differentiation by fuel type; the number of vehicles owned by each respondent was not collected. Responses show that the majority of respondents (1,703 of 1,944) owned pure petrol and diesel cars, see Figure 11 below. 17 respondents recorded that they did not own any vehicles. 569 individuals reported owning manual pedal cycles or e-bikes, of this group, 267 respondents did not own any other types of vehicles. As such 15% of respondents (284 of 1,944) did not own any vehicles other than manual or e-bikes when they completed the survey.

Question 6: Future vehicle purchase intentions

Question 6 was optional and asked individuals about their future vehicle purchasing intentions:

“Do you plan to purchase any of the following types of vehicle within the next 10 years? Please indicate in which period you are most likely to next make a purchase for each applicable vehicle type.”

Respondents were most certain about the timings for future purchases of pure petrol and diesel cars, followed by manual pedal cycles or E-bikes, as shown in Figure 12 below.

³³ The [Report on the 2021 Jersey Census](#) recorded that there were 103,267 persons residing in the Island. 17,530 (17%) were aged 16 and under and 85,737 were aged 17 and over. As such, 83% of the population were of driving age. A Freedom of Information response published by the Comité de Connétables in April 2020 – see: [driving-licence-statistics-March-2020.pdf](#) recorded that there were a total of 78,403 persons holding ‘active’ full Jersey driving licences.

**Question 5 (INDIVIDUALS): Do you currently own any of the following types of vehicles?
Tick all that apply.**

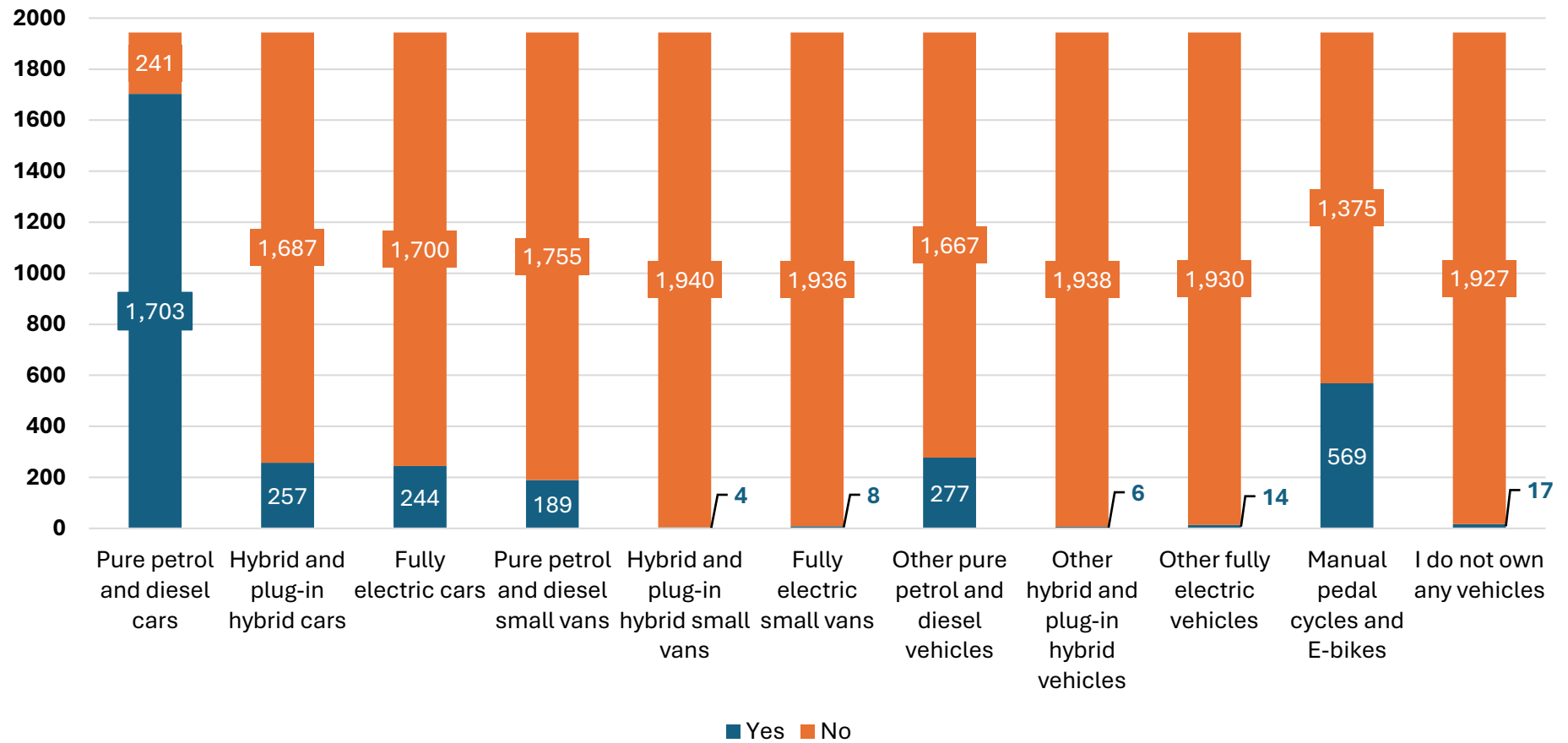


Figure 11: Individual responses to Question 5 regarding vehicles currently owned by respondents

Question 6 (INDIVIDUALS): Do you plan to purchase any of the following types of vehicle within the next 10 years? Please indicate in which period you are most likely to next make a purchase for each applicable vehicle type.

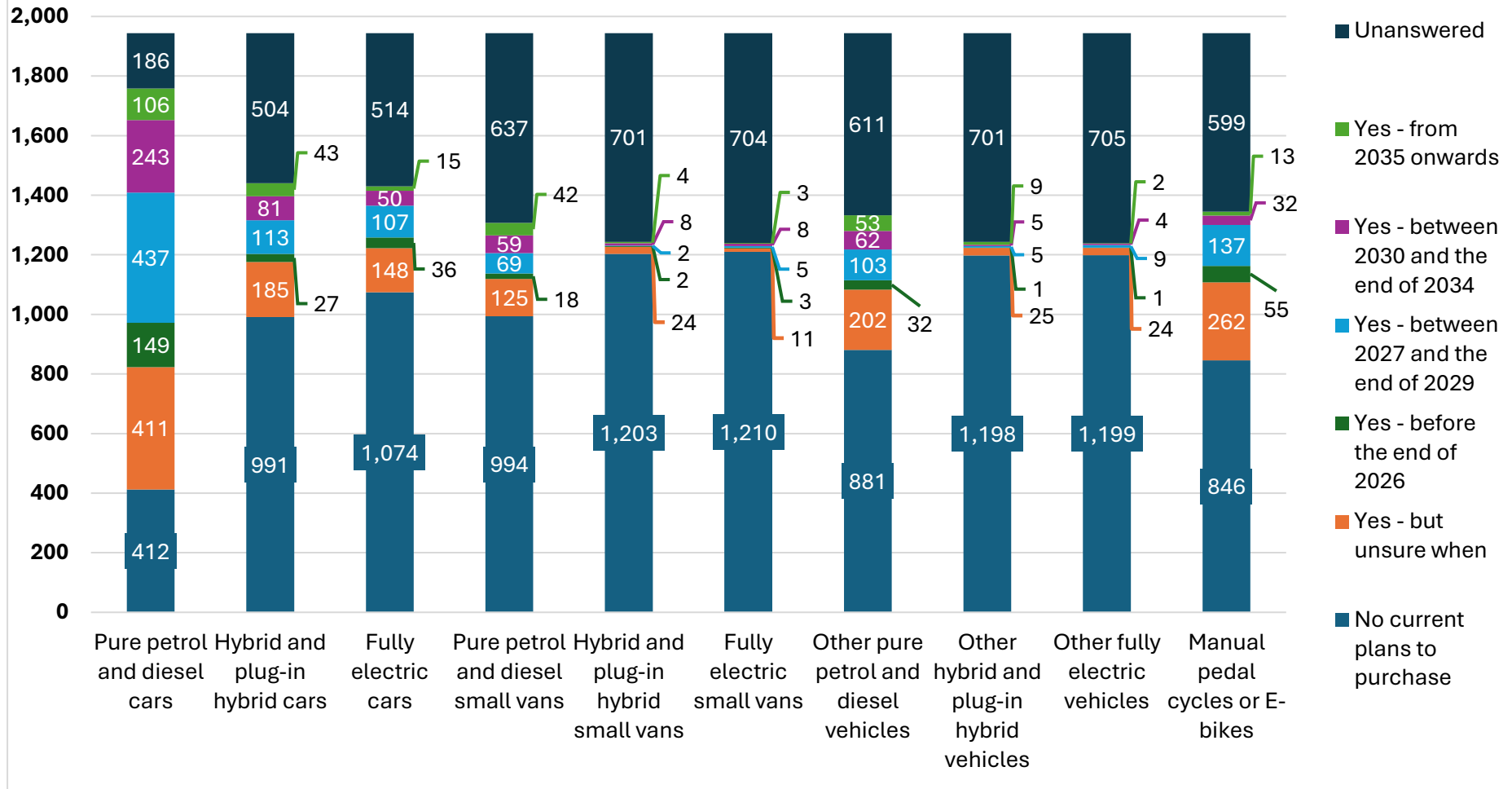


Figure 12: Individual respondents future vehicle purchasing intentions

Question 7: Effect of the phase-out on future vehicle purchases

In Question 7, respondents were asked to indicate how the phase-out will affect their future vehicle purchases. Responses are shown in Figure 13 below. Between 37% and 63% of respondents reported that they would consider bringing forward the purchase of vehicles due to be affected by the phase-out.

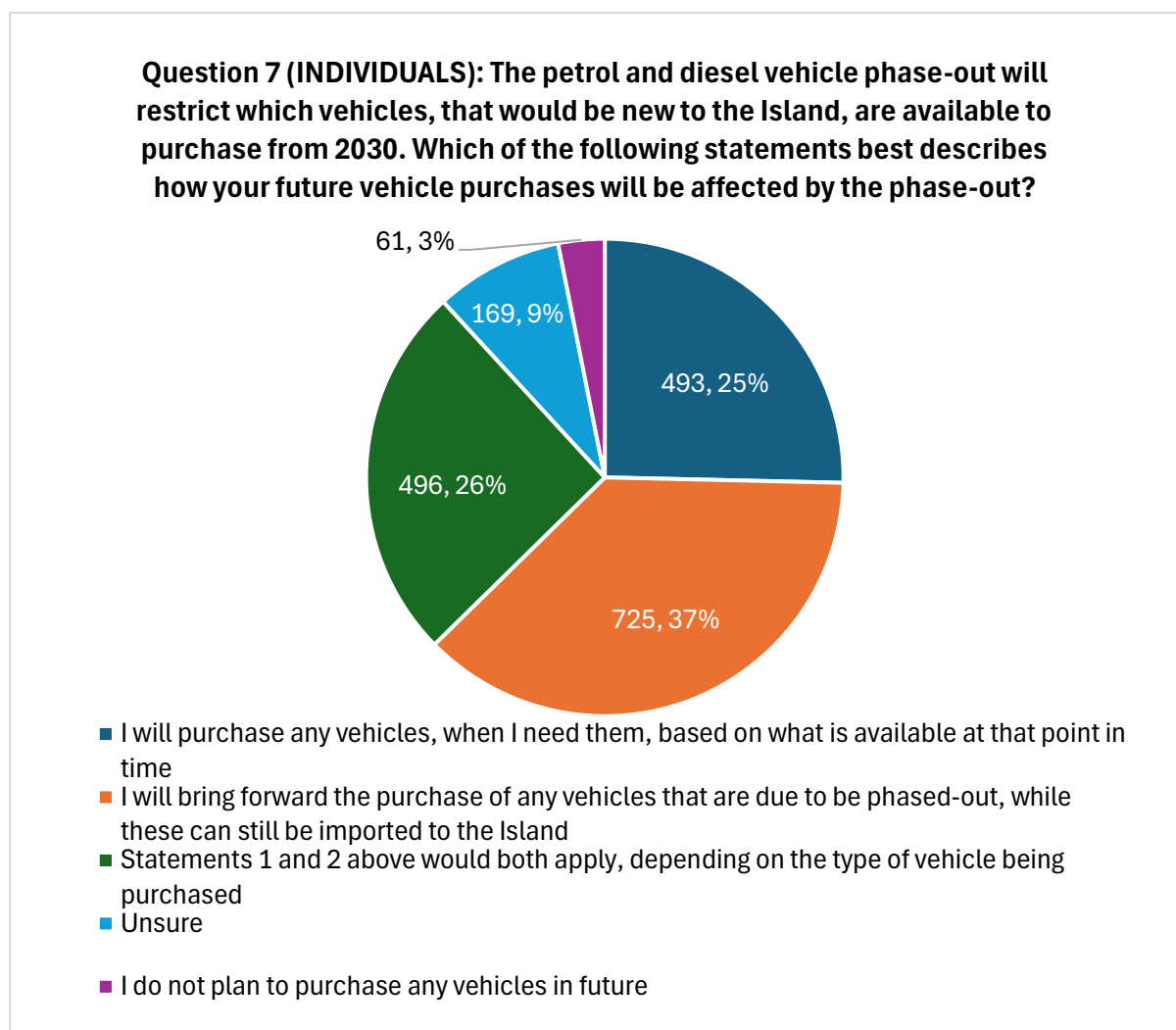


Figure 13: Anticipated impact of the phase-out on future vehicle purchasing intentions.

Questions for business and other organisations

In questions 8 to 16 business and organisational respondents were asked to provide data on the focus of their undertaking, current fleet vehicles, future fleet purchasing intentions, replacement frequency of fleet vehicles and anticipated impact of the phase-out on their future fleet purchases. Organisational respondents were also asked to confirm if or how their responses could be quoted in the consultation report.

Question 8: Primary focus or purposed of respondent's business / organisation

Organisational respondents were asked to select or provide their primary purpose. Due to the low numbers of responses received for many of these categories, disclosure control has been applied in Table 3 where there were fewer than five organisations of a

particular type. 23 of the 67 responses (34%) were received from organisations that are directly involved in the sales, provision, maintenance or operation of road vehicles / fuels.

If you are responding on behalf of a business or organisation, what is its primary purpose or focus?	Number
Car Rental	<5
Commercial - other than motor trades / fuel	23
Construction	<5
Education	<5
Environmental	<5
Financial Services	<5
Gardening	<5
Health or wellbeing	<5
Insurance	<5
Motor Factors	<5
Motor sport	<5
Motor trade - servicing and repair	5
Motor trade - vehicle retail	10
Professional Services	<5
Public sector	<5
Supply of road fuels	<5
Transportation	<5
Vehicle owners club / car club	<5
TOTAL	67

Table 3: Organisational responses to Question 8 regarding their primary purpose or focus.

In terms of sequence, Questions 9 and 10 are reported on at the end of this section as they were only shown to organisations that identified themselves as vehicle retailers.

Question 11: Current fleet vehicles

Question 11 asked organisation to indicate the types of vehicles that make-up their fleets (not stock to sell), differentiated by fuel type. Vehicle numbers were not requested. As show in Figure 14 below, the most common fleet vehicle types were pure petrol and diesel cars (51 of 67 organisations) and pure petrol and diesel small vans (32 of 67 organisations). This demonstrated that a significant proportion of the organisations responding to the consultation were likely to be impacted by the phase-out if they were looking to replace their vehicles like for like in 2030 and beyond.

Question 12: Future fleet vehicle purchases

Question 12 was optional and asked organisations about their future fleet purchasing intentions:

“Does your business / organisation plan to purchase any of the following types of vehicle for its fleet (not stock to sell) within the next 10 years? Please indicate in which period(s) you are most likely to purchase each vehicle type, where relevant.”

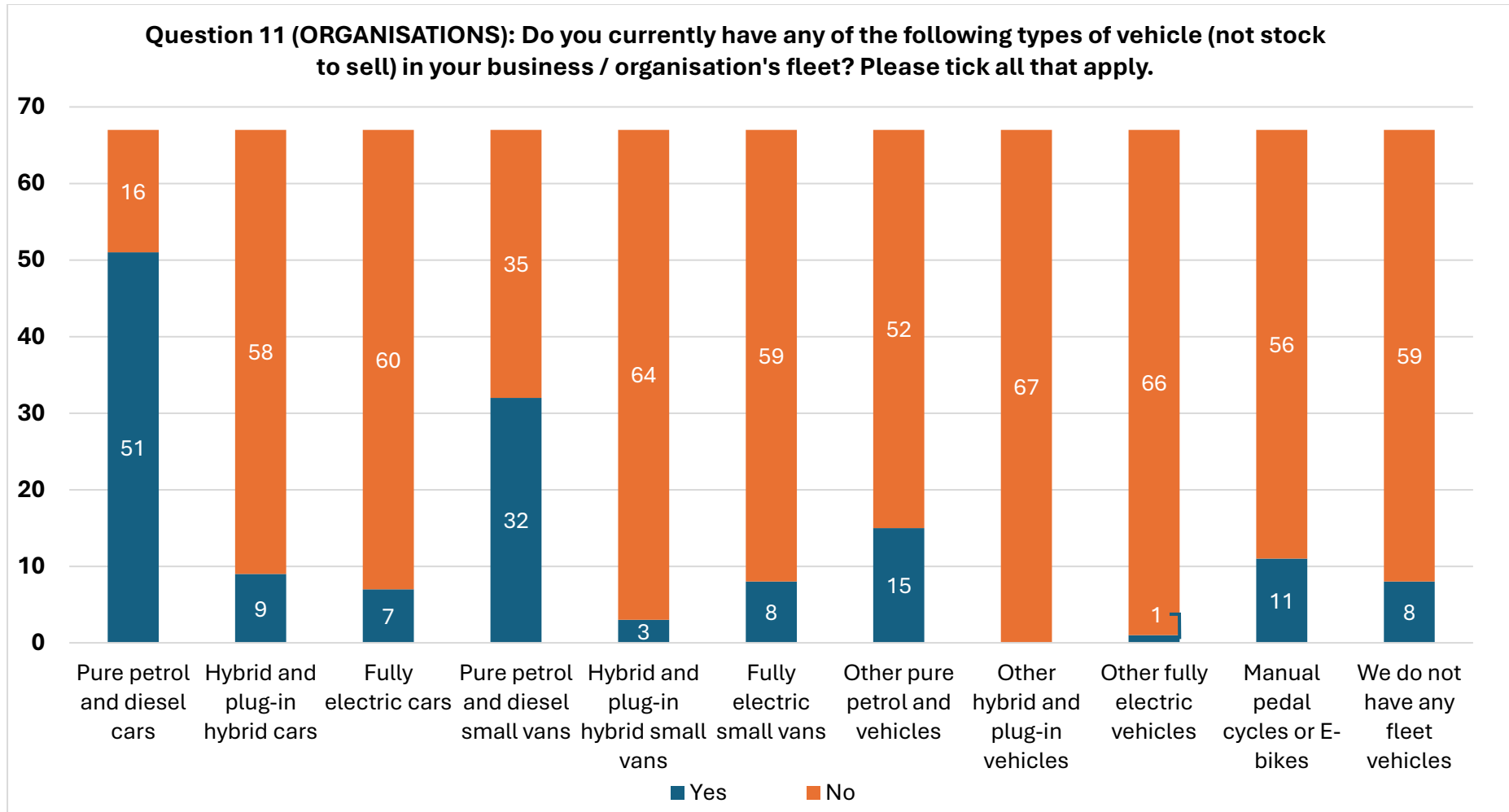


Figure 14: Organisational responses to Question 11 regarding types of fleet vehicles currently owned

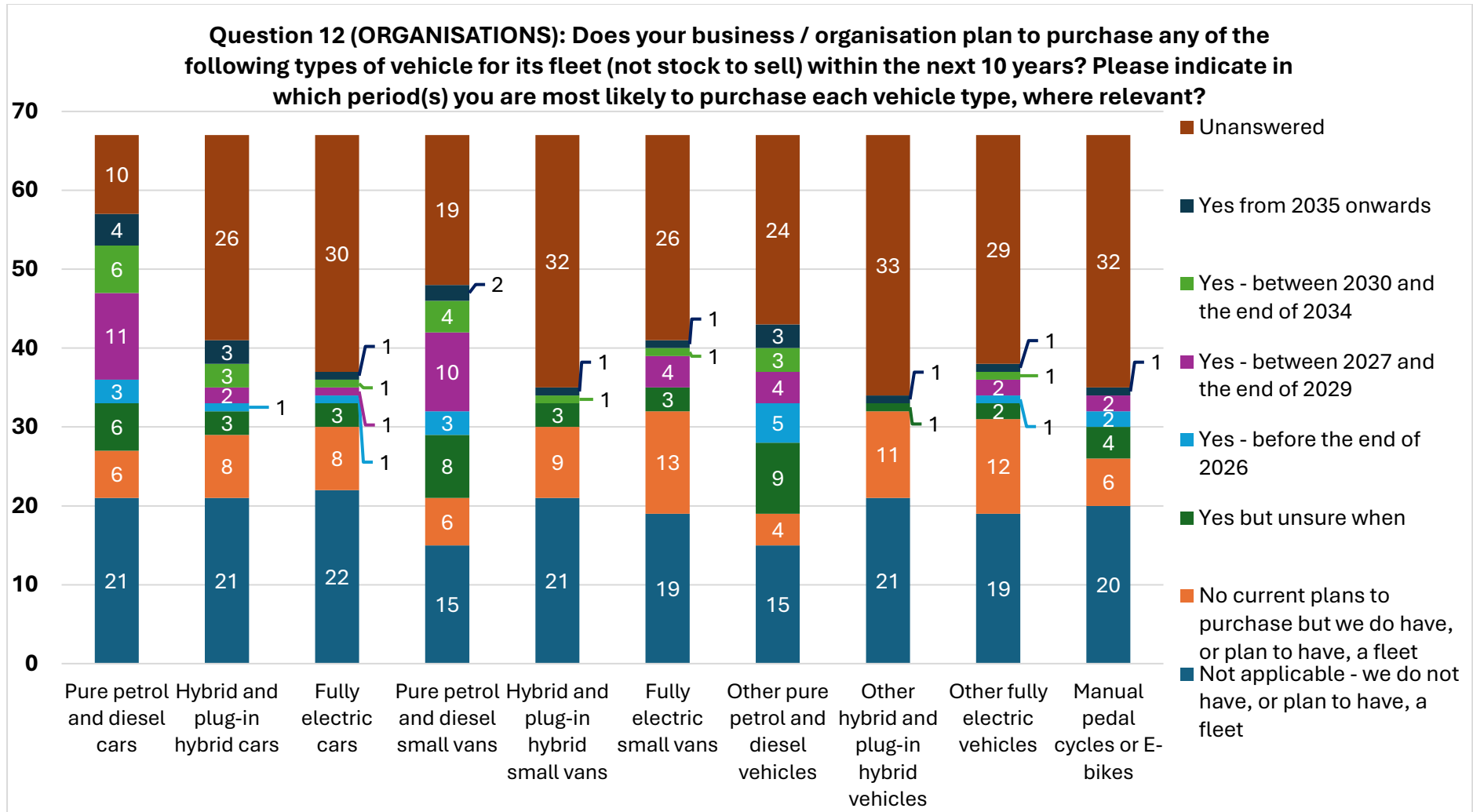


Figure 15: Organisational responses to Question 12 regarding intended future fleet purchases

Respondents were most certain about the timings for future purchases of pure petrol and diesel cars, followed by pure petrol and diesel vans, as shown in Figure 15 above.

Question 13: Frequency of fleet vehicle replacement

In question 13, organisations were asked how frequently they typically replaced their fleet vehicles. Responses were distributed across the response categories available (see Figure 16 below), with the most frequent responses being either every 6 to 10 years (15 of 67 organisations) or every 3 to 5 years (17 of 67 organisations).

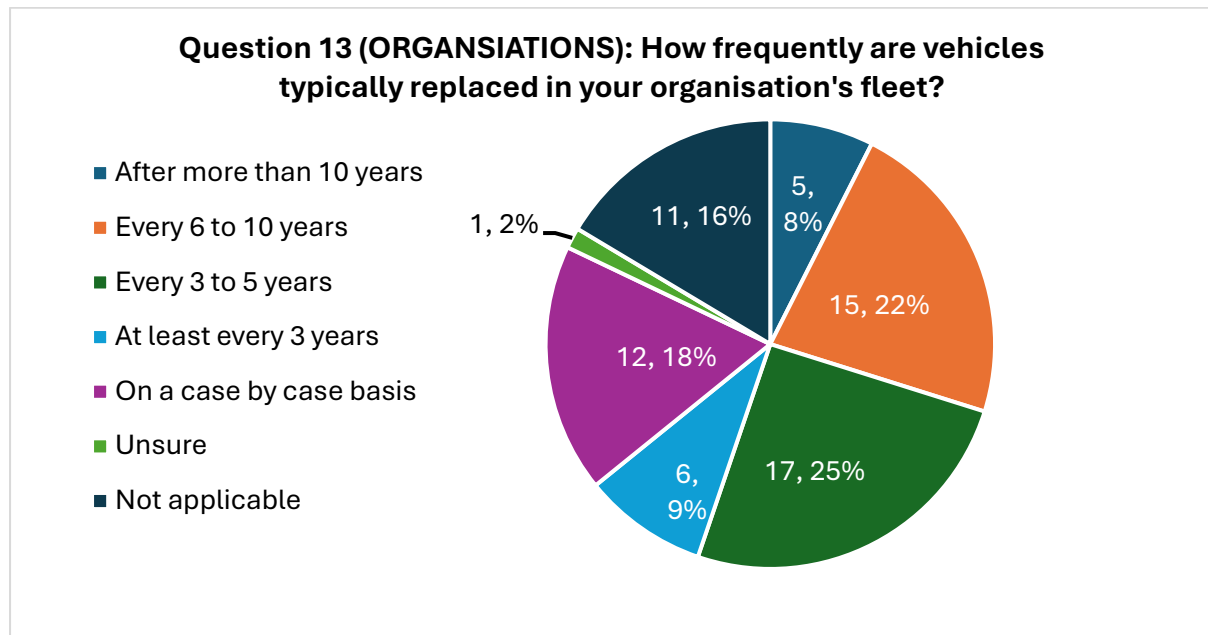


Figure 16: Organisational responses to question 13 regarding the frequency of fleet vehicle replacement

Question 14: Effect of the phase-out on future fleet vehicle purchases

In Question 14, organisations were asked to consider how their future fleet purchases might be affected by the phase-out. Answers indicated that between 25% and 55% of respondents would consider bringing forward the purchase of vehicles due to be phased-out, as shown in Figure 17 below.

Question 14 (ORGANISATIONS): The petrol and diesel vehicle phase-out will restrict which vehicles, that would be new to the Island, are available to purchase from 2030. Which of the following statements best describes how your business / organisation's future fleet purchases will be affected by the phase-out?

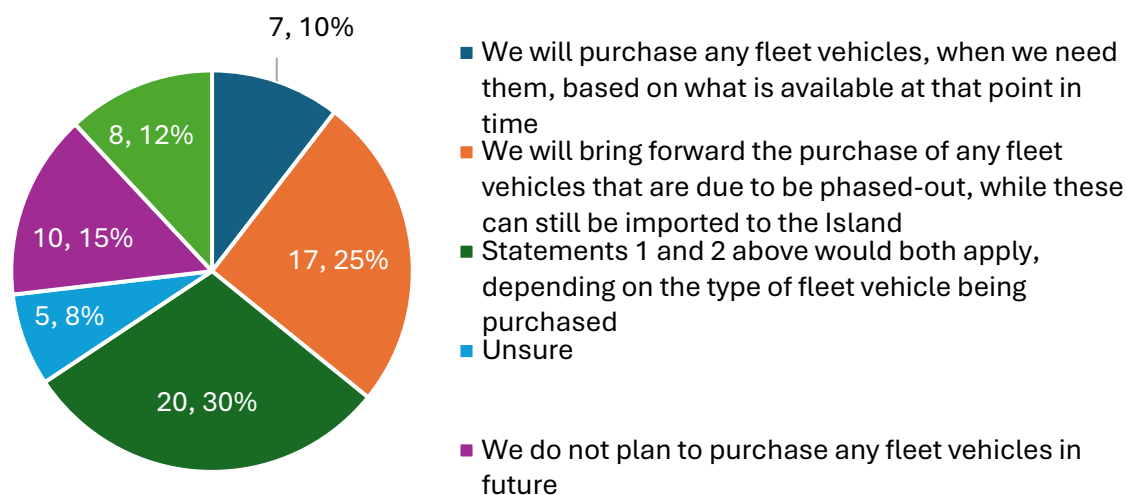


Figure 17: Organisational responses to Question 14 regarding how future fleet vehicle purchases will be affected by the phase-out

Question 15: Consent to directly quote free-text responses

In Question 15 organisational respondents were asked to confirm if or how their responses could be quoted by selecting one of the following options.

- Yes, I am happy for any responses quoted to be attributed to my business / organisation
- Yes, I am happy for you to anonymously quote from my business / organisation's responses
- No, please don't directly quote from my business / organisation's responses

The numbers of organisations giving each level of consent in Question 15 are set out in Table 4 below.

Level of consent given by organisational respondents to directly quote their responses	Number
No, please don't directly quote from my business / organisation's responses	17
Yes, I am happy for any responses quoted to be attributed to my business / organisation	30
Yes, I am happy for any responses quoted to be attributed to my business / organisation	20
TOTAL	67

Table 4: Level of consent given by organisational respondents in Question 15 to directly quote their responses

Question 16: Details for consenting businesses / organisations

Question 16 asked business and organisational respondents that had given consent for their responses to be quoted in Question 15, to provide the name of the organisation

these were to be attributed to and contact details, which would not be published, in case of any queries.

Questions for vehicle retailers only

Ten responses were received from businesses that identified being a vehicle retailer as their primary function. This sub-group of organisational respondents were asked two additional questions in relation to the types of vehicles sold in a typical year and the information they had received from manufacturers about the 2030 phase-out, if they function as a dealership for new vehicles.

Question 9: Vehicle types sold in a typical year

Vehicle retailers were asked to provide the approximate percentage of specific types of vehicle (new cars, used cars, new small vans, used small vans, and all other vehicle types), sold in a typical year. Due to the small number of responses received, disclosure control has been applied to the figures provided in these responses. However, it can be confirmed that:

- Responses were received from vehicle retailers that sell new and used cars and new and used small vans
- The majority of respondents were involved in selling used cars and used vans
- A small proportion of respondents were also involved in selling vehicles other than new and used cars and new and used small vans.

All vehicle retailers that responded could therefore reasonably expect to be directly affected by the proposals to phase-out the importation and registration of cars and small vans, starting in 2030.

Question 10: Information received from manufacturers about the phase-out

Retailers were asked in Q10: “If your business is a dealership for new vehicles produced by one or more manufacturers, what level of information have you received about the future phase-out of petrol and diesel vehicles?”

They were asked to select one of the following responses:

- N/A - my business is not a new vehicle dealership
- We have not received any information
- We have been told to expect information shortly
- We have already received information about the phase-out
- Other (please specify)

Five or fewer of the vehicle retailers that responded reported that they are dealerships for new vehicles. The exact number cannot be published due to disclosure control being applied. These retailers reported a mix of experiences in terms of the information

provided by the manufacturers they work with. Some respondents reported that they had already received information, others had not received any information.

Respondents were also asked: “Please summarise anything you are able to share about the information manufacturers have communicated to you regarding the future phase-out and what this means for your business.”

Responses received to this question cannot be published after applying disclosure control. However, none of the responses received directly answered the question in terms of summarising the information that had been communicated by manufacturers.

Engagement with stakeholders

Public pop-up event series

Due to the informal nature of these events, the precise number of attendees is not known as there were at times significant numbers of observers at peak periods. Across all five events, it is estimated that the consultation team spoke with approximately 60 to 80 individuals.

Motor Sport and Car Club Event

39 tickets were booked for the Presentation and Workshop for motor sport and car clubs held on 12 January. 35 individuals were signed into the event on arrival.

All attendees were involved in Jersey’s motoring community and included representatives from major classic, motorcycle, motorsport, and marque-specific clubs.

Clubs represented included the Jersey Classic Vehicle Club, Jersey Old Motor Club, Jersey Motorcycle and Light Car Club, the Jersey Kart & Motor Club and the Military Vehicle Trust, as well as clubs representing marques ranging from MG, Jaguar, Aston Martin, Ducati, and Harley-Davidson to Ford Escort, Nissan Figaro, Mustang, and Alpine. The group also included organisers of key events like the Jersey Concours d’Elegance, leaders of international chapters such as Team Shelby and the Mustang Owners Club of GB, and several private collectors. A number of attendees were involved in two or more relevant clubs and events, meaning the full list of all organisations represented is not known. This wide representation demonstrated the breadth and depth of Jersey’s motoring culture and ensured a comprehensive range of perspectives.

Engagement with Jersey Motor Trades Federation

The private meeting held on 14 January 2026, was between the Minister for the Environment and eight members of the JMTF’s Committee.

Engagement with vehicle retailers

17 tickets were reserved by vehicle retailers for the event on 19 January, one of which was returned before the event. Attendees represented a mix of vehicle marque

franchises and dealerships and independent retailers, some of whom are also members and representatives from the Jersey Motor Trades Federation.

Written submissions received

31 written submissions were received via email to the consultation. One paper response was received. Two responses of the responses received solely concerned the pop-up event series and did not provide any opinion on the consultation or the Carbon Neutral Roadmap and were therefore excluded from the analysis. The remaining 30 responses were included within the analysis. The methodology applied in analysing all written submissions is presented in Appendix 14.

Permission was received from 25 respondents to reproduce their submission in the consultation report. The five submissions that did not provide consent are not reproduced in Appendix 14, but their submissions were included in the analysis.

Of the 30 responses, 20 were received on behalf of individuals, two from businesses, five from car clubs and two from vehicle retailers or their representative body, and one from a vehicle service / maintenance provider, see Figure 18 below.

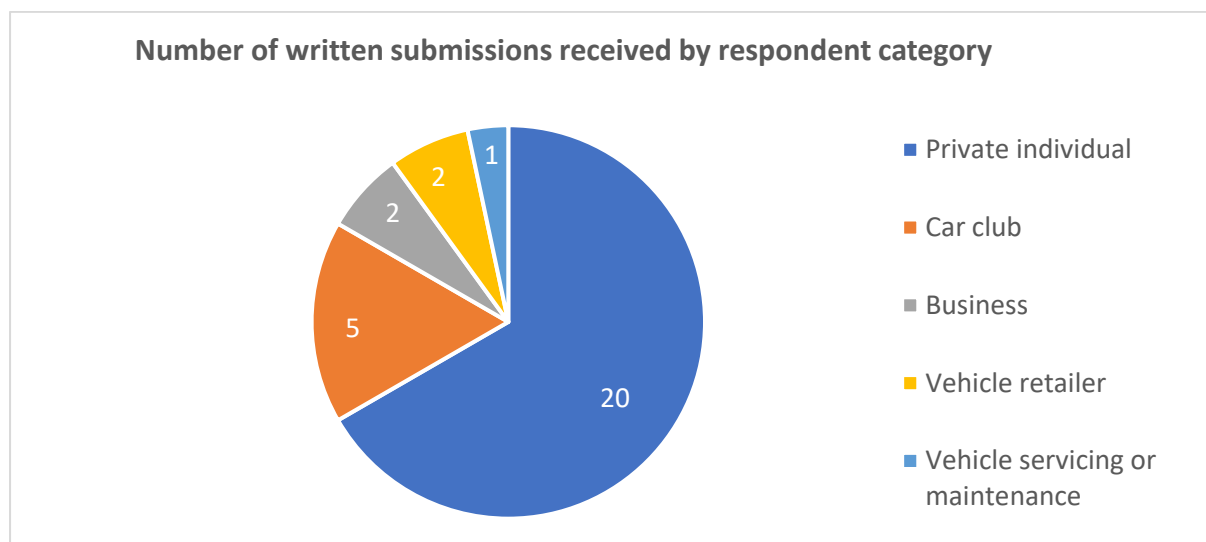


Figure 18: Written submissions received by respondent category

Children and Young People

A total of more than 1,000 children and young people directly and indirectly participated in the consultation. 566 primary and secondary school pupils and students shared their view through the survey, with approximately another 200 receiving a presentation as part of a school assembly or lesson. Another 300 young people attended one of the Climate Summits where a short section of the content was centred on the 2030 phase-out proposals.

Primary Schools

During the consultation period, members of the Environment and Climate team visited five primary schools: St Saviour, St Lawrence, Victoria College Preparatory (VCP), Bel Royal, and Grouville. A total of 165 pupils completed or had the digital survey form completed on their behalf, during or following these engagements. See Figure 19 below.

The first three questions of the primary school survey asked pupils to confirm if they were completing an individual or group response, to confirm which school they attend and to give or withhold consent for their responses to be quoted in this report. All free text responses to the primary survey are reproduced in Appendix 15 where consent was given by pupils for these to be published. A copy of the primary school survey can be found in Appendix 4.

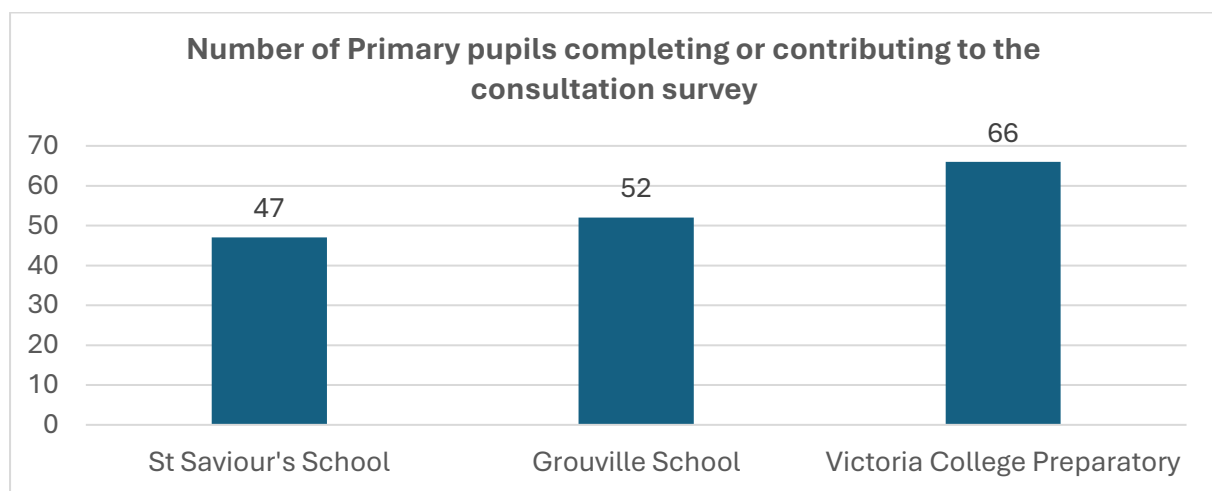


Figure 19: Number of primary school students completing the consultation survey

At St Saviour's School and Grouville School, feedback was submitted as a group response in their classrooms, facilitated by teachers who completed the survey form on behalf of their classes.

At VCP, officers from the Environment and Climate team were invited to present during three classroom science lessons. This gave students the opportunity to provide feedback individually at the end of the presentation, resulting in a higher number of individual entries.

Because many of the presentations took place during assemblies, teachers were asked to support the consultation by gathering feedback later during classroom lessons. Not all schools that received a presentation completed the survey form, which has been reflected in the overall participation numbers.

Secondary Schools

The first four questions of the secondary school survey asked students to confirm if they were completing an individual or group response, to confirm which school they attend and which Key Stage they were in, and to give or withhold consent for their responses to

be quoted in this report. All free text responses to the secondary survey are reproduced in Appendix 16 where consent was given by pupils for these to be published. A copy of the secondary school survey can be found in Appendix 5.

A total of 401 secondary students in Key Stages 3 and 4 responded to the consultation survey individually or as part of a group. These students attended Haute Vallee, Le Rocquier and Les Quennevais schools. See Figure 20 below.

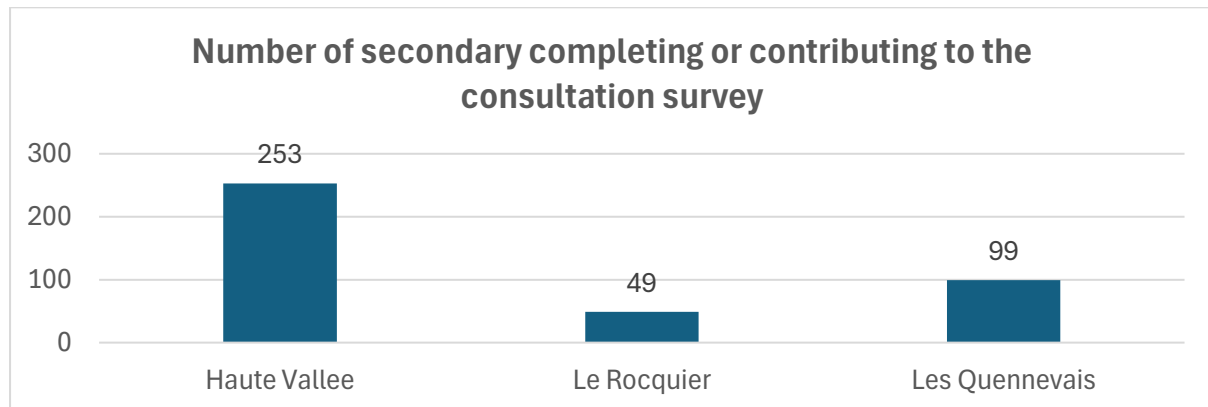


Figure 20: Number of secondary school students completing the consultation survey

Some group responses were submitted as handwritten, paper copies of the online survey. These responses have been digitised by the Government of Jersey to ensure consistency with the standard online form.

Some of the handwritten group responses did not specify the number of students who contributed to the submissions. In these cases, we applied a consistent approach by calculating the average number of students per class, based on other group submissions from the same school. This average was then used as the estimated response count for any group submission where no indicative number was provided.

Consultation findings

This section sets out the findings of the public consultation from the activities and surveys undertaken. For a summary of the key findings, see the Conclusion on pp.138-140.

Main survey

In Questions 17 to 30 of the main survey, all respondents were asked the same set of questions. These were designed to capture their views on various aspects of the phase-out proposals.

The Five Principles:

All respondents were asked to consider the level to which they agreed or disagreed with each of the five principles that had been developed to inform the detailed proposals for the phase-out from 2030 that were under consultation.

Question 17: Principle 1

Phase-out principle 1 asserts that:

“Jersey should act now to reduce road vehicle emissions to ensure the Island can achieve net zero by 2050.”

This principle addresses the need for Jersey to take action sooner rather than later, commencing with the consultation and then development of measures required to implement the phase-out, e.g. legislation. Such measures would work to limit which vehicles could and could not be imported and registered in the Island from 2030, in order to primarily manage the transition to net zero by 2050 through a change in vehicle technology. The alternative to acting early, would potentially mean more expensive and intrusive policies later, such as needing to pay Islanders to give up remaining petrol and diesel cars or restricting access for fossil road fuels ahead of 2050. The rationale for Principle 1 was stated in the survey as follows:

“Jersey has committed to achieving net zero carbon emissions by 2050. Road transport accounted for 27% of the Island's emissions in 2023. Jersey vehicles generally have low annual mileage and may be driven for periods in excess of 15 to 20 years. Unless we begin to restrict the importation and registration of new to Jersey petrol and diesel vehicles in 2030, we will not be able to decarbonise the Island's road transport by 2050.”

Respondents were asked to record their level of agreement with Principle 1 and were able to leave a free-text comment in response to the following prompt:

“Do you have any comments regarding the first principle for the phase-out as described above?”

Figures 21 and 22 below show the individual and organisational responses to the first part of Question 17.

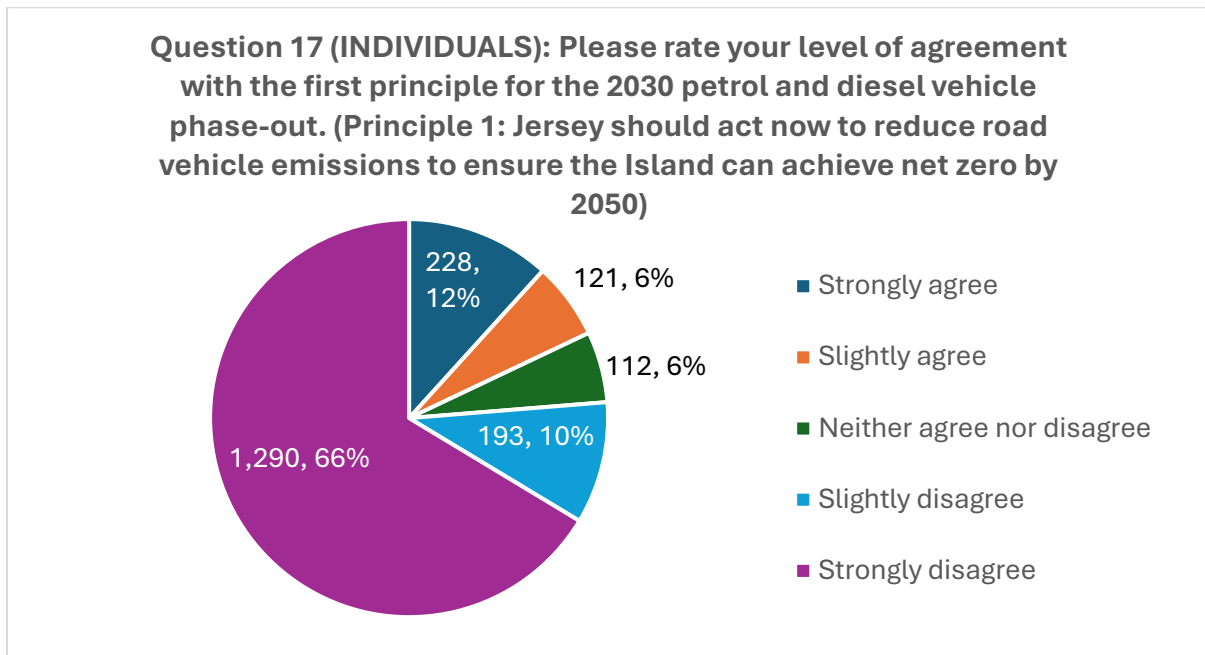


Figure 21: Individual responses to Question 17 regarding the first phase-out principle

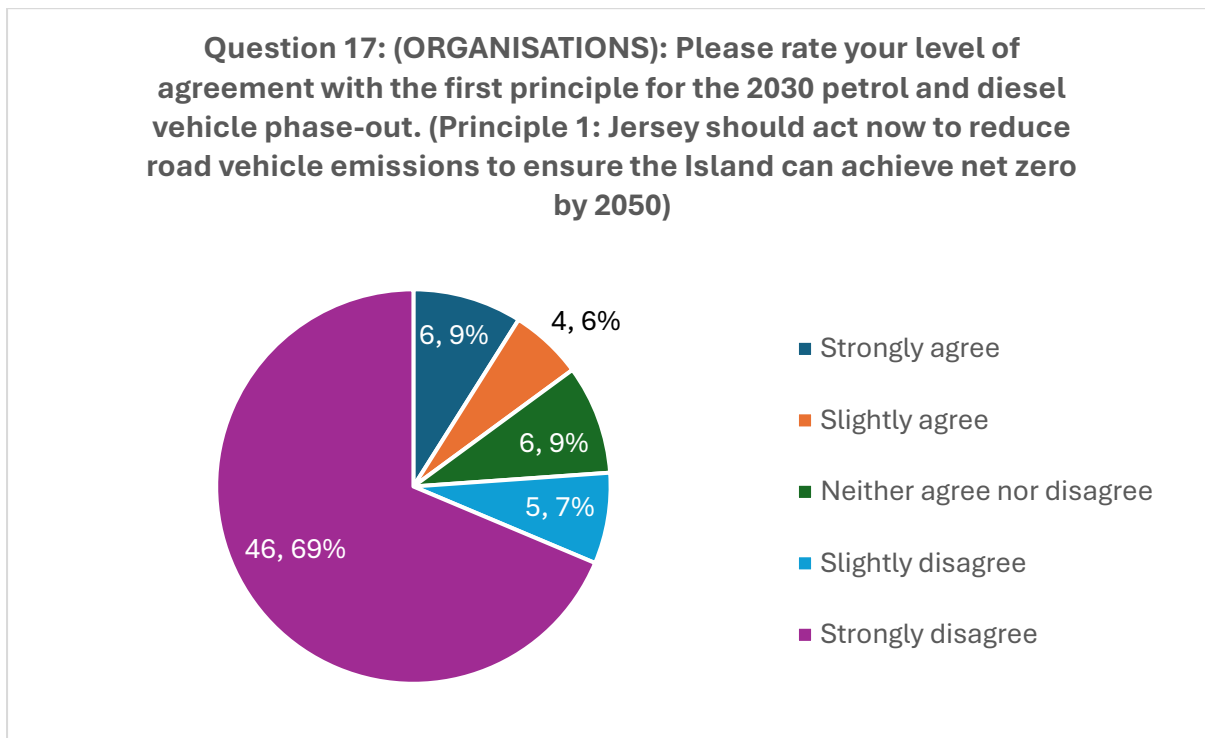


Figure 22: Organisational responses to Question 17 regarding the first phase-out principle

The percentage split of responses to Question 17 from individuals and organisations were broadly similar. 76% of both groups selected either the ‘Strongly disagree’ or ‘Slightly disagree’ options. 18% of individuals and 15% of organisations selected ‘Strongly agree’ or ‘slightly agree.’

64% of individuals (1,237 of 1,944) and 58% of organisations (39 of 67) entered a free-text response to Question 17. A significant number of answers did not directly address Principle 1 but instead more generally discussed the phase-out and are likely to reflect attitudes to the policy as a whole. A selection of individual and organisational responses representing a range of views have been reproduced beneath.

“Absolutely — the longer we delay, the longer the old high-emission stock stays on our roads. Electric technology is mature enough now, and the total cost of ownership is already competitive. We just need to back it with reliable local charging and incentives.”

Individual respondent ID: 284102657

“Acting now will give our staff clarity in terms of future purchases and as a business, the ability to make decisions in terms of incentivizing behaviour changes that support our overall net-zero planning.”

Organisational respondent ID: 284372312 (Financial Services)

“Understand we as an island need to act and make some hard discussions. But as an employer and struggling to meet company costs and employees employed it will be extremely hard to change company vehicles to electric.”

Organisational respondent ID: 288796820 (Structured Cabling Solutions)

“Jersey needs to act but not by taking away people's choice. The path the environmental change should be through education and incentives.”

Individual respondent ID: 289486878

“If the UK will start this in 2030, it will affect imports to the Island anyway so no need to restrict anything locally as the market will do that itself. Doing this as early as 2030 would increase the cost of living as prices for petrol cars and parts would increase. There is no infrastructure in place to support this, it will affect the governments revenue via fuel tax and electric vehicles technology needs to mature further. Our foot print is tiny compared to other jurisdictions, so Let other countries do it first so we can learn from what went right and wrong. The market will adjust itself naturally.”

Individual respondent ID: 286429152

“Jersey doesn’t need to ‘take action’ as this will happen on the back of the UK model as the mainland determines what cars are available in Jersey. This is also punitive to those who hold cars as investments eg classic car collections which aren’t driven intensively on Jersey roads and so do not form a material part of emissions.”

Individual respondent ID: 289884864

Free-text responses to Question 17 were reviewed and coded thematically by Policy officers and using Microsoft Copilot. Figures 23 to 26 below set out the key themes that were identified in responses. In both instances, coding is subjective and serves to provide an indication of the themes that were most frequently referenced by respondents.

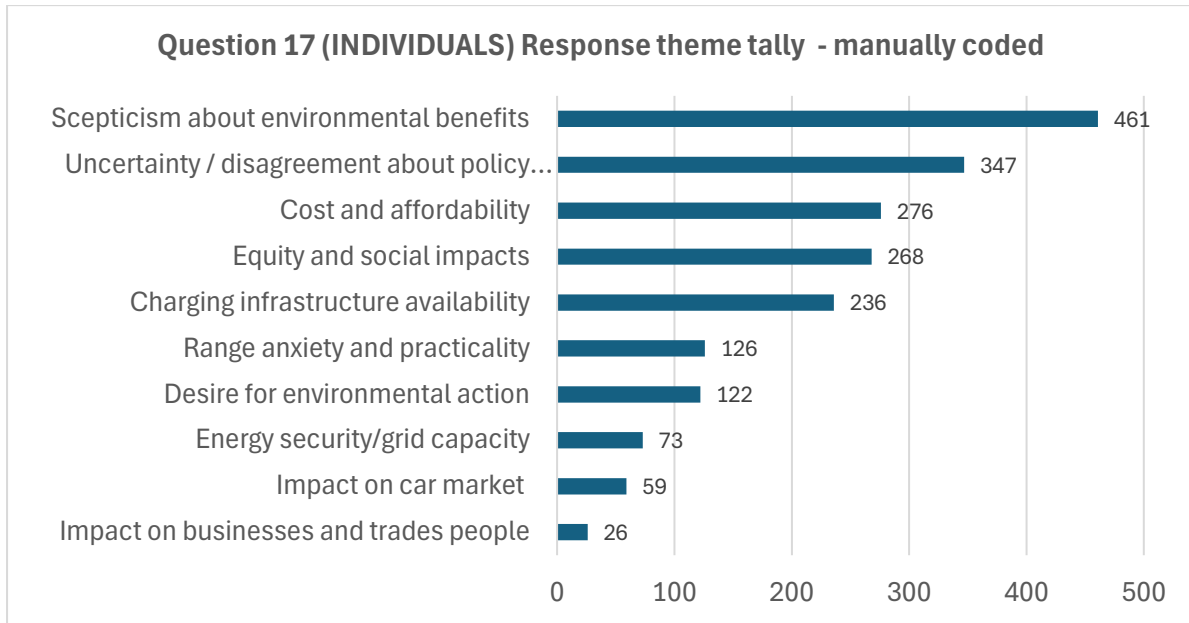


Figure 23: Manually coded response theme tally for individual responses to Question 17

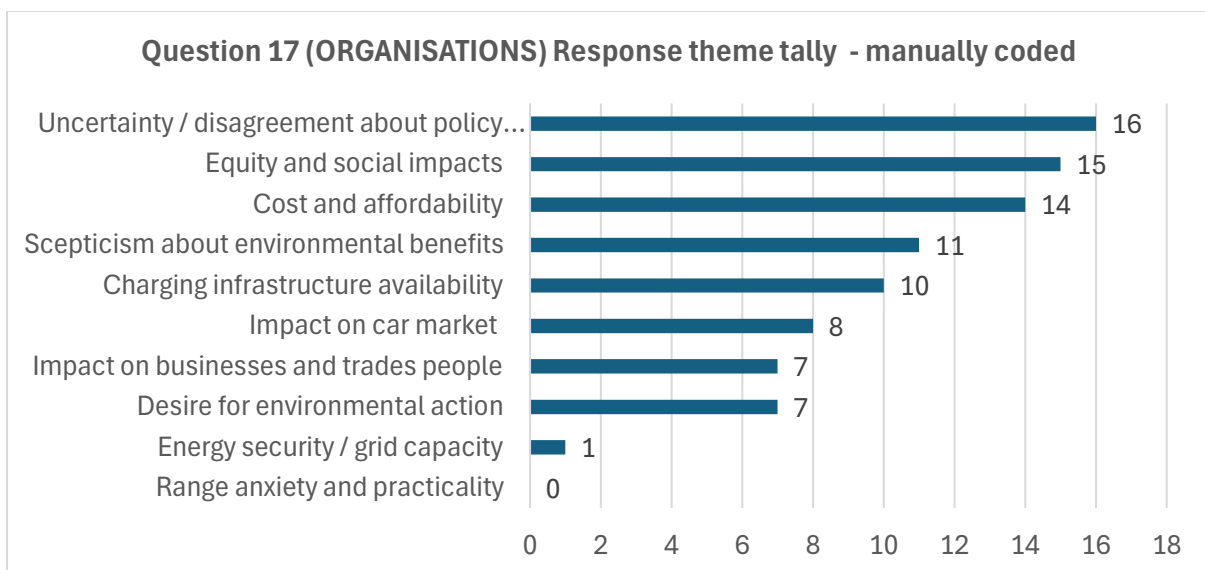


Figure 24: Manually coded response theme tally for organisational free-text responses to Question 17

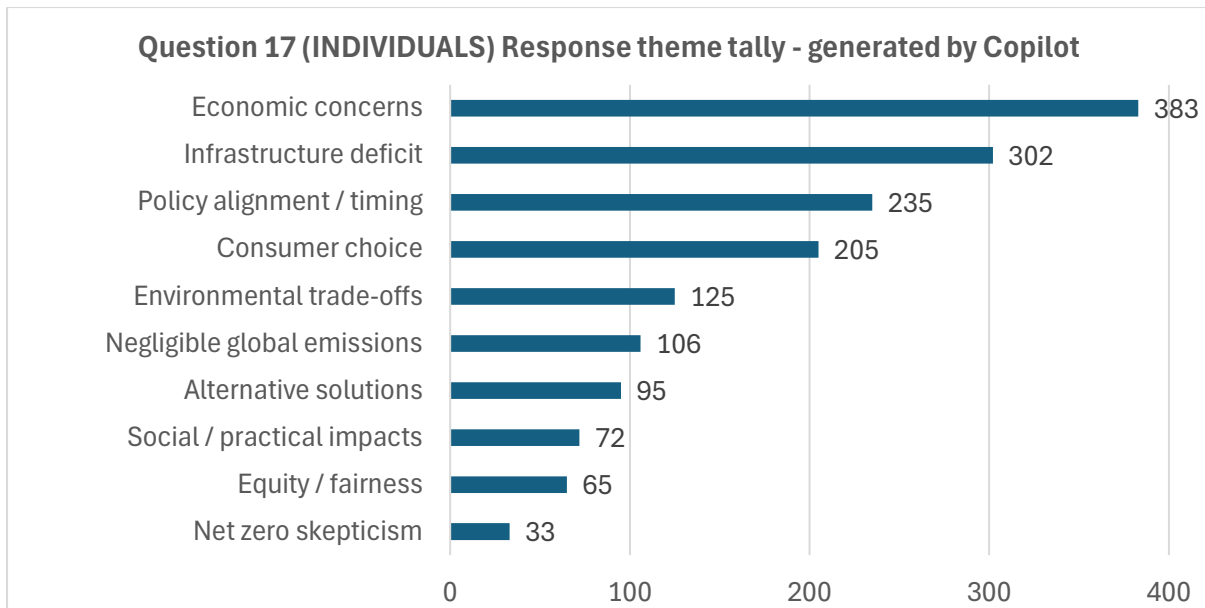


Figure 25: Microsoft Copilot coded response theme tally for individual responses to Question 17

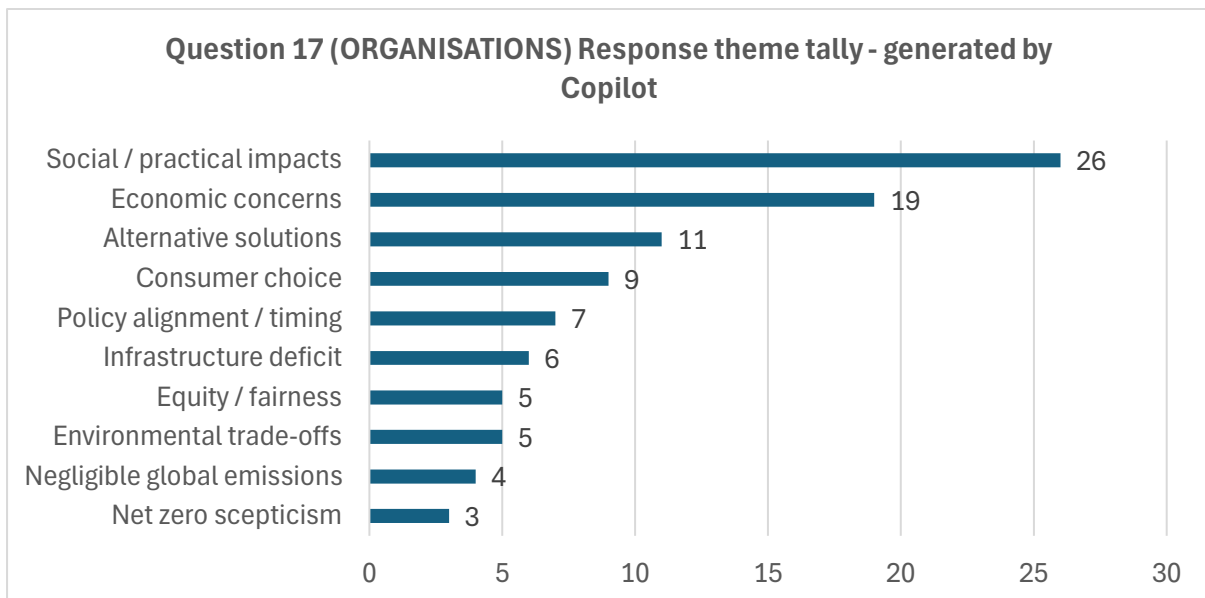


Figure 26: Microsoft Copilot coded response theme tally for organisational responses to Question 17

All individual and organisational free text responses to Question 17 are reproduced in Appendices 6 and 10, where consent was given for these to be published.

Question 18: Principle 2

Phase-out Principle 2 asserts that:

“Jersey should provide early clarity for motor traders and motorists, well in advance of 2030.”

The second Principle was identified in recognition of a number of issues associated with timing. Firstly, the imminent commencement date for the UK’s petrol and diesel vehicle phase-out – which had been amended back to the original date of 2030 by the incoming

Labour Government in 2024, following the push back to 2035 announced by the previous Government. Secondly, it recognises the significant period of time needed to agree and formalise policy proposals via legislation in Jersey. By consulting on proposals between late 2025 and early 2026, it was hoped that any resulting legislation could be drafted, debated and approved by early 2027, thus providing a preparation period of approximately three years, prior to the commencement of the phase-out. The rationale for Principle 2 was stated in the survey as follows:

“The phase-out represents a huge change for the Island. The motor trade and motorists need time to prepare and certainty on what they will and will not be able to do from 2030. Following this consultation it is hoped the resulting legislation will be debated early in the term of next States Assembly following the 2026 election.”

Respondents were asked to record their level of agreement with Principle 2 and were able to leave a free-text comment in response to the following prompt:

“Do you have any comments regarding the second principle for the phase-out as described above?”

Figures 27 and 28 below show the individual and organisational responses to the first part of Question 18.

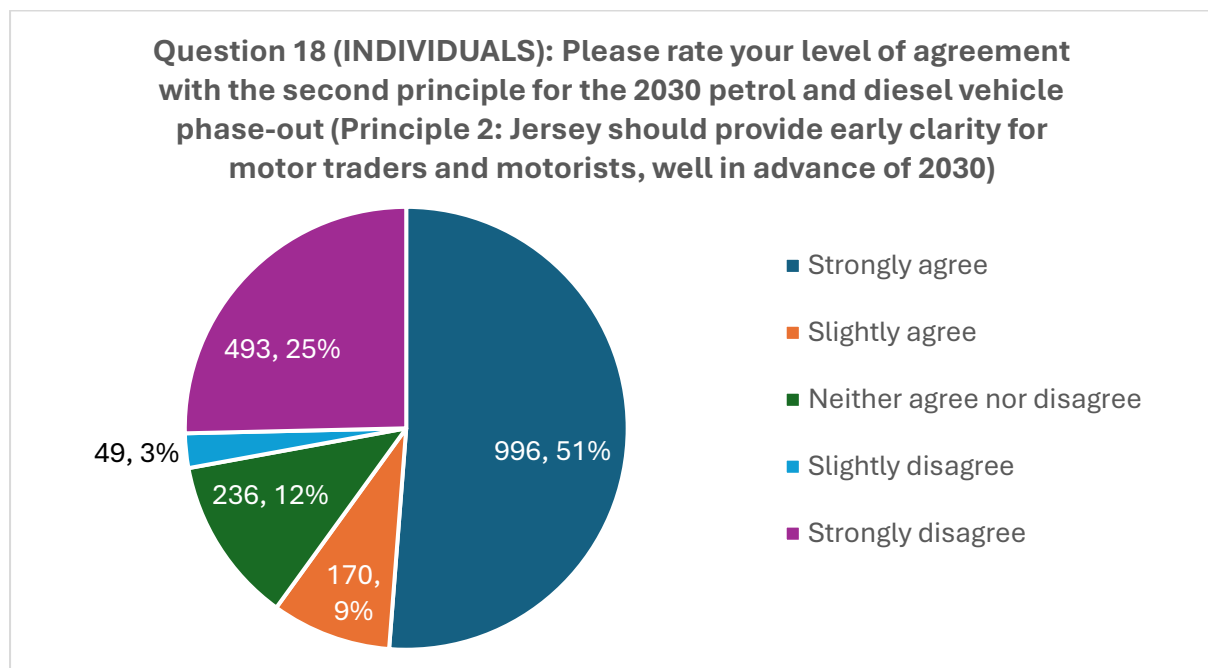


Figure 27: Individual responses to Question 18 regarding the second phase-out principle

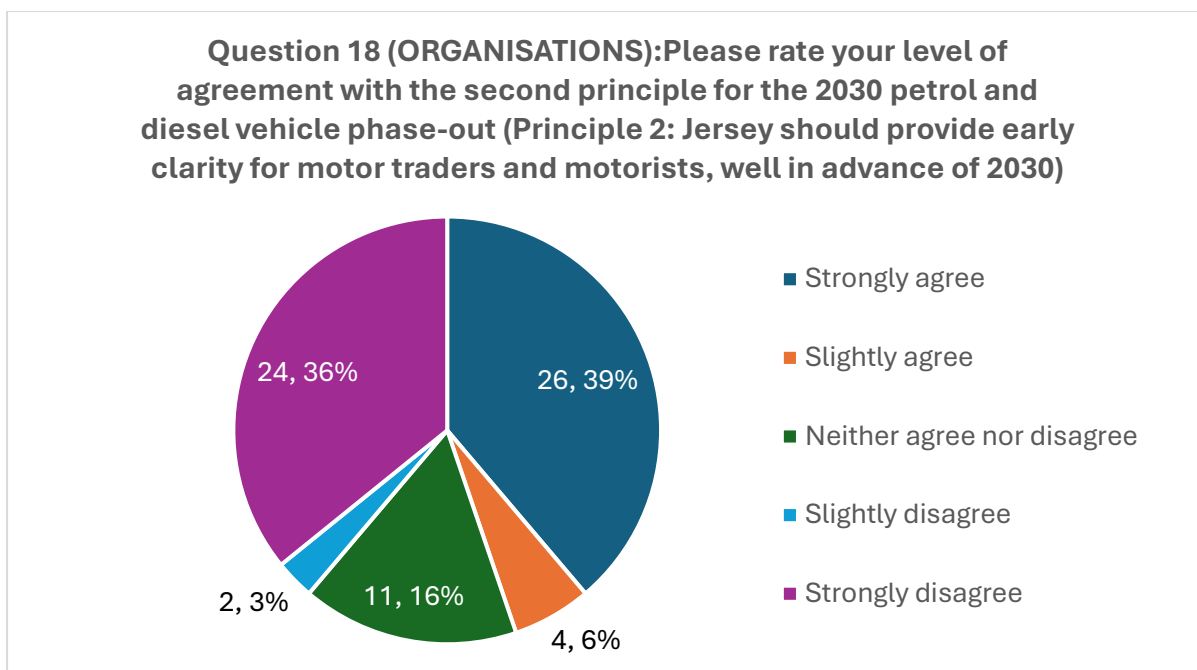


Figure 28: Organisational responses to Question 18 regarding the second phase-out principle

60% of individuals ‘Strongly’ or ‘Slightly’ agreed with Principle 2, compared with 45% of organisations. 28% of individuals either ‘Strongly’ or ‘Slightly’ disagreed with this Principle. 12% of individuals and 16% of organisations selected the ‘Neither agree nor disagree’ option. Taken literally, responses to this question would suggest that 40% of individuals and 55% of organisations do not want the Government of Jersey to provide early clarity regarding the phase-out, well in advance of 2030. Consideration of the free text responses suggests that general disagreement with the phase-out policy was a significant driver to disagree with Principle 2, rather than preferring clarity on the policy to be provided at the last minute.

41% of individuals (788 of 1,944) and 40% of organisations (27 of 67) entered a free-text response to Question 18. A selection of individual and organisational responses representing a range of views, have been reproduced beneath.

“The primary and secondary automotive market in Jersey represents hundreds, if not thousands, of jobs. In addition, we are in a time of UK and Global financial, economical and political turmoil. Sales of vehicle in Jersey are down year on year and we are expecting the same in 2026 and onwards.

We do definitely need clarity however, much better would be no change to current regulations so that we can navigate the changes in the external and internal markets without the level of insecurity such seismic future legislative changes would represent.

“Clarity is good. So long as the guidance doesn't lead to distorting peoples behaviour and we see a rush on ICE purchases in 2028-2029. ... ”

Individual respondent ID: 286844110

“Require significant period to adjust business model and also to ensure customers understand the changes and implications.”

Organisational respondent ID: 289723153 (Motor trade - vehicle retail)

“Other jurisdictions have set a future date (e.g. 2030) for phase out because they have to nurse a domestic manufacturing industry with long lead times etc. Jersey has no manufacturing base and thus is at liberty to switch imports to “zero emission” cars immediately, which are already available in world market.”

Individual respondent ID: 285114519

“Clarity is very important. However, you should not exclude the possibility that you may need to be more open to the possibility that the date of the phase-out may need to change if the local infrastructure needs required to support alternatives/EVs is not in place....specifically an upgrade to the electrical grid and a sufficiently large network of charging points.”

Individual respondent ID: 288673304

“Early clarity must go beyond the phase-out date and set out what support will be available, including means-tested subsidies for lower-income households and specific assistance for families with disabled children and others who are highly dependent on private transport, so they are not unfairly disadvantaged by rising vehicle and freight costs. This should be accompanied by a commitment to publish robust, public-facing air quality data so Islanders can see the real-world benefits of these policies and hold the government to account over time.”

Individual respondent ID: 286386736

“I agree that they need clarity and time to prepare but not for 2030. I believe 2040 would be more realistic to allow for knowledge to be gained from other countries doing this before us, technology to mature and infrastructure to catch up with the natural evolution of the market.”

Individual respondent ID: 286429152

“Early clarity from government will allow us to plan our fleet investments responsibly, ensuring we can continue supporting our customers’ needs.”

Organisational respondent ID: 284262622 (4Hire Ltd)

Free-text responses to Question 18 were reviewed and coded thematically by Policy officers and using Microsoft Copilot. Figures 29 and 30 below set out the key themes that were identified in responses. In both instances, coding is subjective and serves to provide an indication of the themes that were most frequently referenced by respondents.

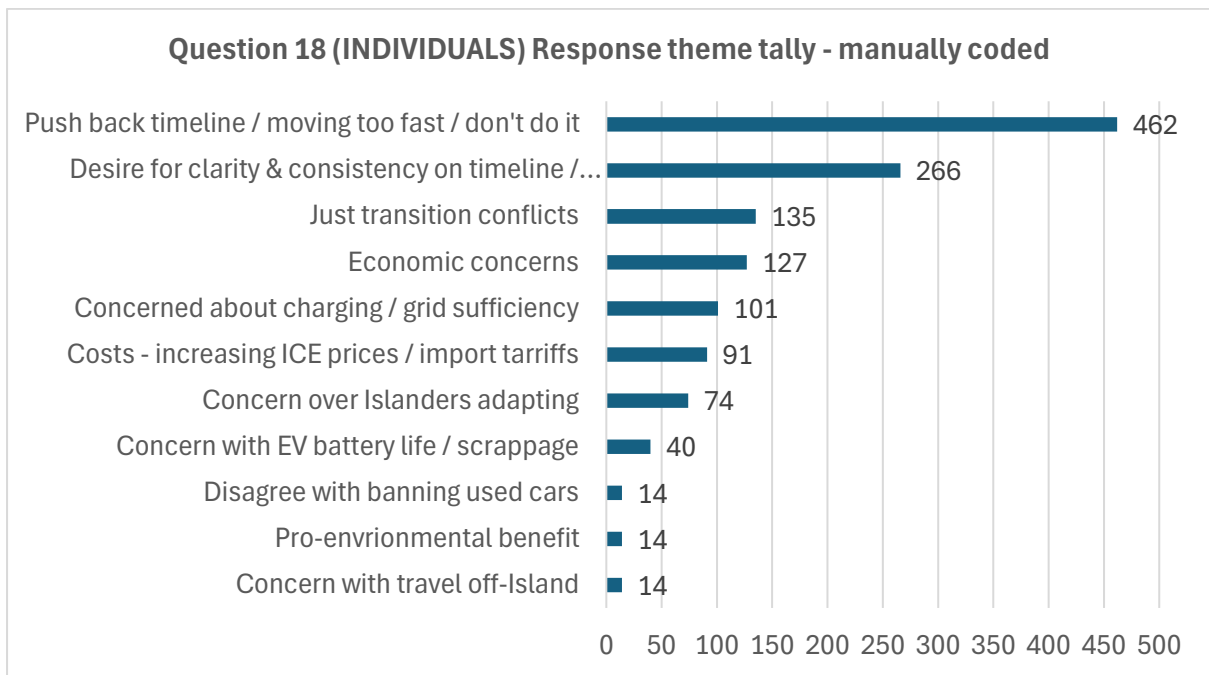


Figure 29: Manually coded response theme tally for individual responses to Question 18

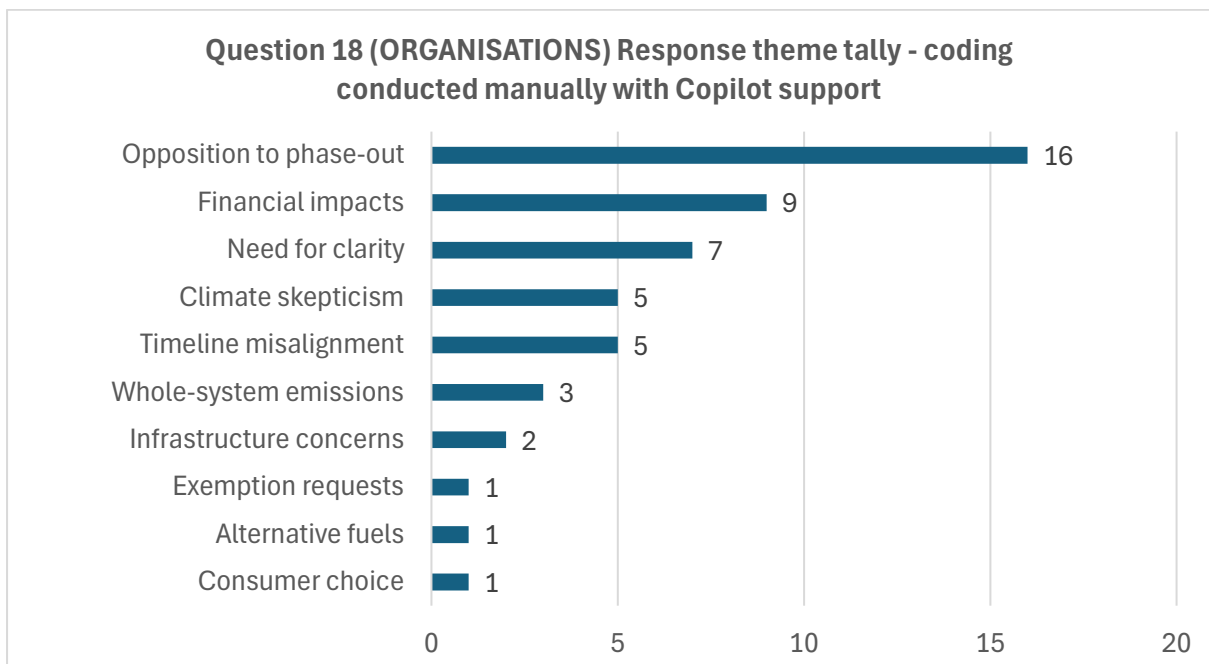


Figure 30: Manually / Copilot coded response theme tally for individual responses to Question 17

All individual and organisational free text responses to Question 18 are reproduced in Appendices 6 and 10, where consent was given for these to be published.

Question 19: Principle 3

Phase-out Principle 3 states that:

“Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles.”

The third principle recognises the structure of Jersey’s vehicle market as a direct subsidiary of that in the UK. Plans to end the sale of pure petrol and diesel cars in the UK from 2030 with mean these vehicles will not be available for sale in Jersey either. As such, the types of new vehicles that will be available from local dealerships will be determined outside of the Island. Jersey should therefore clearly recognise its ties to the UK vehicle market in aligning its approach with UK Government policy. The rationale for Principle 3 was stated in the survey as follows:

“Almost all vehicles in Jersey originate from the UK. Vehicle manufacturers are already transitioning their sales to low and zero emission vehicles in response to the UK's Zero Emissions Vehicle (ZEV) Mandate. From 2030 vehicle manufacturers will phase-out supplies of key petrol and diesel vehicle types, meaning these can no longer be imported to the Jersey market.”

Respondents were asked to record their level of agreement with Principle 3 and were able to leave a free-text comment in response to the following prompt:

“Do you have any comments regarding the third principle for the phase-out as described above?”

Figures 31 and 32 below show the individual and organisational responses to the first part of Question 19.

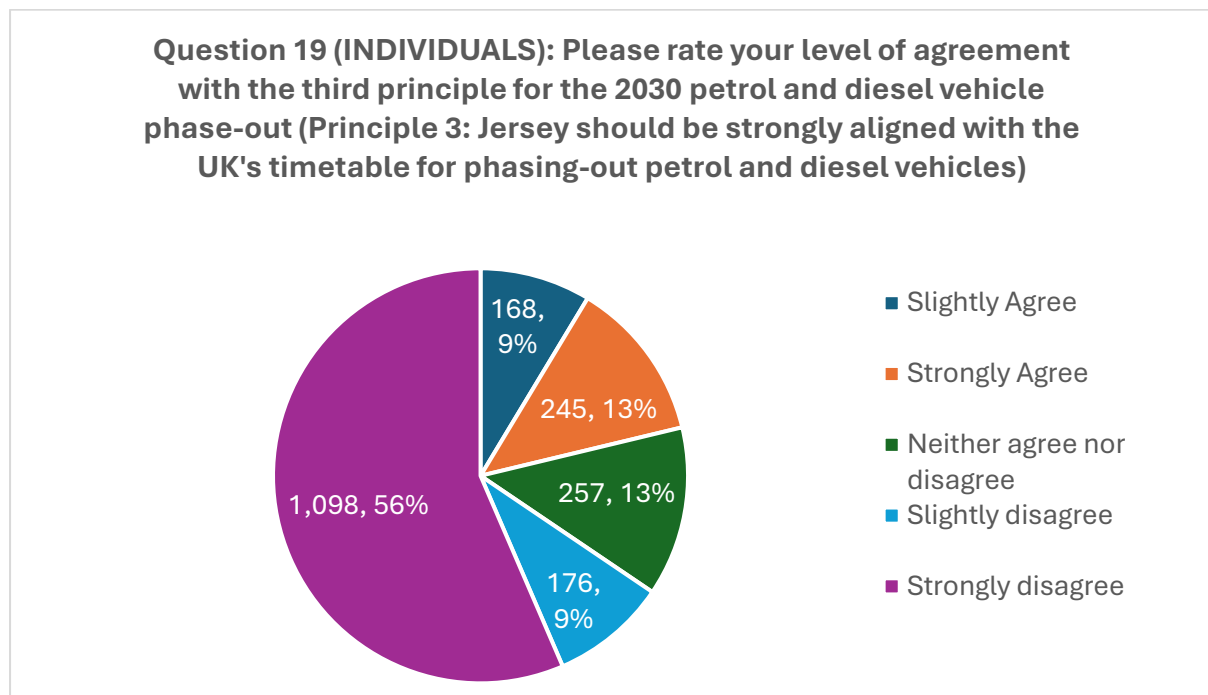


Figure 31: Individual responses to Question 19 regarding the third phase-out principle

The split of responses to Question 19 was very similar across individual and organisational respondents. 65% of individuals and 69% of organisations either ‘Strongly disagreed’ or ‘Disagreed with Principle 3. 24% of individuals and 16% of organisations ‘Slightly’ or ‘Strongly agreed’ with this principle.

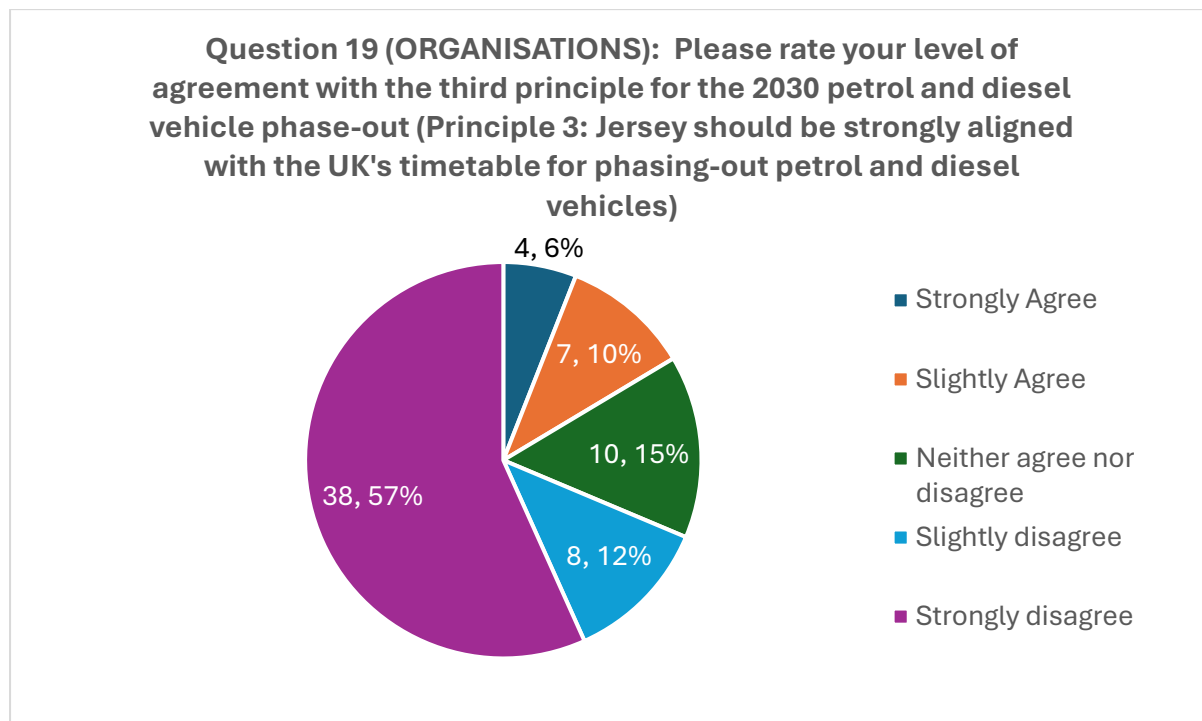


Figure 32: Organisational responses to Question 19 regarding the third phase-out principle

49% of individuals (962 of 1,944) and 46% of organisations (31 of 67) entered a free-text response to this question. A significant number of answers did not directly appear to recognise Jersey’s reliance on the UK for the flow of new vehicles. Alignment with the UK was also commonly taken to mean adopting the UK’s current timetable, rather than following any changes to this as the Principle. As with previous questions, some responses generally discussed the phase-out and are likely to reflect attitudes to the policy as a whole. A selection of individual and organisational responses representing a range of views have been reproduced beneath.

“I strongly disagree. Jersey should not simply copy the UK’s timetable. Our island’s geography, infrastructure, and economy are completely different from the mainland. The UK has extensive charging networks, motorways, and government subsidies to support electric vehicles — Jersey does not.

Blindly aligning with the UK will only harm local motorists, small businesses, and traders without offering the same level of support or practicality.

Jersey needs its own strategy — one that considers limited space, ferry transport weight restrictions, and the viability of alternative fuels and hybrids — rather than

forcing a one-size-fits-all policy designed for a completely different environment.”

Individual respondent ID: 284043766

“The UK’s timetable is absurdly optimistic and the phase-out is running ahead of the supply of necessary new infrastructure.”

Organisational respondent ID: 289539181 (David Holman & Co. Ltd.)

““Jersey should retain the ability to set its own timetable and policies based on real emissions outcomes and local needs, rather than automatically mirroring the UK’s approach.”

“We need to see what happens with the UK and learn from it, not just follow what they do. If our options are open, we can move quickly to change our ways and cut emissions. Form a motor trade consultaion group ?”

Organisational respondent ID: 289792968 (Offshorebikebits.com ltd)

“The rationale to Principle 3 acknowledges that it will be difficult to import petrol and diesel vehicles after 2030 anyway due to reduced production. Therefore it seems redundant to impose a stricter policy on islanders as this would restrict access to those vehicles still available (which may well be significantly cheaper by virtue of being unusable in the UK).

Individual respondent ID: 289536788

I do feel however that the core idea is a good one, but in practice a timeline which lags behind the UK by 5-7 years would be more appropriate in practice.”

Individual respondent ID: 289005962

“Jersey is dependent on UK vehicles and standards so this does make sense. However if LHD petrol vehicles remain in use in the EU these could be imported.

Individual respondent ID: 284710888

“Jersey should be ahead of the timetable in the UK. This helps with the position of Jersey as an innovative, forward-thinking jurisdiction. This helps with our overall attractiveness as a place to do business.”

Organisational respondent ID: 284372312

Free-text responses to Question 19 were reviewed and coded thematically by Policy officers with support from Microsoft Copilot. Figures 33 and 34 below set out the key themes that were identified in responses. In both instances, coding is subjective and serves to provide an indication of the themes that were most frequently referenced by respondents.

The full description of the themes identified from individual responses in Figure 33 are as follows:

1. Jersey should follow its own path on this issue

2. Scepticism about the achievability of timescales in other jurisdictions
3. Concerns about economic and market impact for Jersey
4. A preference for the market to decide when Jersey transitions
5. Aligning closely with the UK is the right approach
6. Against a move away from petrol and diesel cars
7. Support for looking to other jurisdictions for sources of vehicles and policy
8. Have fundamental concerns about the technology
9. Jersey should go faster than others
10. Improvements to transport and infrastructure are necessary before Jersey makes a change

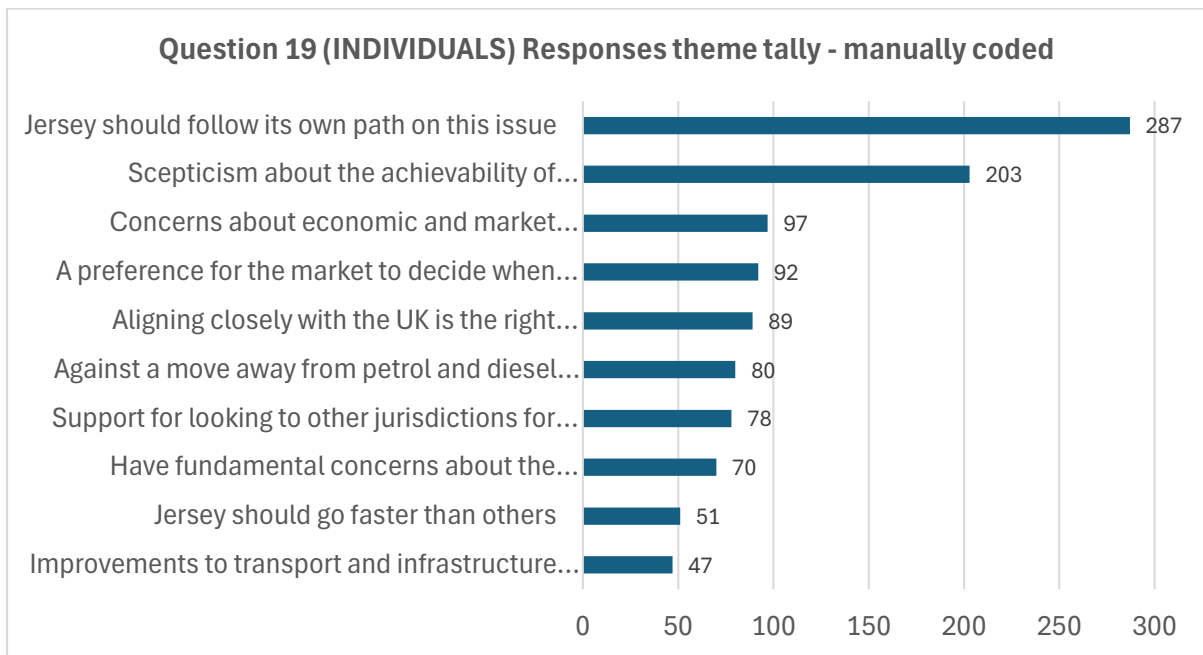


Figure 33: Manually coded response theme tally for individual responses to Question 19

The full description of the themes identified from organisational responses in Figure 34 are as follows:

1. Jersey should not automatically align with the UK
2. Jersey is too small to impact global emissions
3. Scepticism about the achievability of timescales in other jurisdictions
4. Support aligning with the UK
5. A preference for the market to decide when Jersey transitions
6. Improvements to infrastructure are necessary before Jersey makes a change.

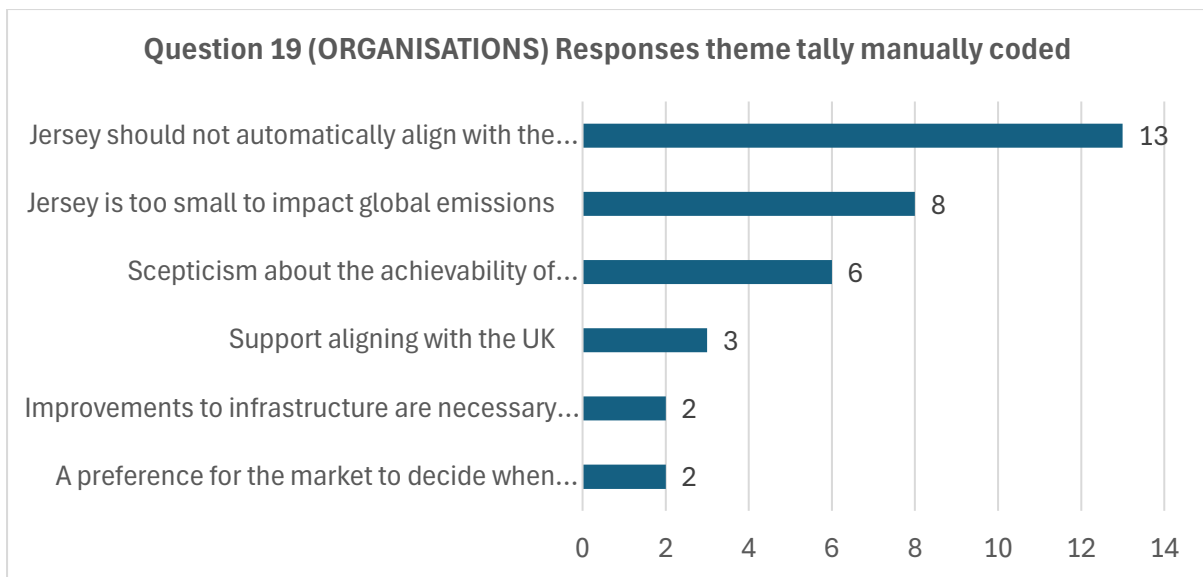


Figure 34: Manually coded response theme tally for organisational responses to Question 19

All individual and organisational free text responses to Question 19 are reproduced in Appendices 6 and 10, where consent was given for these to be published.

Question 20: Principle 4

Phase-out Principle 4 states that:

“Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island.”

Principle 4 recognises Jersey’s ability to decisively legislate to control the type of vehicles that can and cannot be imported to the Island and registered locally. The scope of the proposed phase-out covered both new and used vehicles, starting with cars and small vans in 2030 and 2035. Ending the importation of used cars and small vans could only be achieved through legislation, as the resale and export of these vehicles would otherwise continue. The rationale for Principle 4 was stated in the survey as follows:

“As a self-governing Island, Jersey has the power to control which vehicles can and cannot be imported and registered here. Proactively legislating for change, means Jersey can retain control of its net zero vehicle policies, regardless of what happens elsewhere. Without introducing legislation, there is a risk of new import markets being established with other countries that have right hand drive vehicles. The Island could also become a dumping ground for vehicles that can no longer be sold elsewhere.”

Respondents were asked to record their level of agreement with Principle 4 and were able to leave a free-text comment in response to the following prompt:

“Do you have any comments regarding the fourth principle for the phase-out as described above?”

Figures 35 and 36 below show the individual and organisational responses to the first part of Question 20.

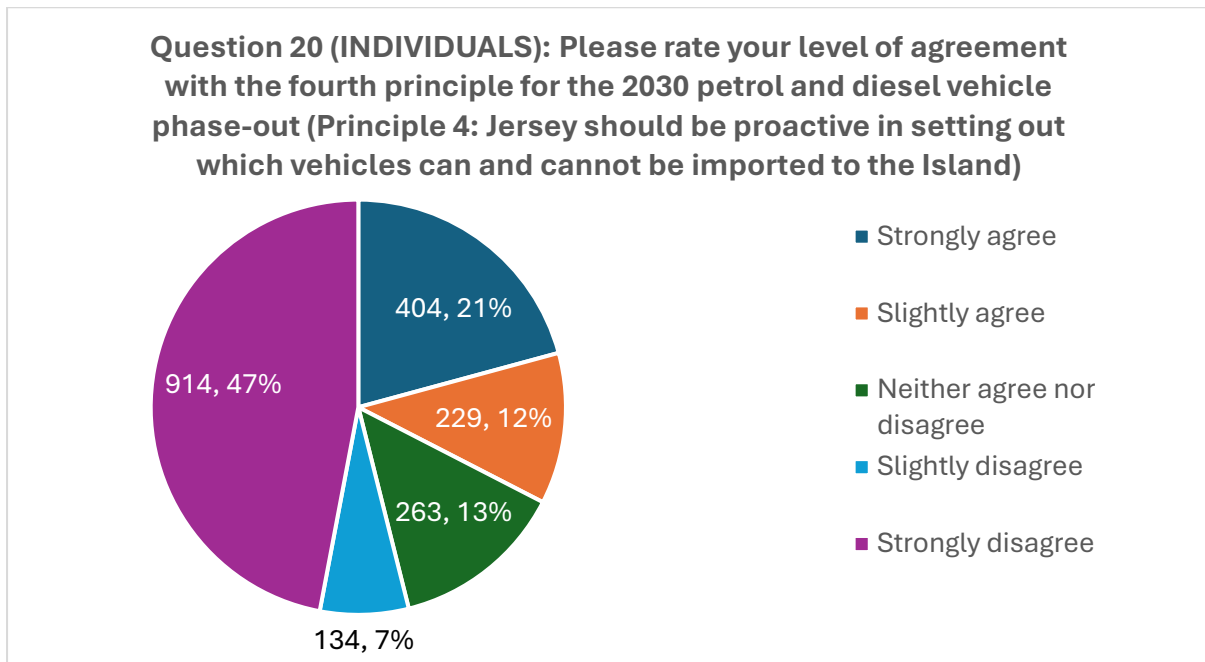


Figure 35: Individual responses to Question 20 regarding the fourth phase-out principle

33% of individuals and 24% of organisations indicated that they ‘Slightly’ or ‘Strongly agreed’ with Principle 4. 66% of organisations and 54% of organisations either ‘Slightly’ or ‘Strongly disagreed’ with this principle.

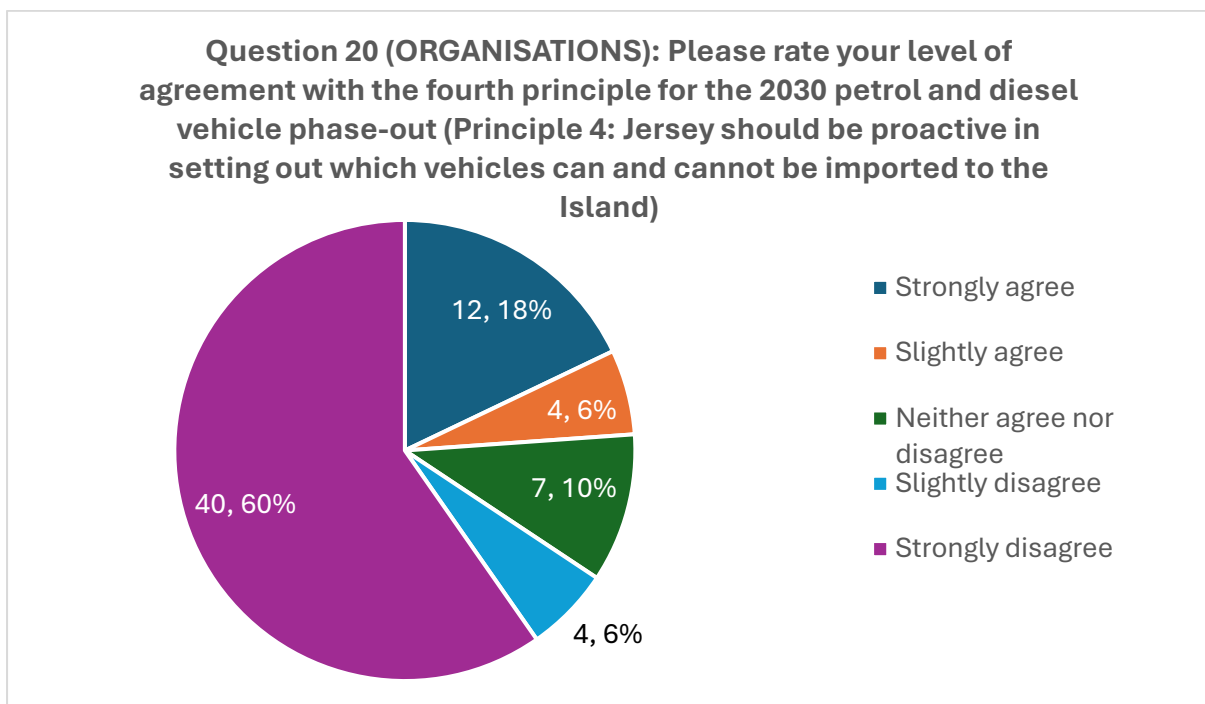


Figure 36: Organisational responses to Question 20 regarding the fourth phase-out principle

41% of individuals (799 of 1,944) and 40% of organisations (27 of 67) entered a free-text response to this question. As with previous questions, some responses generally discussed the phase-out, rather than Principle 4 and are likely to reflect attitudes to the policy as a whole. A selection of individual and organisational responses representing a range of views have been reproduced beneath.

“I strongly disagree with the principle above, however, I would agree that Jersey should be proactive in setting out which vehicles can and cannot be imported to the island, but it should consider all vehicle types and their age and condition and not just with the intention to phase out petrol and diesel vehicles.”

Organisational respondent ID: 289491552 (Bloomscape Gardens)

“Whilst Jersey should have legislation in due course, it is unlikely that with other import restrictions already in place (VED, GST, freight, importation costs and registration inspections and tests) and limitations in the size of the marketplace that Jersey would become a dumping ground for other right hand drive markets.”

Organisational respondent ID: 287882121(Motor trade - vehicle retail)

“While proactive legislation can prevent Jersey becoming a dumping ground for older vehicles, this should not mean an outright ban on petrol and diesel imports. Instead, focus on emissions standards and age restrictions, allowing flexibility for cleaner combustion engines and hybrids alongside EVs.”

Individual respondent ID: 284382567

“Car technology is constantly evolving. Many car manufacturers are reducing the amount they are investing in electric technology. There is a risk that Jersey brings in legislation that works against new technology further down the line. Jersey wouldn't become a dumping ground for cars if better viable options and incentives were available.”

Individual respondent ID: 289709002

“While this principle aims for autonomy, it risks isolating Jersey within a restrictive regulatory bubble that could inadvertently drive up the cost of living for ordinary residents. ... ”

Individual respondent ID: 289557658

“Yes, but it's important to be mindful of any unintended consequences. Emission duty can also help restrict the import of certain vehicle types. In addition, encouraging the use of HVO among the worst-polluting vehicles could significantly reduce emissions.”

Organisational respondent ID: 289878957 (Road fuels supplier)

Free-text responses to Question 20 were reviewed and coded thematically by Policy officers with support from Microsoft Copilot. Figures 37 and 38 below set out the key

themes that were identified in responses. In both instances, coding is subjective and serves to provide an indication of the themes that were most frequently referenced by respondents.

The full description of the themes identified from individual responses in Figure 37 are as follows:

1. Freedom of Choice / Government Overreach
2. Environmental Scepticism / Concerns about EVs and Batteries
3. Alignment with UK/EU / Independent Jersey Policy
4. Disagreement with 'Dumping Ground' Argument
5. Cost & Affordability
6. Support for Standards-Based Controls rather than outright bans
7. Vehicle Size and Suitability for Jersey Roads
8. Classic Cars / Motorsport Exemptions
9. Infrastructure & Charging Limitations
10. Equity / Impacts on Low-Income Residents / Disabled Islanders.

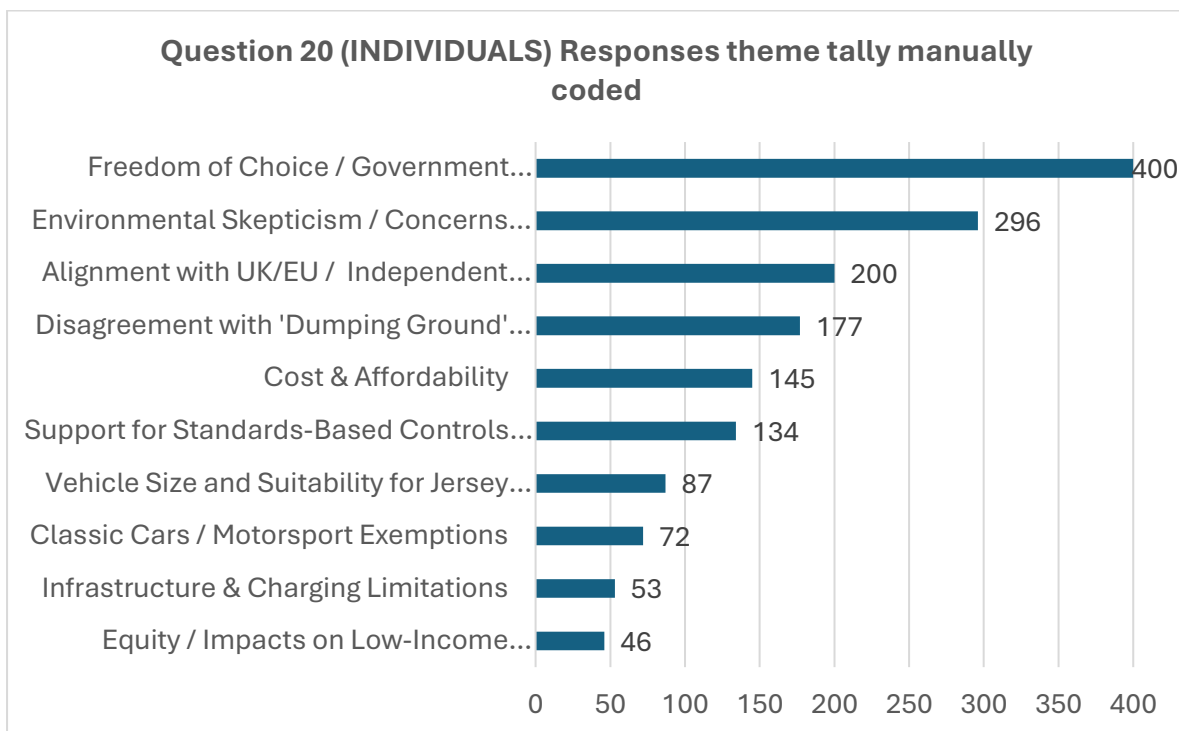


Figure 37: Manually coded response theme tally for individual responses to Question 20

The full description of the themes identified from organisational responses in Figure 38 are as follows:

1. Opposition to Government control over vehicle choice
2. Concerns about economic/business impacts
3. Environmental impact concerns
4. Concerns over Jersey being a 'dumping ground'

5. Criticism of existing VED
6. Acknowledgement that some restrictions are needed (but not a ban)
7. Environmental impact concerns
8. Fairness concerns about new residents
9. Support for exemptions (classic, historic, specialist vehicles)
10. Preference for flexibility rather than a ban.

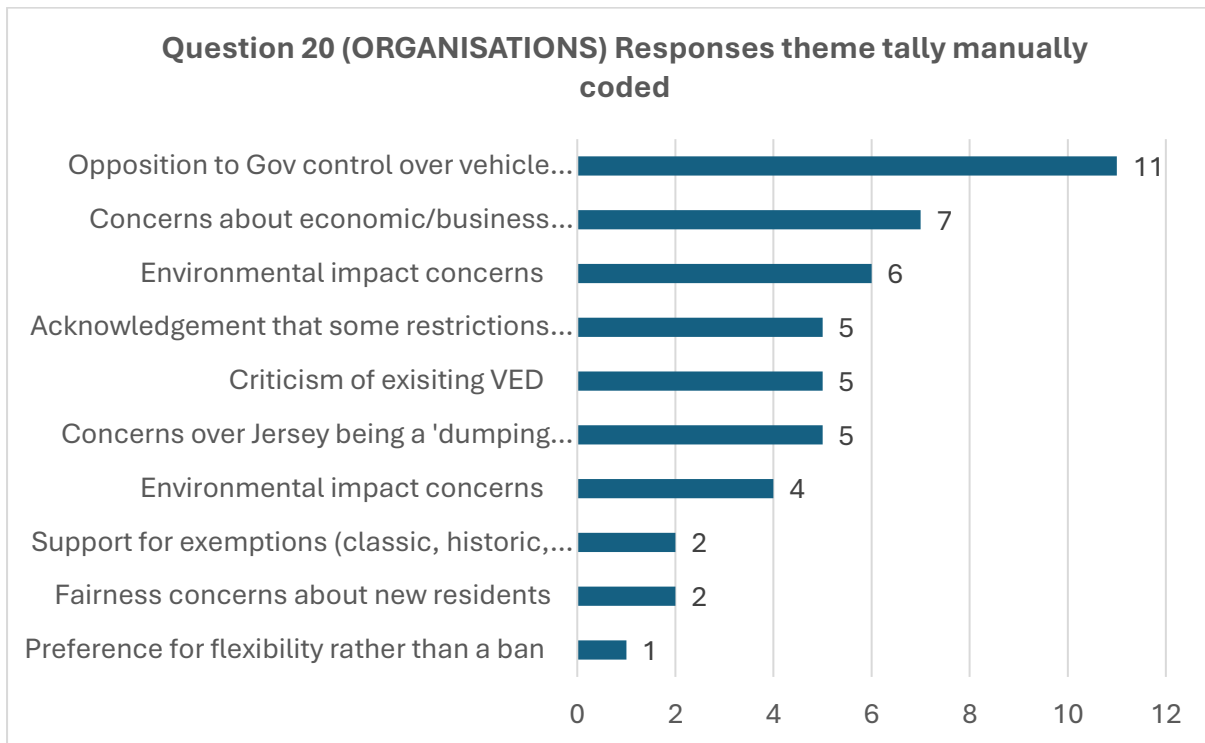


Figure 38: Manually coded response theme tally for organisational responses to Question 20

All individual and organisational free text responses to Question 20 are reproduced in Appendices 6 and 10, where consent was given for these to be published.

Question 21: Principle 5

Phase-out Principle 5 states that:

“Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives.”

Principle 5 sought to recognise the limited scope of the first two stages of the phase-out, as these only target cars and small vans. This approach mirrors that of the UK’s phase-out policy and recognises that there are not yet sufficient EV alternatives for other vehicles; consequently, no phase-out dates have been set for these. However, given the success of Jersey’s Electric Vehicle Purchase Incentive (EVPI) which subsidised the purchase of 1,200 new and used cars and small vans, there are no concerns about the availability of these vehicles in 2030. The rationale for Principle 5 was stated in the survey as follows:

“There are now high levels of choice and availability for low and zero emission cars and small vans. The phase-out will target these vehicles first before extending to other vehicle types after 2035.”

Respondents were asked to record their level of agreement with Principle 5 and were able to leave a free-text comment in response to the following prompt:

“Do you have any comments regarding the fifth principle for the phase-out as described above?”

Figures 39 and 40 below show the individual and organisational responses to the first part of Question 21.

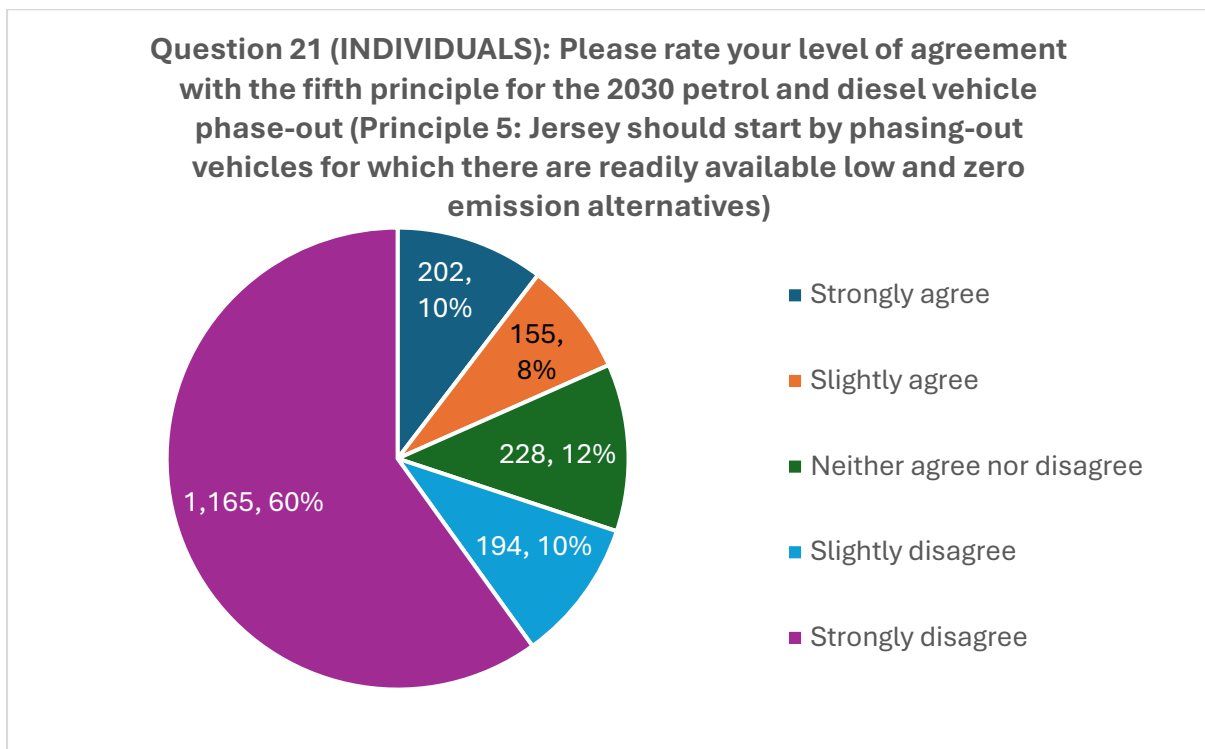


Figure 39: Individual responses to Question 21 regarding the fifth phase-out principle

The distribution of individual and organisational responses to the first part of Question 21 was broadly similar. 18% of individuals and 19% of organisations indicated that they ‘Slightly’ or ‘Strongly agreed’ with Principle 5. 71% of organisations and 70% of organisations either ‘Slightly’ or ‘Strongly disagreed’ with this principle.

41% of individuals (802 of 1,944) and 39% of organisations (26 of 67) entered a free-text response to this question. As with previous questions, many responses generally discussed the phase-out, in particular general opposition to the policy, rather than the specifics of Principle 5. A selection of individual and organisational responses representing a range of views have been reproduced beneath.

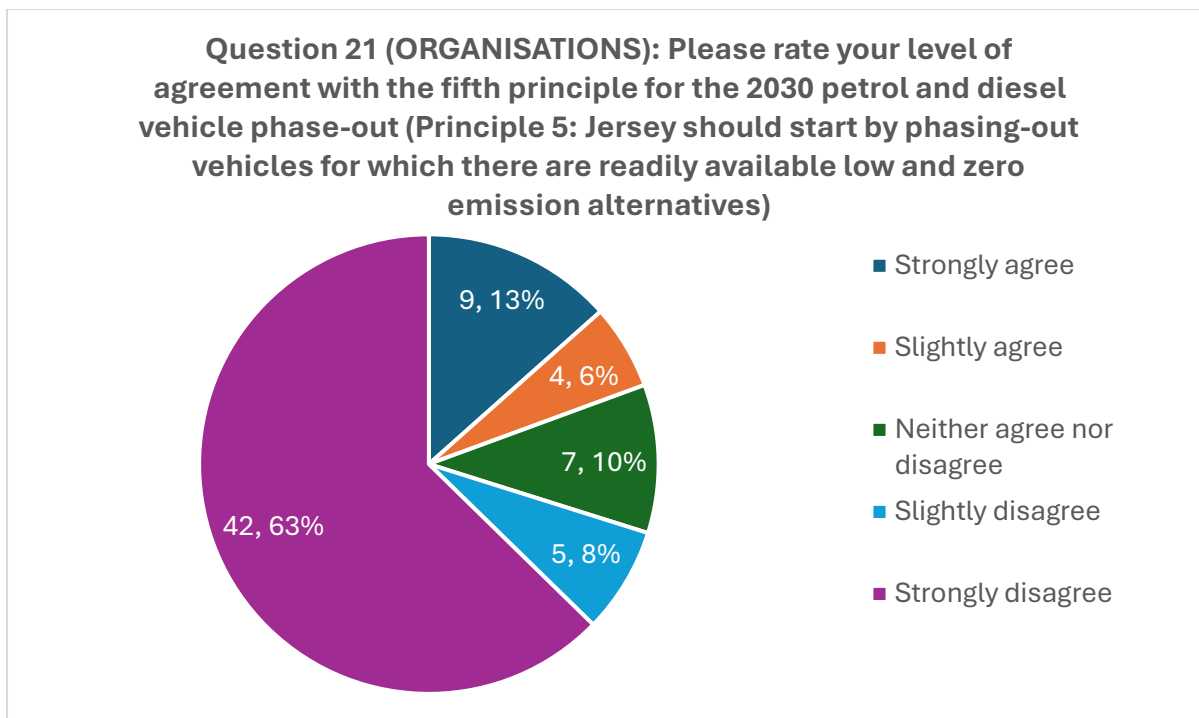


Figure 40: Organisational responses to Question 21 regarding the fifth phase-out principle

“Should start by phasing out large and heavy vehicles, ie large SUV’s or taxing them heavily to maintain income streams. Not penalizing small family vehicles that are more efficient to manufacture and run, whether ICE or electric. Large heavy vehicles are starting to cause real issues for infrastructure.”

Individual respondent ID: 284341422

“Electric buses are available now. They need to be phased in within 2 years. All public service vehicles (taxi) need to be hybrid or full Electric by 2028 and fully Electric by 2030.”

Individual respondent ID: 283960312

“The performance of vans is currently not satisfactory except for very small vans.”

Organisational respondent ID: 289924932 (Commercial - other than motor trades / fuel)

“There is no evidence provided that there are now high levels of choice for EV vehicles. The importation and registration ban of used petrol and diesel vehicles that are new to the island is a critical issue as 40-50% of Jersey’s imported vehicles are used. Banning these imports removes the most affordable entry point for private vehicle ownership, forcing lower-income residents to purchase much more expensive EVs or older, locally-registered, non-compliant vehicles. The primary barriers to EV adoption in Jersey are cost and lack of sufficient financial support, which disproportionately impacts lower-income households. The policy severely restricts consumer choice and disproportionately impacts

low- and middle-income families by removing affordable vehicle options.”

Organisational respondent ID: 289313517 (The Mustang Owners Club of Great Britain)

““Readily available” does not mean equally affordable. Another initiative that would hit those on lower income, benefits, single parent families, learner drivers etc.”

Individual respondent ID: 289433955

“Whilst I agree there are low/zero emission alternatives to a lot of vehicles, the financial viability of these alternatives (i.e new vehicle costs and extremely high levels of depreciation) and the limited life of the battery components, they are far from technically comparable in performance (range/power consumption). Additionally low/zero emission vehicles demand greatly increased insurance rates and this is all driving up the cost of motoring.”

Individual respondent ID: 289527497

“I find the principle of switching to “low and zero emission ALTERNATIVES” preferable to seeking “low and zero emission EQUIVALENTS”, as it suggests an opportunity to replace individually owned cars with public transport, shared car schemes, microcars (quadricycles), e-bikes etc.”

Individual respondent ID: 285114519

Free-text responses to Question 21 were reviewed and coded thematically using Microsoft Copilot. Figures 41 and 42 below set out the key themes that were identified in responses. Counts for these themes exceed the total number of responses due to multiple themes being identified in single responses. All coding is subjective and serves to provide an indication of the themes that were most frequently referenced by respondents.

The full description of the themes identified from individual responses in Figure 41 are as follows:

1. Affordability / Cost concerns
2. Freedom of choice / perceived Government overreach
3. Infrastructure and charging limitations
4. General Disagreement With the Phase-Out
5. EV practicality, range & performance concerns
6. Priority should be on commercial vehicles first
7. Global impact scepticism (Jersey’s emissions negligible)
8. Environmental lifecycle & battery disposal concerns
9. Used market and used vehicle concerns
10. Not directly relevant to the question

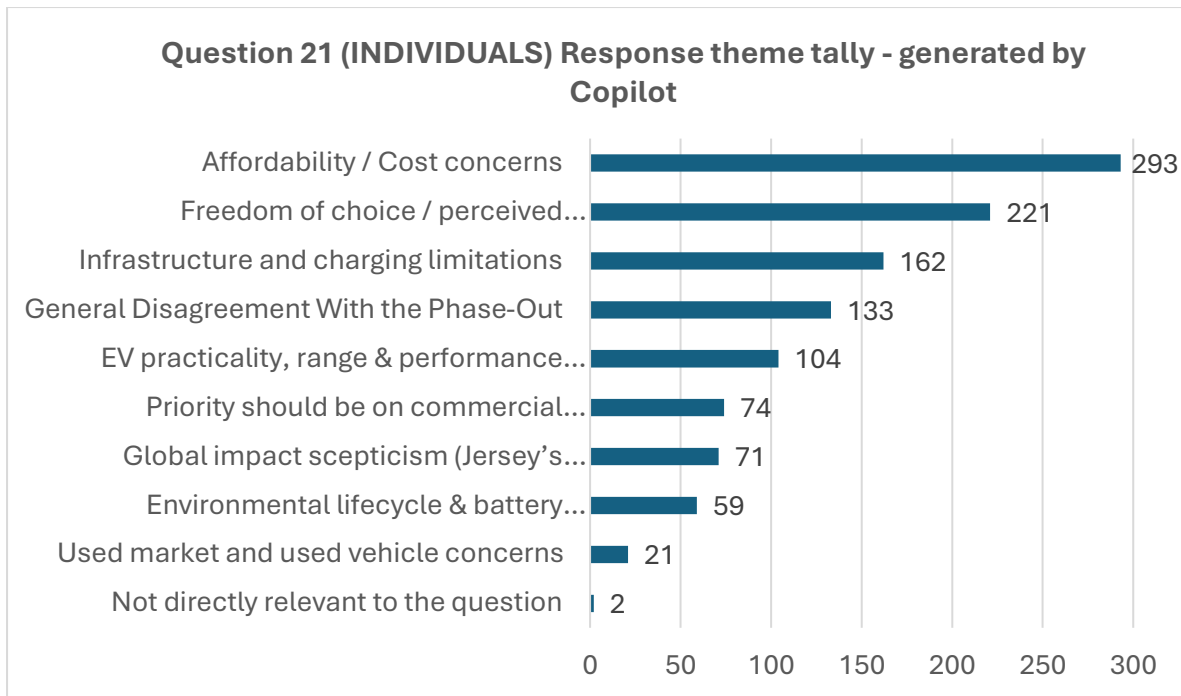


Figure 41: Microsoft Copilot coded response theme tally for individual responses to Question 21

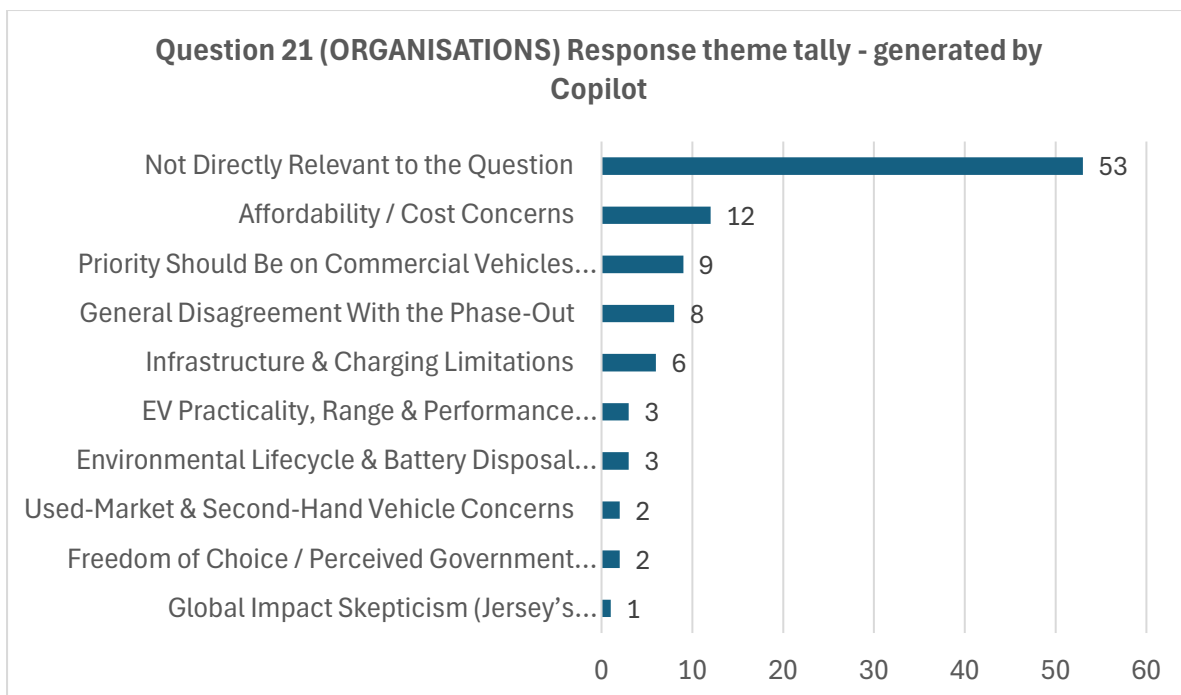


Figure 42: Microsoft Copilot coded response theme tally for organisational responses to Question 21

The full description of the themes identified from organisational responses in Figure 42 are as follows:

1. Not Directly Relevant to the Question
2. Affordability / Cost Concerns
3. Priority Should Be on Commercial Vehicles First
4. General Disagreement With the Phase-Out

5. Infrastructure & Charging Limitations
6. Environmental Lifecycle & Battery Disposal Concerns
7. EV Practicality, Range & Performance Concerns
8. Freedom of Choice / Perceived Government Overreach
9. Used-Market & Second-Hand Vehicle Concerns
10. Global Impact Scepticism (Jersey's emissions negligible).

All individual and organisational free text responses to Question 21 are reproduced in Appendices 6 and 10, where consent was given for these to be published.

Vehicles in Scope

Questions 22 to 24 of the main survey concerned the vehicles that has been identified as being in scope to be phased-out in 2030 and 2035. The diagram shown in Figure 43 below was displayed at the top of this section of the online survey to summarise the proposed phase-out dates for different groups of vehicles.








Vehicle categories to be phased-out (proposed exemptions not shown):	Phase-out date		
	2030	2035	After 2035
Cars 	<ul style="list-style-type: none"> Pure petrol and diesel cars 	<ul style="list-style-type: none"> Hybrid cars Plug-in hybrid cars 	All cars imported and first registered will be zero emission electric vehicles
Small vans (under 3,500kg) 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> Pure petrol and diesel small vans Hybrid small vans Plug-in hybrid small vans 	All small vans imported and first registered will be zero emission electric vehicles
All other petrol and diesel vehicles 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> No change 	All other petrol and diesel vehicles. Dates to be confirmed when zero emission alternatives are readily available 

Figure 43: Proposed phase-out of specified types of cars and small vans in 2030 and 2035

Question 22: Phasing-out new cars and small vans

Question 22 asked for respondents' views on the phase-out of new cars and small vans in accordance with the proposed policy position as depicted in Figure 43 above. Individual and organisational responses to the first three parts of Question 22 are shown in Figures 44 and 45 below. The split of responses was very similar across both groups, a comparison showing the percentage split has been provided in Table 5 beneath.

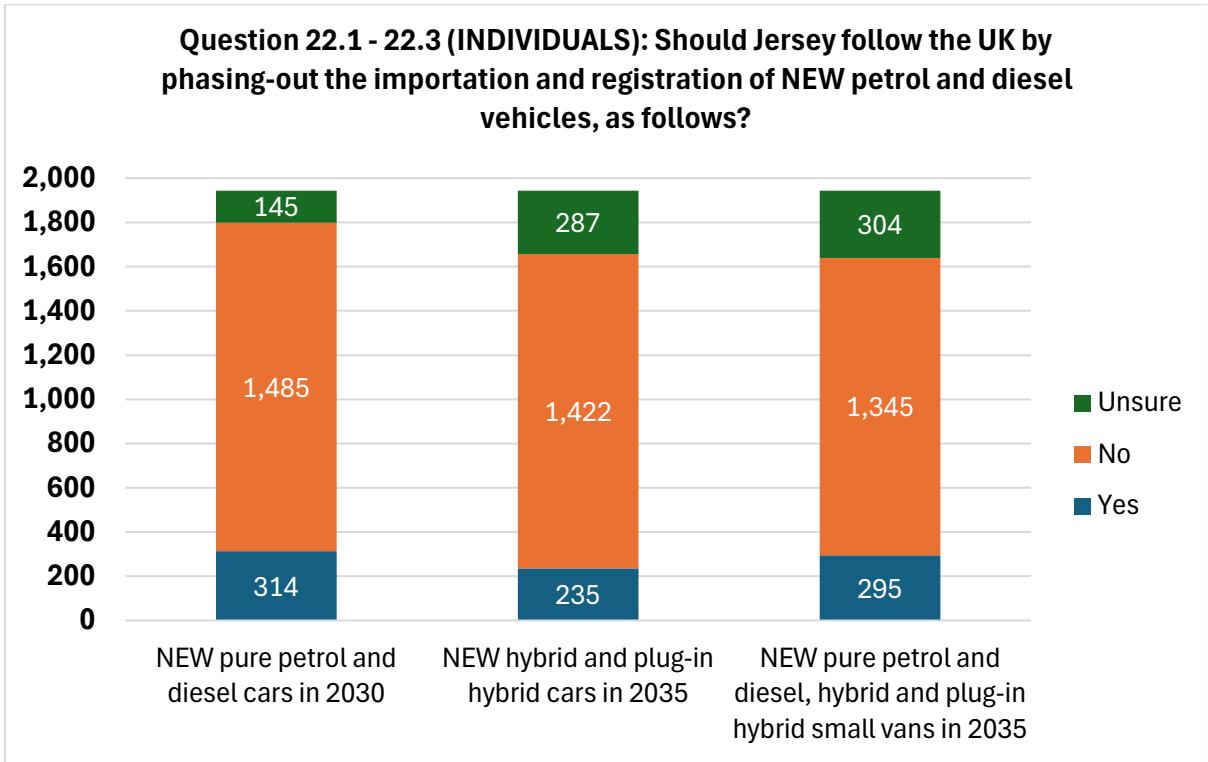


Figure 44: Individual responses to Question 22.1 - 22.3 regarding the phase-out of new cars and small vans

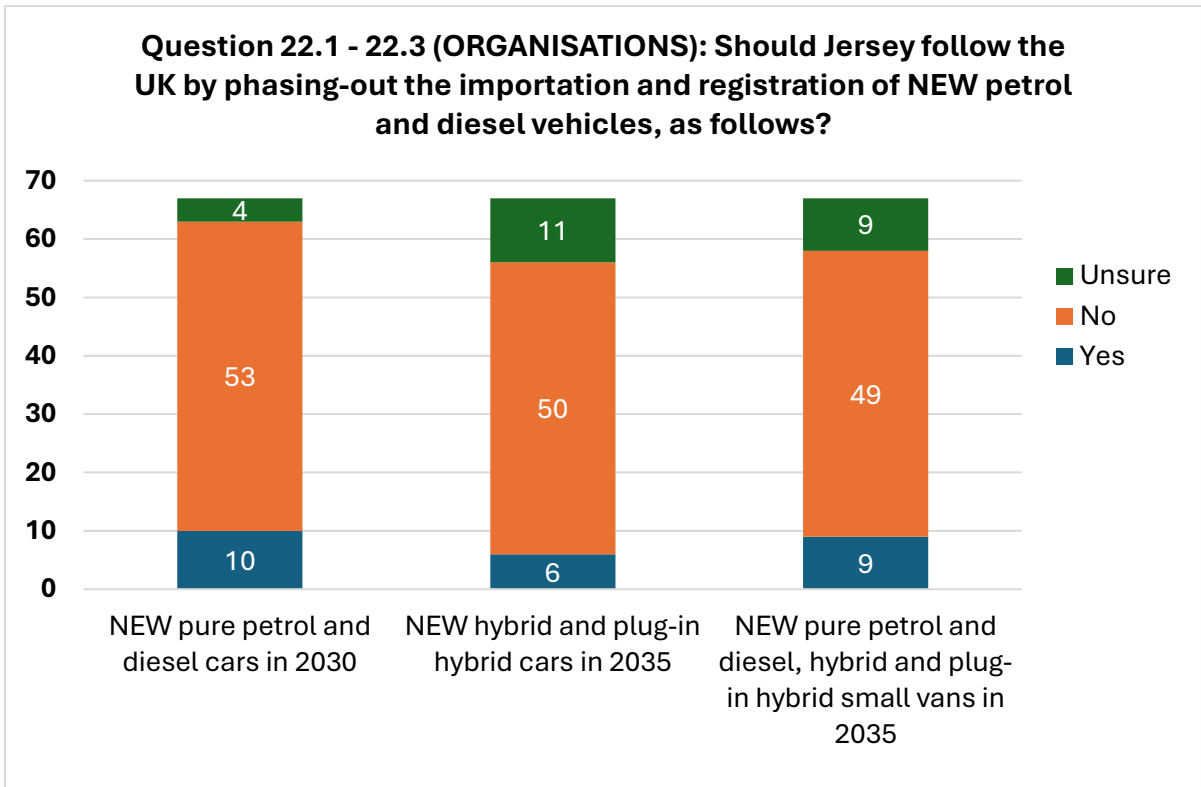


Figure 45: organisational responses to Question 22 regarding the phase-out of new cars and small vans

	Question 22.1 – 22.3: Should Jersey follow the UK by phasing-out the importation and registration of NEW petrol and diesel vehicles, as follows?	Response option	% of individual responses	% of organisational responses
22.1	NEW pure petrol and diesel cars in 2030	Yes	16%	15%
		No	76%	79%
		Unsure	7%	6%
			100%	100%
22.2	NEW hybrid and plug-in hybrid cars in 2035	Yes	12%	9%
		No	73%	75%
		Unsure	15%	16%
			100%	100%
22.3	NEW pure petrol and diesel, hybrid and plug-in hybrid small vans in 2035	Yes	15%	13%
		No	69%	73%
		Unsure	16%	13%
			100%	100%

Table 5: Individual and organisational responses to Question 22.1-22.3 presented as percentages for comparison

The responses recorded by both groups demonstrate that a significant majority of those participating in the consultation did not support the phase-out of new cars and small vans in 2030 and 2035. The proportion of respondents recording ‘No’ to the three parts of the question was between 69% and 79%. Part 1 of Question, which concerned pure petrol and diesel cars, received the largest proportion of ‘No’ responses. Respondents recorded higher percentages of ‘Unsure’ to parts 2 and 3 of Question 22 about the phase-out of new cars and vans in 2035, compared to part 1 of the question which related to the first part of the proposed phase-out in 2030.

There was between 9% and 16% agreement with the proposed phase-out approach for new cars and small vans, meaning this was a consistent minority position.

Part 4 of Question 22 was optional and asked respondents:

“Do you have any comments about the proposals for phasing-out the importation and registration of NEW cars and small vans from 2030?”

760 of 1,944 individual respondents provided a comment in the free text box provided under Question 22.4. Overall, the majority of comments were opposed to the 2030 phase-out for cars and small vans. This was mainly based on arguments regarding infrastructure, cost, and fairness. The key themes arising in these responses have been summarised in Table 6 beneath.

Key themes	Summary
Cost, affordability & financial fairness	Unfairness that push costs onto families: EVs are too expensive for the average household. Higher cost of small electric vans affecting trades and small businesses. Risk of pricing lower-income islanders out of vehicle ownership. Concern that forcing new EVs will worsen the cost-of-living crisis. Worries that second-hand EV markets are weak or batteries deteriorate too fast.
Lack of charging infrastructure & grid capacity	Many say Jersey is <i>not ready</i> due to: Insufficient public charging points. No home-charging options for many households. Uncertainty about electricity supply and grid constraints. Slow history of infrastructure delivery in Jersey.
Infrastructure for off-Island travel	EVs are not practical for travelling to UK/France. Limited ferry acceptance of EVs in parts of Europe. Range anxiety off-island. Reliability concerns when using vehicles for long-distance travel.
Desire for consumer choice / opposition to mandates	Don't tell people what to buy. People want freedom to choose their vehicle. Suggestions that the government should not “interfere” or “dictate”. Some describe the proposal as “authoritarian”. Many say the market will naturally transition without bans.
Impact on businesses, trades & vans	In relation to small vans - Small businesses rely on affordable vans. Electric vans insufficient in payload, range, and cost. Worries that costs will be passed to customers. Fear of damaging the economy and local trades.
Jersey should not move faster than the UK	Vehicle supply is dictated by the UK market anyway. Jersey must “stay in lock-step” with UK timelines. UK’s dates may change again. Jersey has a smaller, different context. Concerns Jersey will adopt a stricter or earlier ban unnecessarily.
Technology concerns: EV limitations, battery impacts, safety	EV battery fires. Tyre wear and weight. Environmental impacts of lithium/cobalt mining. Lack of battery recycling facilities. Short vehicle lifespans or costly repairs. Fears about stranded vehicles or inability to travel off-island.
Alternative technologies should not be excluded	Jersey should not commit solely to battery EVs. Hydrogen, sustainable fuels / e-fuels, biofuels, modern efficient ICE cars and plug-in hybrids as a transitional technology should all be considered.
Minimal environmental benefit from Jersey’s actions	Jersey’s emissions are tiny globally. Impact of local bans will be negligible. EV manufacturing emissions outweigh benefits at Jersey mileages. Some respondents dispute climate science entirely.
Other	
Concerns about unintended consequences	Higher used-car prices. People keeping old high-emission vehicles longer. Harm to mechanics and the motor trade. Risk of social exclusion. Lack of clarity about motorhomes, classic cars, off-road vehicles.
Supportive voices (Minority but clear)	A small group want the ban earlier than 2030, believe EV prices are already falling, think Jersey is ideal for EVs due to short distances, and advocate phasing all petrol/diesel/hybrids out more aggressively.

Table 6: Summary of individual free-text responses to Question 22.4 regarding the phase-out of new cars and small vans

19 of 67 organisational respondents provided a free text comment in response to Question 22.4. Organisational responses broadly expressed concerns about the 2030 phase-out, highlighting issues around EV readiness, business and cost impacts, personal choice, alignment with UK/EU policy, and the suitability of alternatives, while offering a mix of support, scepticism, and calls for more flexible or practical approaches. The key themes arising in these responses have been summarised in Table 7 beneath.

Key themes	Summary
EV concerns	Concerns about electric vehicles. Includes: doubts about battery safety, lifespan, environmental impact of mining, end-of-life issues, limited suitability for certain businesses, and general scepticism about EV readiness.
Alignment with UK/EU	Alignment with UK/EU policy. Includes: concerns Jersey is “out of step”, arguments to follow Europe rather than the UK, or to wait for UK/EU decisions before acting.
Business impact / affordability	Business and affordability impacts. Includes: fears of business closures, high costs of EVs, inability of small trades to replace vans, retraining/tooling implications for the motor trade.
Personal choice / market forces	Personal choice / market-forces arguments. Includes: views that Government should not intervene, that the market should dictate vehicle transitions, and concerns about “loss of personal freedom”.
Van-specific concerns	Van-specific issues. Includes: calls to phase-out vans earlier, concerns that electric vans are unsuitable, particularly for trades, heavy loads, or off-Island use.
Alternative fuels	Alternative fuels. Includes: suggestions to support sustainable fuels, e-fuels, HVO instead of banning ICE vehicles.
Infrastructure concerns	Infrastructure concerns. Includes: insufficient charging infrastructure, lack of grid capacity, concerns about ferry transport and fire risk, and inability to charge vehicles at home.

Table 7: Summary of organisational free-text responses to Question 22.4 regarding the phase-out of new cars and small vans

All free text responses to Question 22.4 are reproduced in Appendices 7 (individuals) and 11 (organisations) where consent was given for these to be published.

Question 23: Phasing-out used cars and small vans

Question 23 asked for respondents’ views on the proposed phase-out of used cars and small vans in 2030 and 2035. Individual and organisational responses to the first three parts of Question 22 are shown in Figures 46 and 47 below. The split of responses was very similar across both groups, a comparison showing the percentage split has been provided in Table 8 beneath.

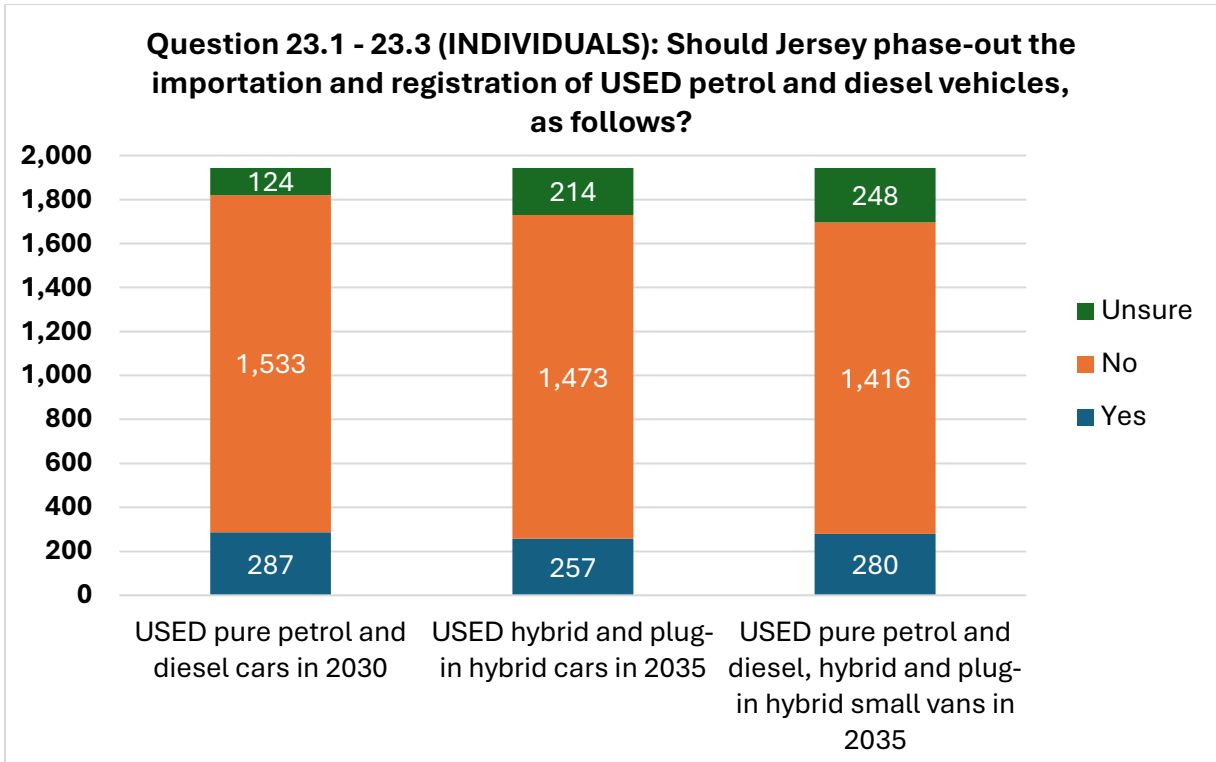


Figure 46: Individual responses to Question 23.1 – 23.3 regarding the phase-out of used cars and small vans

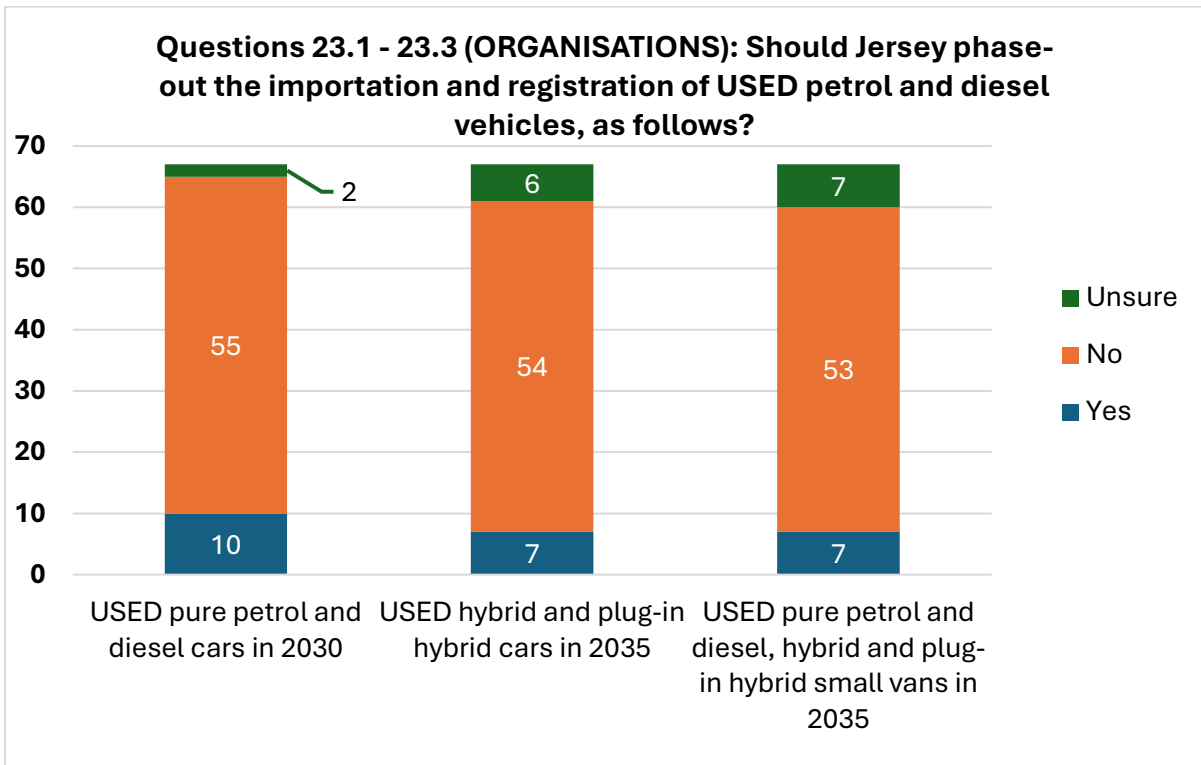


Figure 47: Organisational responses to Question 23.1 – 23.3 regarding the phase-out of used cars and small vans

	Question 23.1- 23.3: Should Jersey phase-out the importation and registration of USED petrol and diesel vehicles, as follows?	Response option	% of individual responses	% of organisational responses
23.1	USED pure petrol and diesel cars in 2030	Yes	15%	15%
		No	79%	82%
		Unsure	6%	3%
			100%	100%
23.2	USED hybrid and plug-in hybrid cars in 2035	Yes	13%	10%
		No	76%	81%
		Unsure	11%	9%
			100%	100%
23.3	USED pure petrol and diesel, hybrid and plug-in hybrid small vans in 2035	Yes	14%	10%
		No	73%	81%
		Unsure	13%	9%
			100%	100%

Table 8: Organisational responses to Question 23.1-23.3 presented as percentages for comparison

Responses to parts 1 to 3 of Question 23 recorded significant disagreement with the proposed phase-out of used cars and small vans in 2030 and 2035. This highest levels of disagreement were with the plan to phase-out the importation and registration of used pure petrol and diesel cars in 2030, with 79% of individuals and 82% of organisation recording a ‘No’ response. 15% of all respondents were in favour. Only 6% if individual respondents and 3% of organisations were ‘Unsure’.

Part 4 of Question 23 asked respondents:

“Do you have any comments about the proposals for phasing-out the importation and registration of USED cars and small vans from 2030?”

650 of 1,944 individual respondents provided a free-text response to Question 23.4. These were characterised by strong opposition to a rigid phase-out, with views driven by cost, infrastructure gaps, fairness concerns, distrust in environmental claims and fears of economic harm. The key themes arising in these responses have been summarised in Table 9 beneath.

20 of 67 organisations recorded a response to Question 23.4. These broadly argued that phasing-out used petrol and diesel vehicle imports would undermine personal choice, increase costs for households and businesses, restrict access to affordable vehicles, and impose impractical EV-related and infrastructure challenges, with many expressing strong opposition to Government intervention and highlighting disproportionate impacts on lower-income groups and local trades. The key themes arising in these responses

Key themes	Summary
Affordability & financial fairness	Many islanders expressed concern that electric vehicles remain unaffordable for most households: up to £8k–£12k more expensive than equivalent used petrol vehicles. Too costly for small businesses and trades reliant on vans. They fear the phaseout would increase inequality, price out lower income groups and heighten the cost of living crisis.
Opposition to mandates / preference for market led transition	Broad resistance to the proposed 2030/2035 phaseout timeline. The transition should be market led, not enforced. Government should encourage rather than ban. Behaviour change should come through incentives, not restrictions. The policy feels rushed, unnecessary, or lacking public mandate.
Requests for exemptions / special cases (e.g., classic cars, motorsport, agricultural, disability adapted, motorhomes)	Respondents commonly requested exemptions for: classic and vintage vehicles, motorsport, agricultural machinery, specialist or commercial vehicles, disability adapted vehicles and motorcycles. Many prefer a flexible approach based on vehicle age, mileage or emissions, rather than blanket bans.
Economic impact on businesses & jobs (incl. vans/trades)	Respondents flag significant potential economic harm. Higher vehicle prices and rapid market inflation. Risk to small businesses, especially trades and delivery services. Knock on effects on the wider economy (jobs, tax base, logistics). Potential reduced mobility for workers who rely on vehicles.
Alternative policy solutions (non ban) (MOT/emissions tests, incentives, public transport, targeted import standards, scrappage)	Common alternative ideas included: targeting highest emission commercial vehicles first. Introducing MOT/emissions testing on island. Incentivising EV uptake instead of mandating it. Improving public transport and active travel infrastructure. Setting emissions based import standards rather than bans. Allowing natural fleet turnover to deliver emission reduction.
Charging infrastructure & grid capacity (on island)	A widely recurring concern is that Jersey lacks: sufficient public charging points, reliable, well maintained chargers, grid capacity for largescale electrification, access for residents in flats/rented homes with no off street parking, local capability for EV battery repair and end of life recycling.
Hybrids/PHEVs as transitional technologies	Some respondents argued: hybrids are more practical than full EVs for many use cases. Forcing the removal of hybrids by 2035 is premature. PHEVs offer a better bridge until technology matures.
Social equity & access (renters/flats, no driveway, rural access, disabled/elderly)	EV transition favours homeowners with driveways. Renters, lower income households and rural residents are disproportionately disadvantaged. Risk of “transport exclusion” for those unable to afford or charge EVs. Fear that the policy could restrict independence, especially for elderly or disabled drivers.
Environmental / lifecycle scepticism (battery mining/ recycling, embodied carbon, “greenwashing”)	Many respondents challenge the environmental rationale and readiness of EVs: concerns about battery mining (lithium, cobalt), production and disposal. Doubts that EVs offer genuine lifecycle emission reductions. Fears that premature replacement of existing vehicles increases embodied carbon. Repeated references to Jersey’s emissions being negligible globally. Some argue the Island should prioritise extending the life of existing vehicles.

Table 9: Summary of individual free text responses to Questions 23.4 regarding the phase-out of used cars and small vans

have been summarised in Table 10 beneath.

Key themes	Summary
Personal choice / market forces	Objections to government intervention, references to “dictatorship”, arguments that the market, not legislation, should drive change
Business impact / affordability	Concerns about cost to small businesses and households, financial hardship, lack of affordable used alternatives, and the impact on trades reliant on ICE vehicles.
EV concerns	Doubts about EV suitability, range, repairs, lack of viable alternatives (especially for vans, hybrids, motorhomes), and safety/environmental worries.
Alignment with UK/EU	Comments referencing Jersey being out of step with UK/EU policy, or the need to wait for clarity from larger markets before legislating.
Vans / commercial vehicle concerns	Concerns that used vans and commercial vehicles are essential for local trades, not easily replaced, or already facing constraints (e.g., EU emissions zones).
Infrastructure concerns	Lack of charging facilities, grid capacity limitations, lack of suitable locations to charge vehicles (especially for renters).
Affordability / low income impacts	Concerns that phasing out used imports will remove the only affordable pathway into car ownership.
Dumping ground concerns	A minority view noting that banning used imports could help prevent Jersey becoming a dumping ground for high polluting vehicles.
Alternative fuels	Limited mentions of sustainable fuels (e-fuels, HVO) as alternative decarbonisation pathways.

Table 10: Summary of organisational free-text responses to Question 23.4 regarding the phase-out of used cars and small vans

All free text responses to Question 23.4 are reproduced in Appendices 7 (individuals) and 11 (organisations) where consent was given for these to be published.

Question 24: Phasing-out other vehicles

Question 24 asked respondents to give their views on types of vehicles which, under the proposals being consulted on, would not be phased-out until after 2035. No target dates have been specified for any vehicles other than cars and small vans.

Question 24.1 – Phasing-out scooters, mopeds and motorcycles

Question 24.1 concerned scooters, mopeds and motorcycles. As shown in Figures 48 and 49 below, just over half of individual (53%) and organisational respondents (52%) agreed that these vehicles should, in accordance with proposals, not be phased-out until after 2035. 16% of individual respondents and 13% of organisational respondents felt that the phase-out of these vehicles should be brought forward to either 2030 or 2035.

Only 10% of individual respondents recorded that they were ‘Unsure’, compared to 19% of organisational respondents. This may relate to lower levels of organisational use of two-wheeled motorised vehicles, compared to high levels of individual ownership for personal transport. 21% of individuals and 16% of organisations selected the ‘Other’ option.

Question 24.1 (INDIVIDUALS): Should Jersey change the proposed post-2035 phase-out date for petrol and diesel scooters, mopeds and motorcycles?

- No, phase-out date should be AFTER 2035 (no change)
- Yes, phase-out date should be brought forward to 2030
- Yes, phase-out date should be brought forward to 2035
- Unsure
- Other phase-out date (please give details below)

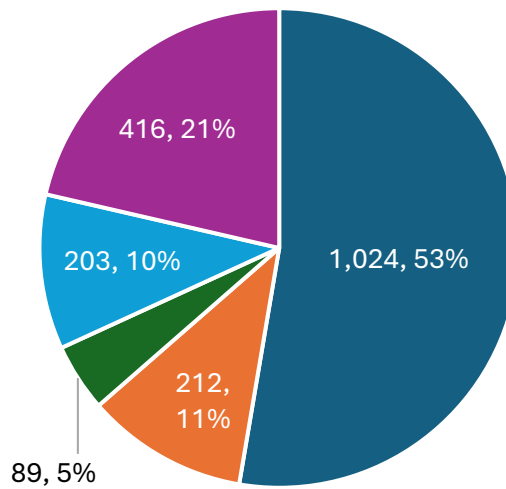


Figure 48: Individual responses to Question 24.1 regarding the phase-out of scooters, mopeds and motorcycles

Question 24.1 (ORGANISATIONS): Do you think Jersey should change the proposed post-2035 phase-out date for any of the following types of petrol and diesel vehicles - scooters, mopeds and motorcycles?

- No, phase-out date should be AFTER 2035 (no change)
- Yes, phase-out date should be brought forward to 2030
- Yes, phase-out date should be brought forward to 2035
- Unsure
- Other phase-out date (please give details below)

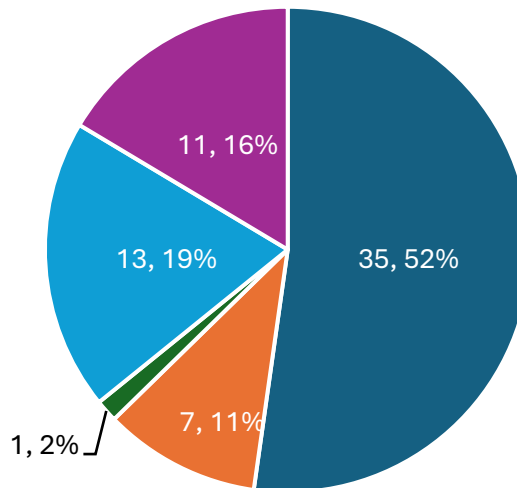


Figure 49: Organisational responses to Question 24.1 regarding the phase-out of scooters, mopeds and motorcycles

Question 24.2 – Phasing-out minibuses, buses and coaches

Question 24.2 asked for respondents’ views on the proposed phase-out of minibuses, buses and coaches after 2035. A breakdown of the individual and organisational responses to Question 24.2 is shown in Figures 50 and 51 below.

55% of organisations felt that the proposed post-2035 phase-out date should not change, but only 44% of individuals had the same view. This difference was largely due to a higher

percentage of individuals wanting the date to be brought forward to 2035 and higher levels of 'Other' responses. Additionally, minibuses, buses and coaches are rarely owned by individuals, so the responding organisations responding may have greater exposure to details regarding the future availability of low and zero emission alternatives.

23% of individuals and 17% of organisations believed the phase-out of these vehicles should be brought forward to 2030 or 2035. A similar percentage of both groups (14% of individuals and 15% of organisations) were 'Unsure' if the proposed plans should be changed. 19% of individuals and 13% of organisations recorded that they would prefer an 'Other' option.

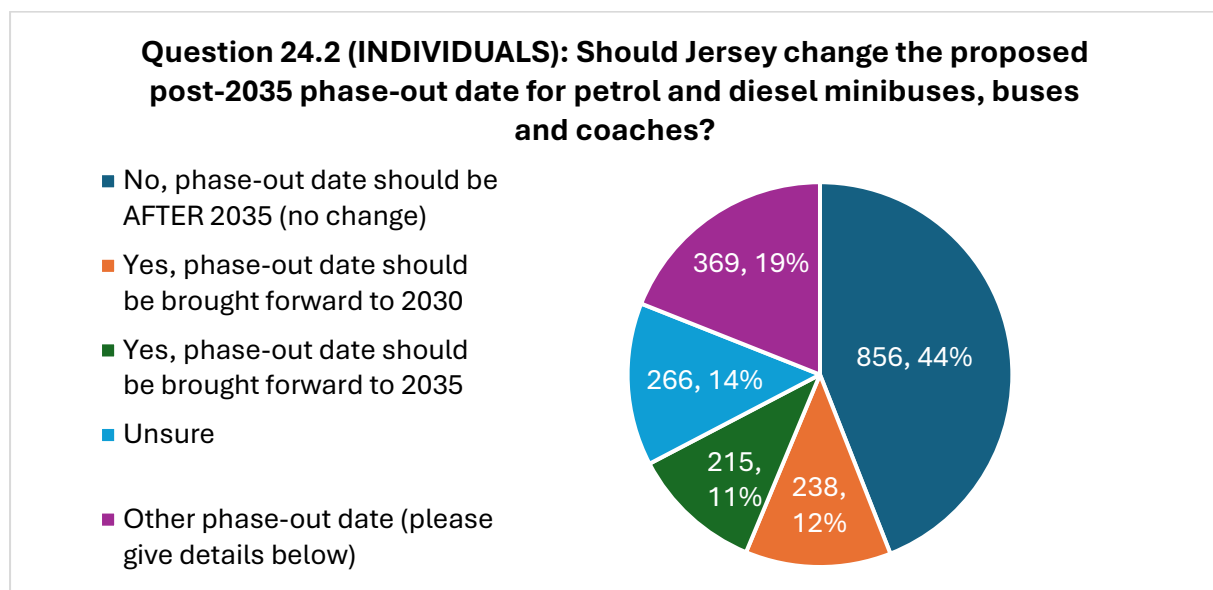


Figure 50: Individual responses to Question 24.2 regarding the phase-out of minibuses, buses and coaches

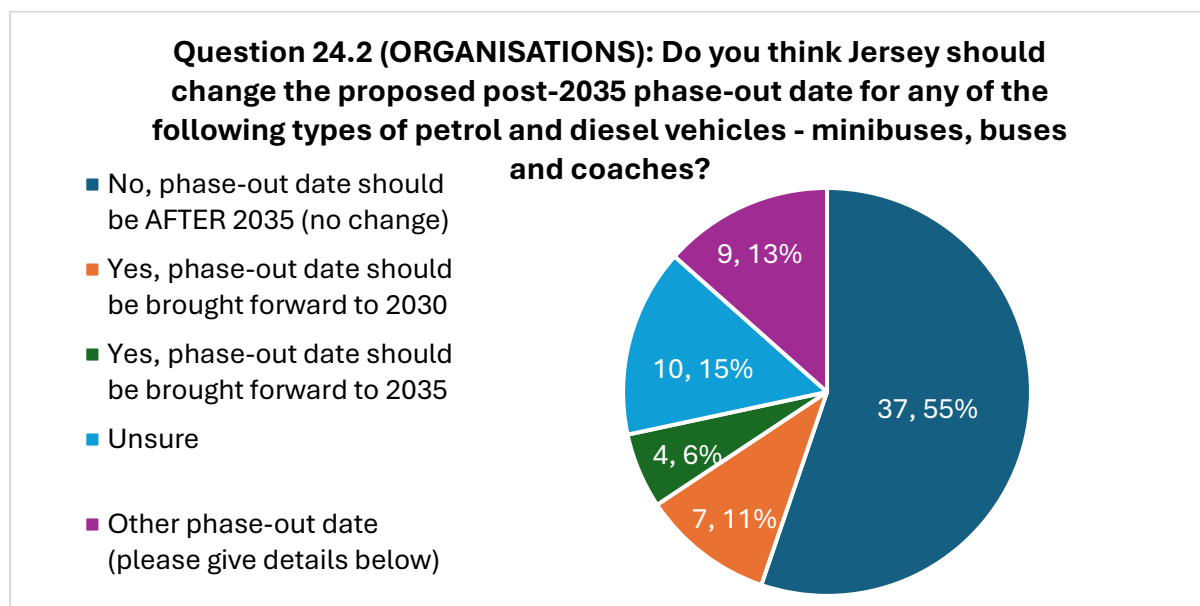


Figure 51: Organisational responses to Question 24.2 regarding the phase-out of minibuses, buses and coaches

Question 24.3 – Phasing-out vehicles over 3,500kg but under 7,500kg including large goods vehicles

Question 24.3 asked for respondents’ views on the proposed phase-out of petrol and diesel vehicles over 3,500kg but under 7,500kg. This group is typically comprised of large goods vehicles, the majority of which have diesel engines. Driver and Vehicle Standards (DVS) record these vehicles as a specific category in Jersey’s register of vehicles. A breakdown of the individual and organisational responses to Question 24.3 is shown in Figures 52 and 53 below.

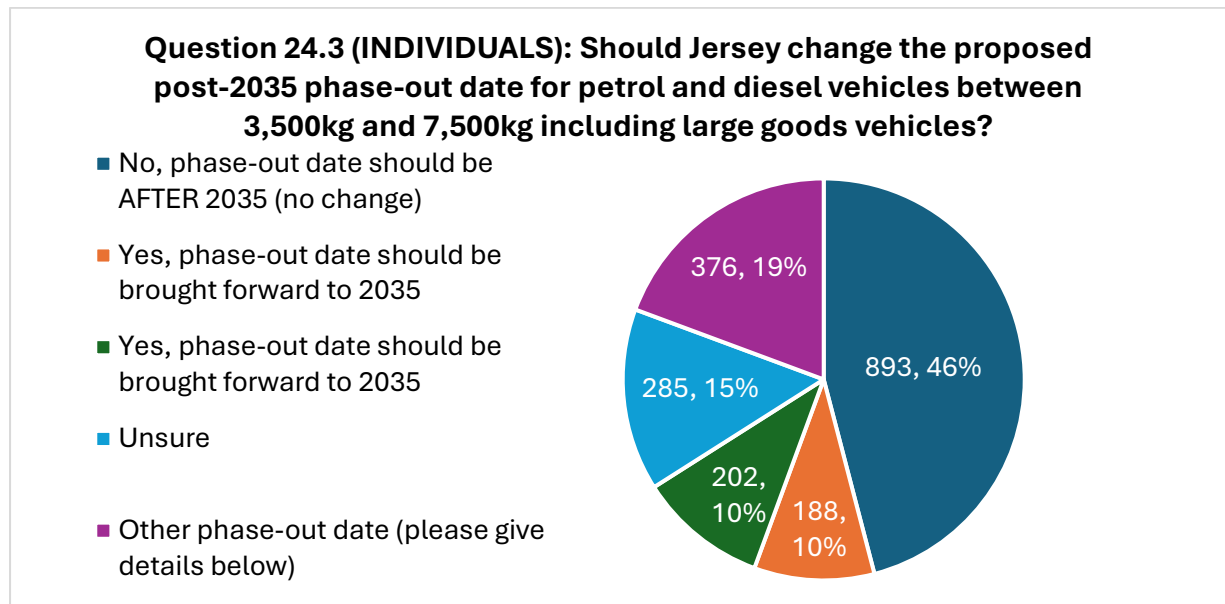


Figure 52: Individual responses to Question 24.3 regarding the phase-out of vehicles over 3,500kg but under 7,500kg

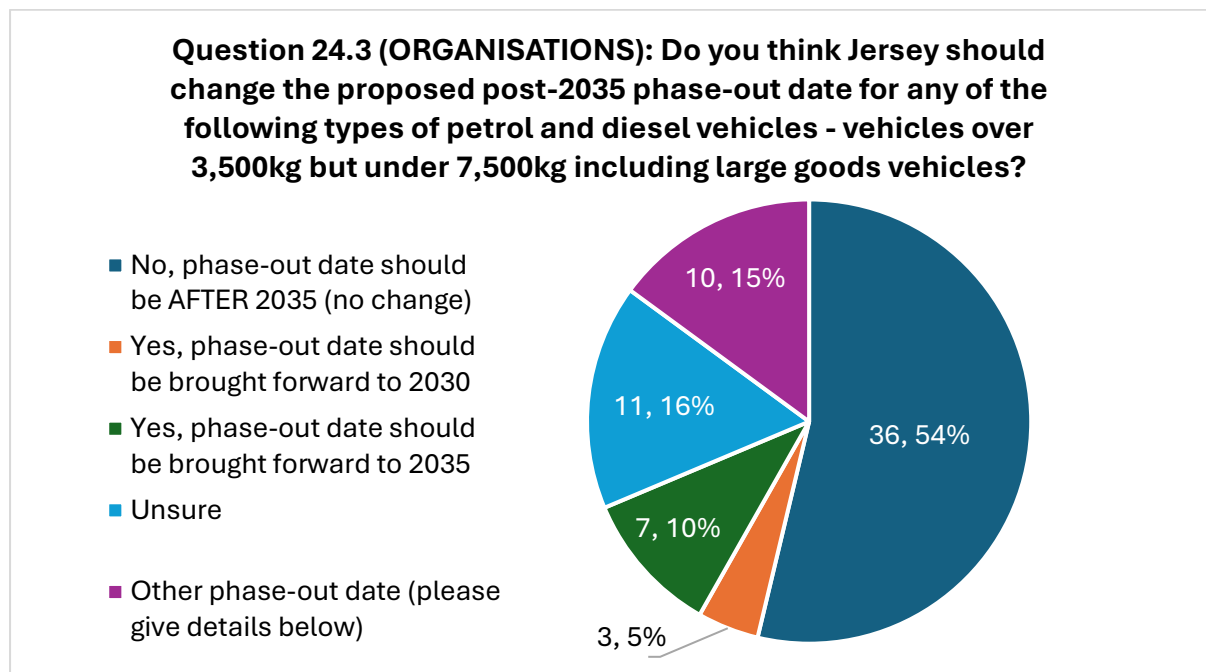


Figure 53: Organisational responses to Question 24.3 regarding the phase-out of vehicles over 3,500kg but under 7,500kg

As with Question 24.2, there was a markedly higher rate of agreement from organisations (54%) for a post-2035 phase-out date, compared to individuals (46%). 19% of individuals and 15% of organisations felt that there should be an ‘Other’ option for the phase-out date for these vehicles. 15% of organisations felt that the phase out of these vehicles should be brought forward, compared to 20% of individuals. The proportions of respondent who were ‘Unsure’ were similar with 15% of individuals and 16% of organisations selecting this option.

Question 24.4 – Phasing-out vehicles over 7,500kg including refuse trucks and road haulage vehicles

Question 24.4 asked for respondents’ views on the proposed phase-out of petrol and diesel vehicles over 7,500kg. This group includes heavy vehicles such as refuse trucks and those used for haulage. Almost all vehicles in this group have diesel engines. Driver and Vehicle Standards (DVS) record these vehicles as a specific category in Jersey’s register of vehicles. A breakdown of the individual and organisational responses to Question 24.4 is shown in Figures 54 and 55 below.

The split of responses from individuals and organisations was similar to those for Questions 24.2 and 24.3, with a higher percentage (19%) of individuals wanting the phase-out of these vehicles to be brought forward to 2030 or 2035, compared to 15% of organisations. 54% of organisation felt there should not be a change to proposals, with 46% of individuals holding the same view. Again, individuals were more likely to record an ‘Other’ response to this question compared to organisations, with 19% and 13% selecting this answer respectively.

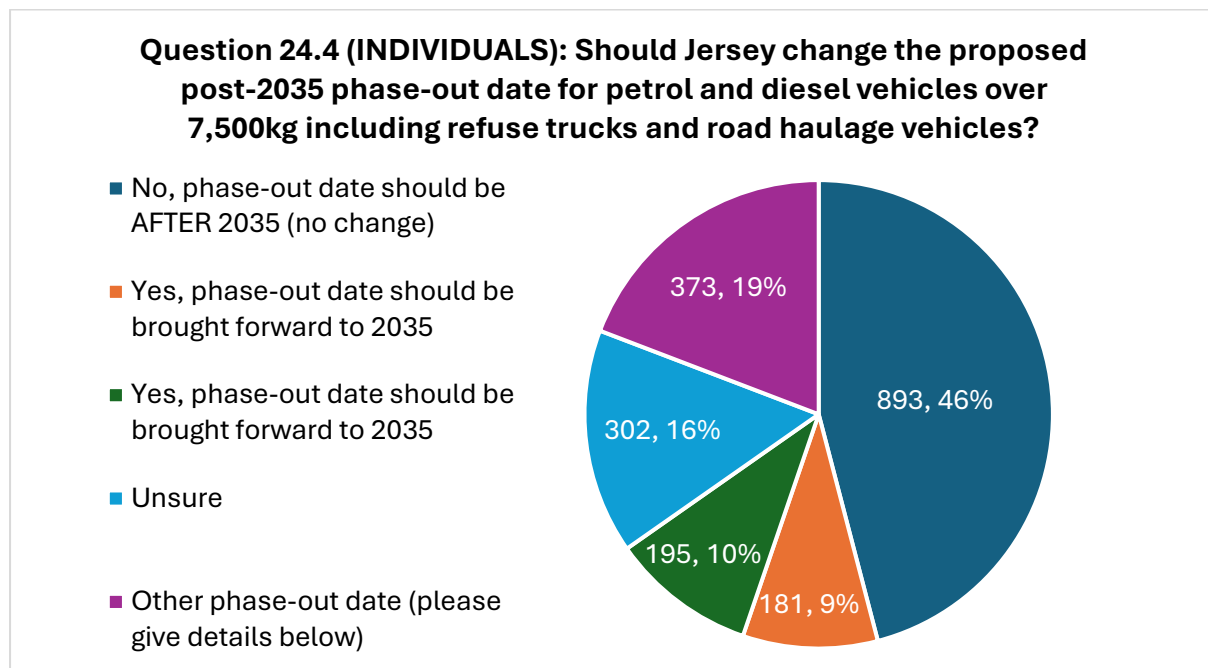


Figure 54: Individual responses to Question 24.4 regarding the phase-out of vehicles over 7,500kg

Questions 24.4 (ORGANISATIONS): Do you think Jersey should change the proposed post-2035 phase-out date for any of the following types of petrol and diesel vehicles - vehicles over 7,500kg including refuse trucks and road haulage vehicles?

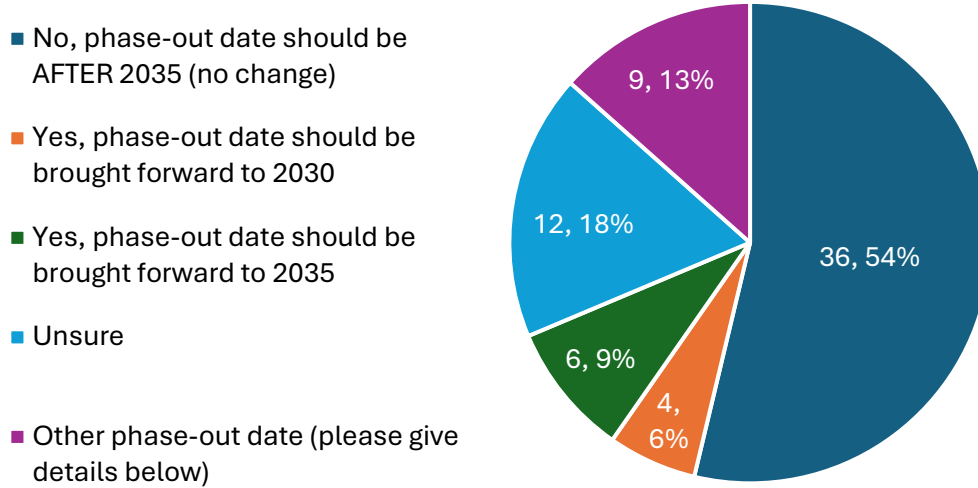


Figure 55: Organisational responses to Question 24.4 regarding the phase-out of vehicles over 7,500kg

Question 24.5 – Phasing-out agricultural vehicles including tractors and telehandlers

Question 24.5 asked for respondents’ views on the proposed phase-out of agricultural petrol and diesel vehicles over 7,500kg. This group includes tractors and telehandlers, although it should be noted the latter are not exclusively used in agriculture. Almost all vehicles in this group have diesel engines. Driver and Vehicle Standards (DVS) record a specific ‘Agricultural’ category in Jersey’s register of vehicles. A breakdown of the individual and organisational responses to Question 24.5 is shown in Figures 56 and 57 below.

Individual and organisational responses to Question 24.5 varied significantly. 58% of organisations agreed that the phase-out of agricultural vehicles should not take place until after 2035, however only 20% of individuals shared this view. 52% of individuals selected the ‘Other’ response option compared to 15% of organisations. The proportions of those who felt this aspect of the phase-out should be brought forward was similar; 13% of individuals compared to 9% of organisations. 15% of individuals and 18% of organisations were unsure.

Question 24.5 (INDIVIDUALS): Should Jersey change the proposed post-2035 phase-out date for petrol and diesel agricultural vehicles including tractors and telehandlers?

- No, phase-out date should be AFTER 2035 (no change)
- Yes, phase-out date should be brought forward to 2030
- Yes, phase-out date should be brought forward to 2035
- Unsure
- Other phase-out date (please give details below)

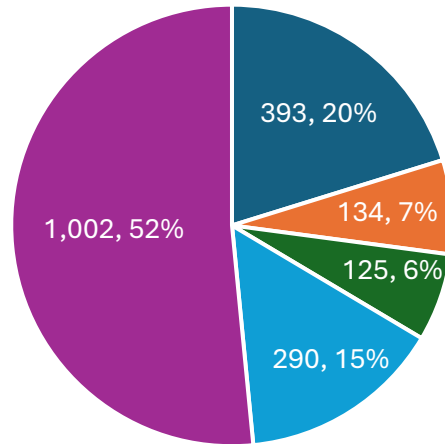


Figure 56: Individual responses to Question 24.5 regarding the phase-out of agricultural vehicles

Questions 24.5 (ORGANISATIONS): Do you think Jersey should change the proposed post-2035 phase-out date for any of the following types of petrol and diesel vehicles - agricultural vehicles including tractors and telehandlers?

- No, phase-out date should be AFTER 2035 (no change)
- Yes, phase-out date should be brought forward to 2030
- Yes, phase-out date should be brought forward to 2035
- Unsure
- Other phase-out date (please give details below)

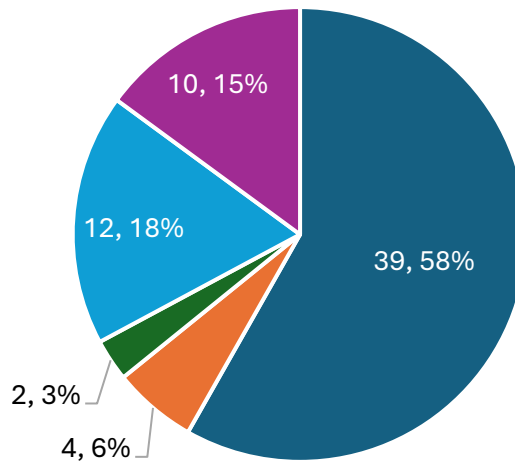


Figure 57: Organisational responses to Question 24.5 regarding the phase-out of agricultural vehicles

Question 24.6 – Phasing-out other petrol and diesel vehicles

Question 24.6 asked for respondents' views on the proposed phase-out of all other types of petrol and diesel vehicles that had not been addressed in the earlier parts of Question 24. A breakdown of the individual and organisational responses to Question 24.6 is shown in Figures 58 and 59 below.

51% of organisations and 38% of individuals agreed that the proposed phase-out of all other types of petrol and diesel vehicles after 2035 should remain unchanged. Significant percentages of respondents (20% of individuals and 24% of organisations) indicated that they were 'Unsure' if this proposal should be changed. Only 7% of individuals and 3% of organisations thought this aspect of the phase-out should be brought forward to 2030 or 2035. 19% of individuals selected the 'Other' response option compared to 9% of organisations. 16% of individuals and 13% of organisation chose not to answer the question.

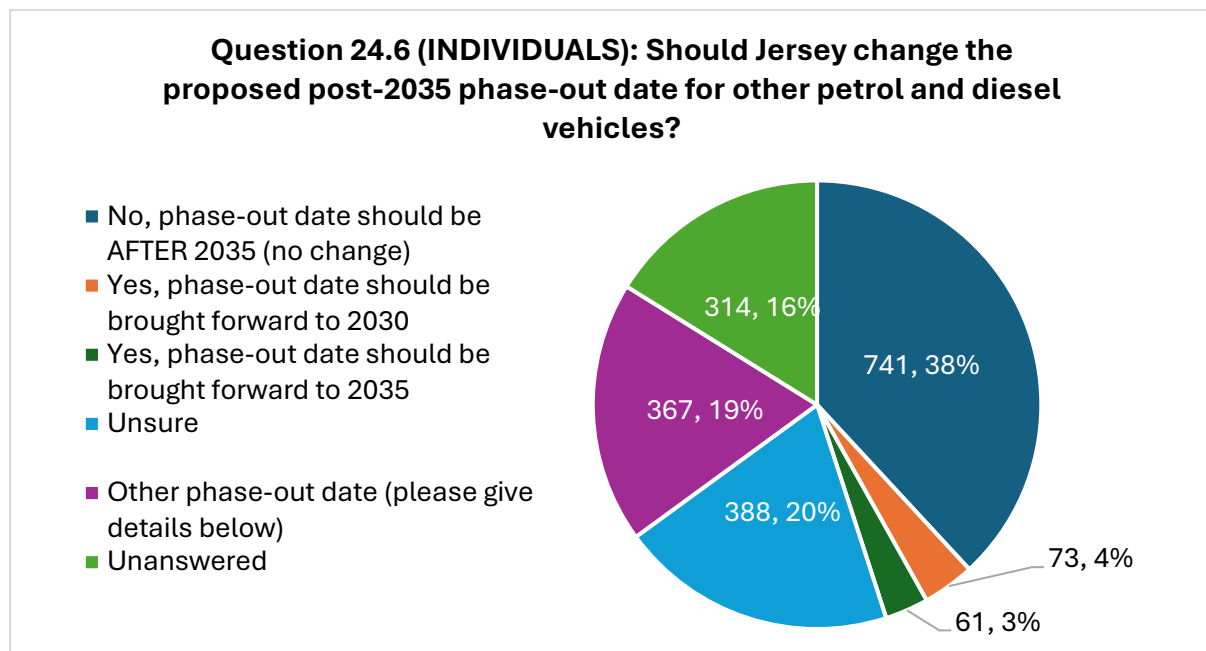


Figure 58: Individual responses to Question 24.6 regarding the phase-out of other vehicles

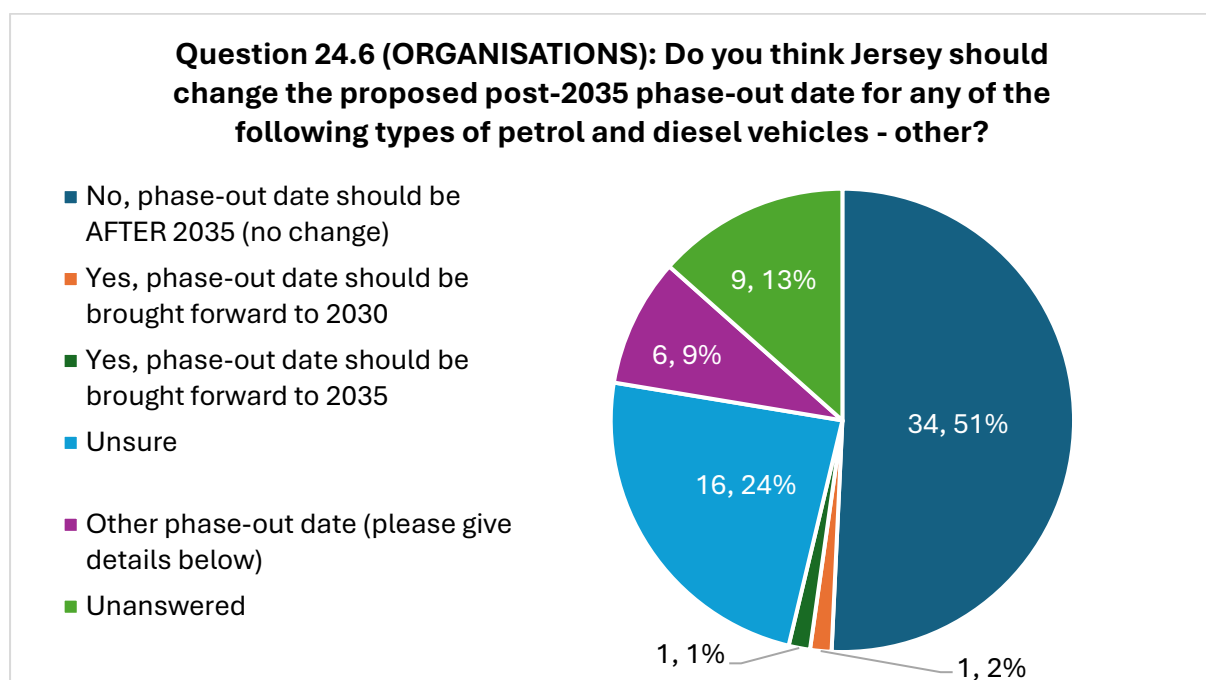


Figure 59: Organisational responses to Question 24.6 regarding the phase-out of other vehicles

Question 24.7 – Free-text responses regarding the phase-out of other vehicle types

Part 7 of Question 24 was optional and provided respondents with a free-text field in which to specify the ‘Other’ types of vehicles they had referred to in part 6 of the question. Respondents could also use their free-text responses to explain their preferences regarding the phase-out of the groups of vehicles addressed in parts 1 to 5 of the question. The question wording stated:

“If you recorded a response in the 'Other' categories above, please explain which group(s) of vehicles your response relates to and when you think these should be phased-out.”

Ahead of the next section of the survey which explicitly addressed proposed exemptions to the phase-out, some respondents shared their views on the exemptions they would like to see as part of their response to Question 24.7.

All free text responses to Question 24.7 are reproduced in Appendices 7 (individuals) and 11 (organisations) where consent was given for these to be published. Microsoft Copilot was used to support analysis and summaries of responses to this question.

33% of individuals (643 of 1,944) recorded an optional free text response to Question 24.7. Buses, agricultural vehicles (including tractors), motorcycles, classic / vintage vehicles and vans and trucks were most frequently cited. Individual responses to Question 24.7 have been summarised in Table 11 below, which has been prepared with the assistance of Microsoft Copilot.

Vehicle type most frequently mentioned	Summary	Proposed date for phase-out of that vehicle category
Commercial and Agricultural Vehicles	Commercial and agricultural vehicles such as buses, vans, tractors, HGVs, and trucks. Respondents raised themes of commercial viability, opposition to the phaseout, and infrastructure readiness. Respondents note that these vehicles are essential for daily operations across agriculture, logistics, construction, and public transport, and that EV alternatives are often either unavailable or unsuitable due to constraints such as payload, towing requirements, or route length. These concerns were widely reflected in comments calling for exemptions or extended timelines for heavier and work related vehicles.	Strong push for <i>later timelines</i> - option to bring forward to 2030 from post-2035 widely rejected

Vehicle type most frequently mentioned	Summary	Proposed date for phase-out of that vehicle category
Two Wheelers: Motorcycles and Motorbikes	Motorcycles and motorbikes appeared frequently, linked to themes of opposition, practicality concerns, and low emissions relative to larger vehicles. Many respondents argue that these vehicles offer efficient mobility, especially for commuting, and that they have comparatively low environmental impact. This was paired with concerns that the electric motorcycle market is less mature than that for cars, contributing to fears that a phase-out would restrict affordable and flexible transport options.	Mixed views; many prefer 2040–2050 or exemptions
Classic, Vintage, and Historic Vehicles	A significant number of respondents referred to classic, vintage, and historic vehicles, usually in the context of requesting exemptions. These references closely aligned with themes of cultural value, heritage preservation, and special case exemptions. Respondents highlighted the limited mileage and unique value of these vehicles, expressing concern that a uniform phaseout timeline would be disproportionate and unnecessarily harmful to heritage motoring and related community activities.	Very few dates; most want full exemption
Emergency and Essential Service Vehicles	References to emergency vehicles such as fire engines were frequently paired with calls for special exemptions on the basis of critical service delivery. Respondents expressed concern that emergency fleets require high reliability, rapid refuelling, and long operational range - factors they feel are not yet fully supported by electric technologies or charging networks.	Almost no date proposals; focus on operational exemptions
Motorhomes, Camper Vans, and Off Island Travel Vehicles	Motorhomes and camper vans are typically mentioned alongside concerns about off island travel, range limitations, and charging practicality. Respondents stressed that these vehicles are primarily used for long distance trips, often across Europe, where charging logistics and ferry policies become significant barriers.	Extremely limited explicit dates; strong suitability concerns

Table 11: Summary of individual free text responses to Question 24.7

33% of responding organisations (22 of 67) recorded a free text response to Question 24.7. Respondents overwhelmingly emphasised that many vehicle categories, especially agricultural machinery, emergency vehicles, specialist operational assets, motorcycles, and classic or enthusiast vehicles, are not currently / realistically replaceable with electric alternatives. There were strong calls for exemptions, alternative fuel pathways, and warnings about infrastructure, safety, cost and cultural impacts. Responses addressed both specific vehicle types and other themes. These have been summarised in Tables 12 and 13 below which have been prepared with the assistance of Microsoft Copilot.

Vehicle type	Summary	Proposed date for phase-out of that vehicle category
Agricultural / plant / horticultural machinery	Claims that tractors, agricultural vehicles, and plant machinery cannot feasibly electrify, and should be exempt.	Strong majority proposal: No phase-out for agricultural / plant machinery, including post-2035.
Classic / historic / collector / enthusiast vehicle	Strong calls for exemptions for vintage cars, classic tractors, club vehicles, track vehicles and motor sport related imports.	Strong majority proposal: Full exemption, classic/ collector/ enthusiast vehicles should not be phased out at any date
Motorcycles / scooters / small leisure vehicles	Arguments that motorcycles, scooters and small-engine vehicles should remain permitted due to lower impact and lack of EV alternatives.	Dominant proposal: No phase-out for motorcycles/scooters; they should be allowed indefinitely.
Emergency / specialist / operational vehicles	Fire trucks, emergency services fleets, airport/ports operational vehicles, and other specialist equipment needing exemption.	Common proposal: Post-2035 exemptions or no phase-out at all for emergency / specialist/operational vehicles

Table 12: Organisational free-text responses to Question 24.7 addressing the phase-out of specific vehicle types

Other themes	Description
No phase-out / oppose any bans	Calls for <i>no</i> phase-out of any vehicle types; arguments about freedom of choice, impracticality, or low local emissions impact.
Alternative fuels (HVO, e-fuels, synthetic fuels)	Preference for decarbonising existing vehicles via sustainable fuels rather than mandating EV transition.
Infrastructure, grid capacity & charging limitations	Concerns that Jersey lacks the charging and electrical infrastructure for heavier vehicles or widespread EV adoption.
Cost / business impact / commercial viability	Concerns that electrifying specialist fleets or heavy vehicles would impose unsustainable costs on small businesses.
Limited or no viable EV alternatives	Statements that certain vehicle groups (agricultural, emergency, plant, classic, specialist) have no realistic electric equivalents.
Safety concerns (including EV fires & ferry transport risk)	Concerns about EV fire hazards and implications for marine transport to / from the Island.

Table 13: Organisational free-text responses to Question 24.7 addressing other themes associated with the phase-out

Proposed Exemptions for pure petrol and diesel cars in 2030

Questions 25 to 27 asked respondents to comment on the proposed exemptions to the phase-out. Proposals were strictly limited to those that would be introduced in 2030 in conjunction with the phase-out of the importation of pure petrol and diesel cars. No exemptions were proposed for other vehicles or later dates.

Question 25.1-25.4: Level of agreement with proposed exemptions for pure petrol and diesel cars in 2030

Parts 1 to 4 of Question 25 asked for respondents to indicate their level of agreement with the four types of exemptions proposed. These are as follows:

- Cars already owned by individuals who are moving to live in Jersey (subject to conditions)
- Cars over 50 years old
- Cars adapted to be driven by an individual with a disability or physical impairment or to carry a person in a wheelchair or by stretcher
- Cars adapted for a special purpose, e.g. hearses, ambulances and armoured vehicles.

Individual and organisational responses to Question 25.1 to 25.4 are presented separately in Figures 60 and 61 and for comparison in Table 14 beneath.

Across both groups, between 59% and 76% of respondents ‘Strongly agreed’ or ‘Agreed’ with the four proposed exemptions. The proportion of individual and organisational respondents who ‘Strongly disagreed’ or ‘Disagreed’ with the proposed exemptions ranged from 14% to 22%. Neutral responses ranged from 11% to 22%.

The two proposed exemptions that received the most support were those for cars over 50 years old and cars that had been adapted for an individual with a disability or physical impairment or to carry a person in a wheelchair or by stretcher.

Question 25.5 – Free-text responses

Part 5 of Question 25 was optional and provided respondents with a free-text field in which to comment on the exemptions proposed in the first four parts of the question. The question wording stated:

“Do you have any comments regarding the four proposed exemptions to the 2030 phase-out of pure petrol and diesel cars listed above?”

24% of individual respondents (470 of 1,944), entered a free- text response to Question 25.5. A significant number of these responses did not directly answer the question and used their response to comment on other issues related to the phase-out. 28% of organisations (19 of 67) responded to Question 25.5.

Summaries of the key themes from the individual and organisational free text responses to Question 25.5 are presented in Tables 15 and 16 beneath. These Tables have been prepared with the assistance of Microsoft Copilot. All free text responses to Question 25.5 are reproduced in Appendices 8 (individuals) and 12 (organisations) where consent was given for these to be published.

Question 25 (INDIVIDUALS): Rate your level of agreement with each of the proposed exemptions for pure petrol and diesel cars in 2030

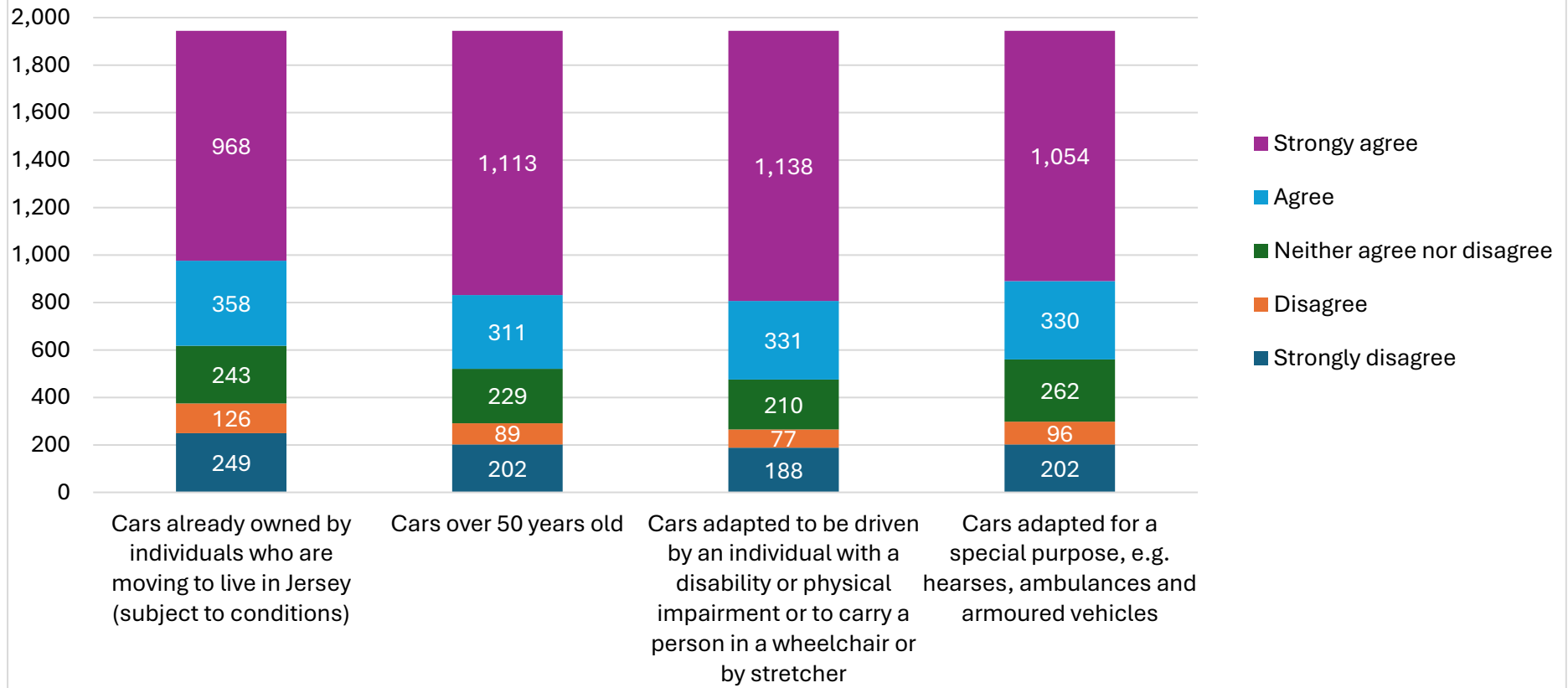


Figure 60: individual responses to Question 25 regarding the four proposed exemptions for pure petrol and diesel cars in 2030

Question 25 (ORGANISATIONS): Rate your level of agreement with each of the proposed exemptions for pure petrol and diesel cars in 2030

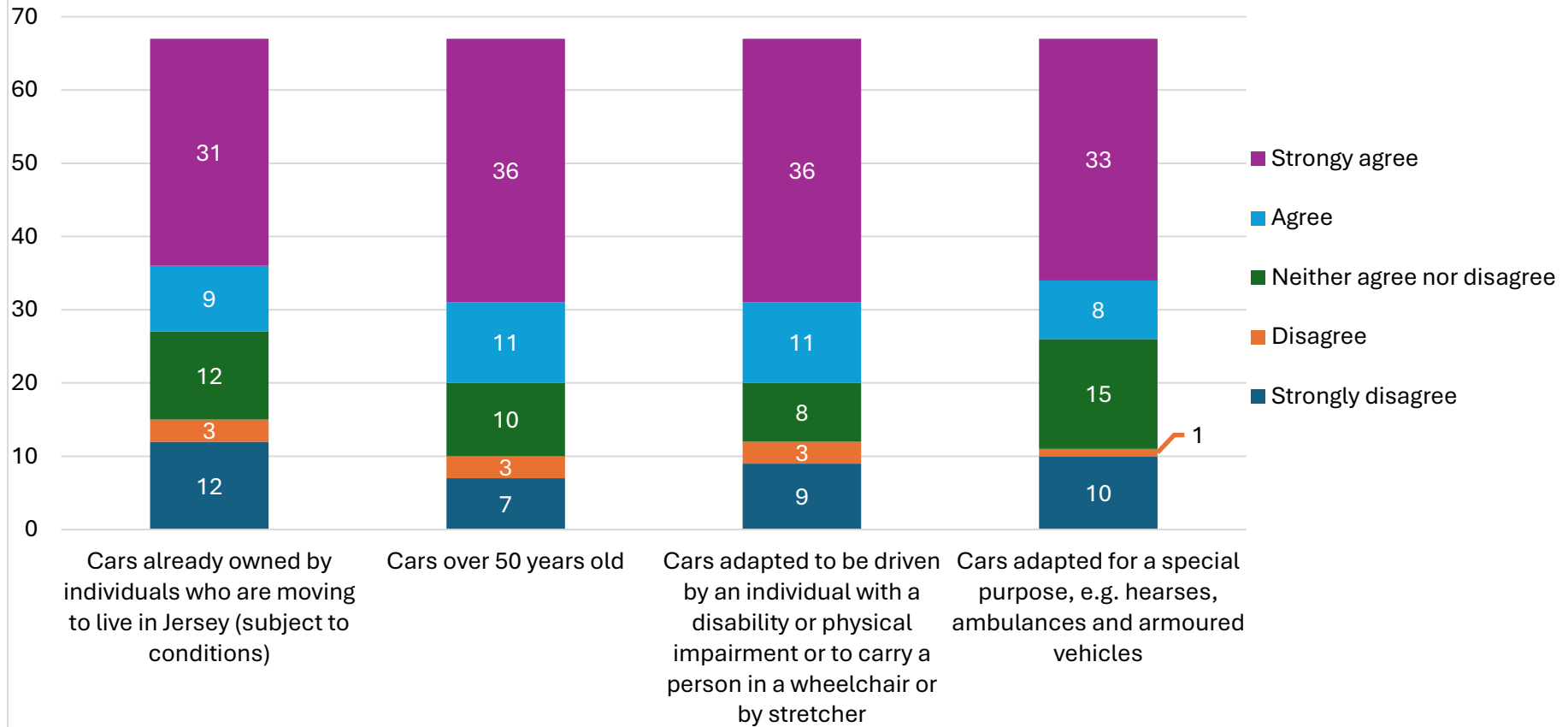


Figure 61: Organisational responses to Question 25 regarding the four proposed exemptions for pure petrol and diesel cars in 2030

	Please rate your level of agreement with each of the proposed exemptions for pure petrol and diesel cars in 2030.	Response option	% of individual responses	% of organisational responses
25.1	Cars already owned by individuals who are moving to live in Jersey (subject to conditions)	Strongly agree	50%	46%
		Agree	18%	13%
		Neither agree nor disagree	13%	18%
		Disagree	6%	4%
		Strongly disagree	13%	18%
			100%	100%
25.2	Cars over 50 years old	Strongly agree	57%	54%
		Agree	16%	16%
		Neither agree nor disagree	12%	15%
		Disagree	5%	4%
		Strongly disagree	10%	10%
			100%	100%
25.3	Cars adapted to be driven by an individual with a disability or physical impairment or to carry a person in a wheelchair or by stretcher	Strongly agree	59%	54%
		Agree	17%	16%
		Neither agree nor disagree	11%	12%
		Disagree	4%	4%
		Strongly disagree	10%	13%
			100%	100%
25.4	Cars adapted for a special purpose, e.g. hearses, ambulances and armoured vehicles	Strongly agree	54%	49%
		Agree	17%	12%
		Neither agree nor disagree	13%	22%
		Disagree	5%	1%
		Strongly disagree	10%	15%
			100%	100%

Table 14: Comparison of individual and organisational responses to Questions 25.1-25.4, presented as percentage splits across each response option

Theme	Summary
Classic / Heritage vehicles (incl. age limit concerns)	Very frequent comments about the cultural value of classic cars and objections to the “50-year” threshold. Many request lowering to 25–40 years or using a rolling definition. Themes included: heritage, community events, collectors, tiny mileage, negligible emissions.
Motorsport / hobby vehicles	Strong support for exemptions for motorsport cars (rally, sand racing, sprint, track day, kit cars). Often framed as vital to Island culture and attracting visitors, with very low mileage
Specialist/adapted vehicles (disability, ambulances, hearses etc.)	Broad consensus that vehicles for disability use, ambulances, hearses, and other special-purpose equipment must remain exempt because suitable EVs are not available

Theme	Summary
Fairness / equity (locals vs new residents, loopholes)	Repeated objections to “one rule for locals, another for new residents”. Concerns about loopholes, an unfair system benefiting wealthy incomers, and disadvantaging low-income groups
Economic & social impacts	Comments highlighted perceived risks to: low-income households, tradespeople, importers, motoring clubs & tourism (e.g., motoring festivals), recruitment of high-value residents
Opposition to phase-out entirely	A significant proportion rejected the whole phase-out policy, describing it as: unnecessary, ineffective, undemocratic, limiting freedom of choice
Environmental scepticism / EV concerns	Themes included: classic cars’ mileage is negligible, EV batteries cause more environmental harm, Jersey’s emissions (~357,626 tCO ₂ e, 2023) are insignificant globally, better to target heavy vehicles or older dirty diesels
Infrastructure / EV practicality issues	Concerns about: insufficient charging infrastructure, grid reliability, lack of home charging, cost and suitability of EVs, lack of EV alternatives for work vehicles
Policy design issues (arbitrary cut-offs, complexity, alignment)	Critiques of: arbitrary age limit (50 years), overly complex exemptions, risk of loopholes/black markets, need for a fair, transparent, evidence-based framework, desire to align with UK/EU rules
Alternative policy ideas (mileage caps, taxes, biofuels, hydrogen)	Suggestions included: mileage caps, higher import duties, targeted taxes on high-emissions vehicles, allowing classic cars with restrictions (special occasions only), hydrogen / synthetic fuels, case-by-case decisions
Emotional / identity-based (heritage, freedom, community)	Vehicles framed as integral to identity, freedom, heritage, hobbies, and community

Table 15: Summary of themes from individual free-text responses to Question 25.5

Theme	Summary
Critique of the 50-year classic threshold / call for lower or rolling age	Many respondents felt the 50-year age threshold was too high and should be lowered (often suggesting 15–40 years or a rolling definition). Arguments centred on heritage value, club activity, and the minimal emissions from very low-mileage classics
Disability-adapted / special-purpose exemptions should remain	There was broad endorsement that wheelchair-accessible vehicles and special-purpose vehicles (e.g., hearses, ambulances, armoured) should be exempt, given essential functions and limited practical EV alternatives today
Fairness: treat newcomers and locals equally (avoid two-tier system)	Some comments objected to any perceived two-tier system that lets people moving to Jersey import ICE vehicles while restricting locals, calling for consistent treatment (sometimes with conditions such as minimum prior ownership)

Theme	Summary
Additional exemptions: motorhomes / campervans, motorsport / track / hill-climb, agricultural / plant / HGV	Organisations most frequently cited motorhomes/campervans, motorsport/track/hill-climb vehicles, and agricultural/plant as deserving exemptions because of limited alternatives, low annual mileage, or specialist use
Use taxes/ tariffs (road/ green/ emissions-based)	A recurring suggestion was to use road/green taxes or emissions-based tariffs rather than outright bans, with revenue used to fund green initiatives; some also proposed tight, evidence-based, time-limited exemptions
Alternative fuels / lifecycle framing (HVO, e-fuels, mass balancing)	Several comments asked Government to enable/encourage renewable fuels (e.g., HVO, e-fuels/synthetic fuels) for specialist vehicles and to consider lifecycle emissions when deciding exemptions
Oppose the phase-out / “no need”	A minority argued there should be no need for exemptions because the phase-out itself should be paused or scrapped; others preferred market-led transition or alignment with wider jurisdictions

Table 16: Summary of themes from organisational free-text responses to Question 25.5

Question 26: Comments on inclusion of pure petrol and diesel cars produced by small and micro volume manufacturers and pure petrol and diesel kit cars in the scope of Jersey's 2030 phase-out

Question 26 addressed the issue of a proposed exemption to the UK’s phase-out of the sale of new cars from 2030 for kit cars and cars produced by manufacturers that meet the UK’s definition of either ‘small’ or ‘micro’ volume. It was not proposed that this set of UK exemptions should be replicated as part of Jersey’s phase-out. Optional free-text comments were invited in response to the following question:

“The UK's 2030 phase-out for the sale of new petrol and diesel cars includes exemptions designed to support specific types of manufacturers located in the UK, by giving them until 2035 to fully transition to producing zero emission vehicles. These are:

- Pure petrol and diesel kit cars. Kit cars are defined as the components required to construct a car and sold by manufacturers in one or more kits for home assembly
- Pure petrol and diesel cars produced by micro volume manufacturers. These are defined as manufacturers registering fewer than 1,000 cars and fewer than 1,000 vans each year
- Pure petrol and diesel cars produced and small volume manufacturers. These are defined as manufacturers registering between 1,000 and 2,500 cars and between 1,000 and 2,500 vans each year.

It is proposed that Jersey's 2030 phase-out should NOT exempt the importation and registration of pure petrol and diesel cars produced by these manufacturers or pure petrol and diesel kit cars.

If you have any comments regarding the inclusion of pure petrol and diesel cars produced by small and micro volume manufacturers and pure petrol and diesel kit cars in the scope of Jersey's 2030 phase-out, please share these below.”

27% of individuals (521 of 1,944) responded to Question 26. A summary of the reasons given by individual respondents for and against inclusion of these UK exemptions in Jersey’s phase-out policy, are set out in Table 17 below. This Table has been prepared with the assistance of Microsoft Copilot.

Reasons FOR inclusion of these vehicles as an exemption	Reasons AGAINST inclusion of these vehicles as an exemption
Very low annual mileage and therefore very low emissions	Recreation should not override sustainability
Tiny production volumes	Creates loopholes, allowing people to bypass restrictions by categorising vehicles as kit cars or specialist imports
Essential for motorsport, including rallying	Perceived unfairness, as exemptions may disproportionately benefit wealthier hobbyists or collectors
Strong cultural and community value, supporting local car clubs, enthusiasts, engineering hobbies	Undermines environmental goals, as some respondents argued the policy should apply consistently to all fossil-fuel vehicles
Supports local small businesses, engineers, specialist workshops	Administrative burden, requiring inspections or verification to confirm genuine kit or micro-volume status. Complexity of enforcement, increasing the risk of mis-classified imports

Table 17: Summary of individual free-text responses to Question 26

15 of 67 organisations (22%) responded to Question 26. Organisations generally felt that kit cars and small/micro-volume manufacturer vehicles should be exempt because they have minimal environmental impact, limited viable EV alternatives, strong cultural or specialist value, and the precedent of UK support. Whilst a smaller group opposed additional exemptions on fairness, policy clarity, and limited local relevance grounds.

Reasons FOR inclusion of these vehicles as an exemption	Reasons AGAINST inclusion of these vehicles as an exemption
Respondents argue it should be a matter of personal or market choice; exemptions support consumer freedom	Exemptions seen as benefiting affluent hobbyist buyers, not the wider public
Exemptions should match UK policy, which allows flexibility for specialist manufacturers up to 2,500 vehicles per year	Jersey has no local specialist manufacturers; exemptions add complexity without economic benefit
These vehicles lack realistic zero-emission substitutes and should therefore be exempt	Exemptions risk weakening the simplicity or coherence of the phase-out policy

Reasons FOR inclusion of these vehicles as an exemption	Reasons AGAINST inclusion of these vehicles as an exemption
These vehicles contribute negligible emissions due to tiny fleet size and low mileage	
Exemptions protect motoring heritage, engineering skills, and enthusiast communities	

Table 18: Summary of organisational free-text responses to Question 26

A summary of the reasons given by organisational respondents for and against inclusion of these UK exemptions in Jersey’s phase-out policy, are set out in Table 18 above. This Table has been prepared with the assistance of Microsoft Copilot. All free text responses to Question 26 are reproduced in Appendices 8 (individuals) and 12 (organisations) where consent was given for these to be published.

Question 27: Other exemptions

Question 26 asked respondents to state whether or not they felt the phase-out should include any additional exemptions for cars from 2030 to 2035. Those who recorded a ‘Yes’ response were asked to provide details in a free-text field.

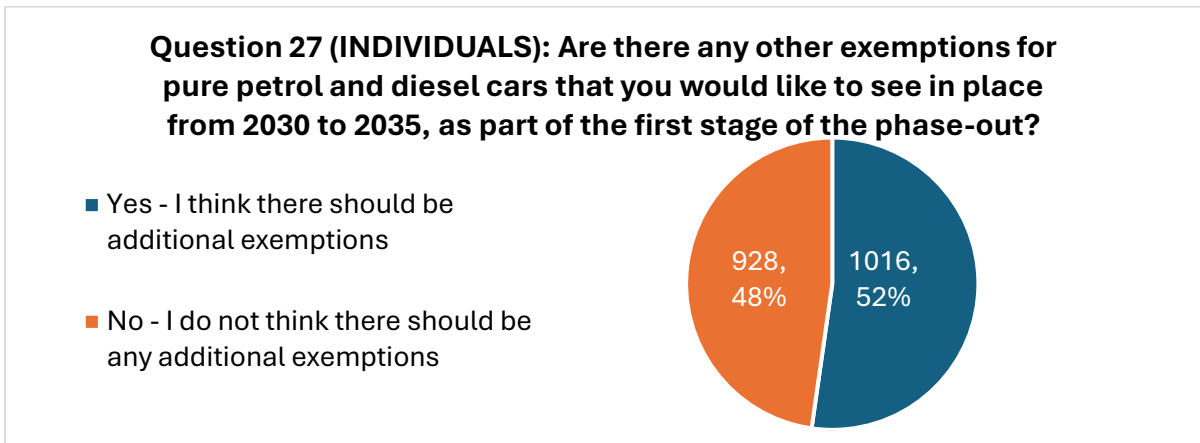


Figure 62: Individual responses to Question 27 regarding potential additional exemptions

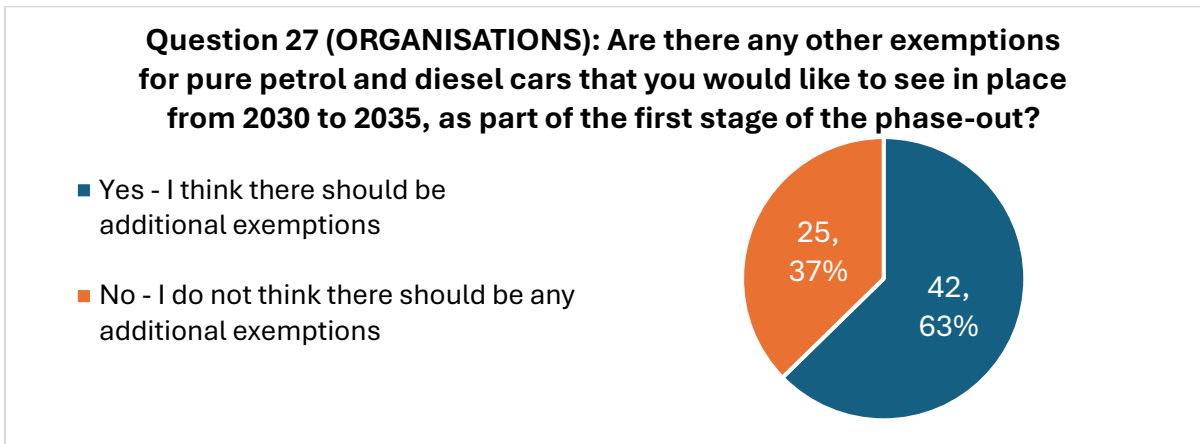


Figure 63: Organisational responses to Question 27 regarding potential additional exemptions

52% of individuals and 63% of organisations stated that they thought there should be additional exemptions, as shown in Figures 62 and 63 above.

38% of individuals (731 of 1,944) entered a free-text response to Question 27. A significant number of free text responses went beyond the scope of the question, which sought to identify potential additional exemptions for the importation of new and used cars between 2030 and 2035. Many of the responses did not specify details of requests of additional exemptions. Some suggestions replicated the exemptions already being proposed for implementation.

A summary of the key themes and suggested exemptions from individual responses to the free-text aspect of Question 27 is set out in Table 19 below. This Table has been prepared with the assistance of Microsoft Copilot.

Theme suggested exemptions	Vehicle types	Rationale
Classic, Vintage and Heritage Vehicles	Classic cars, vintage / historic cars, collector / enthusiast vehicles, family heirloom vehicles	Cultural and heritage value - important to Jersey's motoring history and identity. Low annual mileage, negligible environmental impact compared with daily-use vehicles. Age threshold concerns, many said the proposed 50-year rule is too restrictive, urging 25-40 years or rolling definitions aligned with UK/EU norms. Support for car clubs, events and tourism.
Motorsport and Competition Vehicles	Rally cars Sprint / hill-climb cars Track-day vehicles Sand racing vehicles Kit cars used for competition	Essential for local motorsport participation and long-standing community events. Very small fleet and very low mileage results in minimal emissions. Important for tourism and youth engagement in engineering / motorsport skills.
Specialist / Adapted Vehicles	Disability adapted vehicles Wheelchair accessible vehicles Ambulances Police / fire service vehicles Agricultural vehicles	Lack of viable EV alternatives for specific functional needs. Essential services must remain operational, especially in emergencies. High cost and practical barriers make transition harder for disabled or rural residents.
Motorcycles, Mopeds and Smaller Vehicles	Motorcycles Mopeds / scooters Light recreational vehicles	Much lower emissions compared to cars. Popular among younger and lower-income residents as affordable transport. Fewer EV alternatives available in these categories.

Theme suggested exemptions	Vehicle types	Rationale
Motorhomes, Campervans and Specialist Leisure Vehicles	Motorhomes Campervans (including classic campervans)	Limited EV options, particularly for long-distance or mixed-use travel. Low local mileage due to seasonal or infrequent use. High replacement cost makes transition disproportionate.
Imported Vehicles Already Owned Before Moving to Jersey	People relocating to Jersey bringing their existing vehicles	Avoid unfair two-tier system between residents and newcomers. Some propose minimum ownership periods (e.g., 6+ months) before relocation to prevent loopholes.
Vehicles Using Alternative Low-Carbon Fuels	Vehicles running on biofuels Hydrogen-powered ICE vehicles E-fuel synthetic-fuel capable engines High Euro-standard ICE vehicles	Lower lifecycle emissions than typical petrol/diesel. Exempting such vehicles could encourage cleaner fuels without forcing EV-only solutions.
Low-Mileage / Limited-Use Vehicles	Show cars Collectible or occasional use vehicles Seasonal / hobby vehicles	Annual mileage so small that emissions are statistically insignificant. Suggested solutions include mileage caps, usage permits, or restricted-day use.
Commercial / work vans & trades	Vans and commercial vehicles used by tradespeople Heavy-duty vehicles without available EV replacements	Economic necessity - essential for trades, logistics, agriculture. EV alternatives not yet suitable in payload, range, or cost. Lack of charging infrastructure in worksites or rural locations.

Table 19: Summary of individual free-text responses to Question 27

39% of organisations (26 of 67) responded to the free-text section of Question 27. Some responses did not suggest additional exemptions but offered comments on the policy as a whole. A summary of the key themes and suggested exemptions made by organisations in the free-text aspect of Question 27, is set out in Table 20 below. This Table has been prepared with the assistance of Microsoft Copilot.

All individual and organisational free text responses to Question 27 are reproduced in Appendices 8 and 12 respectively, where consent was given for these to be published.

Theme / suggested exemptions	Vehicle types	Rationale
Lack of viable zero-emission alternatives	Motorhomes and campervans Agricultural vehicles Hire vehicles used for off-island travel Specialist business vehicles	Lack of viable electric models, long-distance needs, high cost, or impracticality of charging.
Are used for motorsport, track activity or specialist hobby use	Track day cars Hill climb/competition vehicles Towing vehicles for motorsport Collector or hobby cars with limited mileage	EVs are unsuitable (e.g., some circuits ban battery cars), very low annual mileage, cultural/heritage value.
Classic, historic, vintage, iconic performance, and enthusiast vehicles	Classic and vintage vehicles Iconic performance cars (Ferrari, Aston Martin, McLaren, etc.) Enthusiast marque vehicles for recognised clubs	Minimal emissions due to low mileage, preservation of heritage, club viability, collector markets
Vehicles essential for business or work	Tradespeople's work vehicles Recovery fleet vehicles Commercial vehicles where EV alternatives are too costly or not functional	Business continuity, affordability, tools/equipment transport, no suitable EV alternatives, economic impact concerns
Existing vehicles owned before the phase-out	All existing petrol/diesel cars should be exempt until end-of-life.	Fairness; preventing forced scrappage; avoiding disproportionate impacts on residents with older/cheaper vehicles.
Vehicles using renewable fuels		A smaller number said that exemptions should be allowed if the vehicle uses HVO or other renewable fuels, rather than full EV transition.

Table 20: Summary of organisational free-text responses to Question 27

Impact of the phase-out

The final section of the main survey asked respondents to record any concerns they might have about phase-out in relation to key areas and to consider how it might impact them or their business / organisation. The final question asked for any final comments on any aspect of the proposals.

Question 28: Level of concern about areas that could be affected by the 2030 phase-out

Question 28 asked respondents to indicate the level of any concerns they have about six specific areas that might be affected by the phase-out. Respondents were able to raise any areas not listed in the first six parts of the question by using the optional free-

Question 28 (INDIVIDUALS): What, if any, level of concern do you have about the following areas that could be affected by the 2030 phase-out?

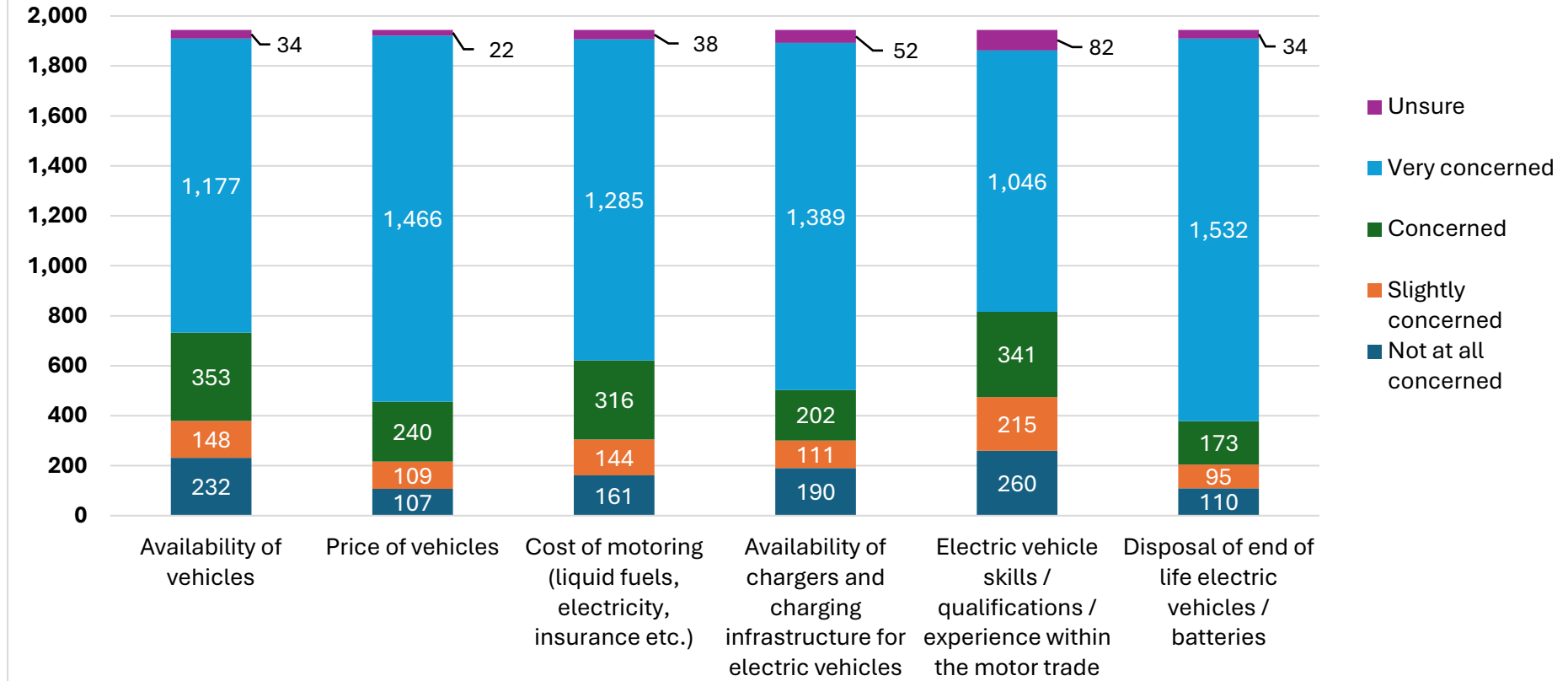


Figure 64: Individual responses to Question 28 regarding levels of concern about key areas that could be affected by the phase-out

text box. Individual responses to Question 28.1 to 28.6 can be seen in Figure 64 above. Organisational responses to these parts of Question 28 are shown in Figure 65 below. A comparison of individual and organisational responses is provided in Table 21 beneath.

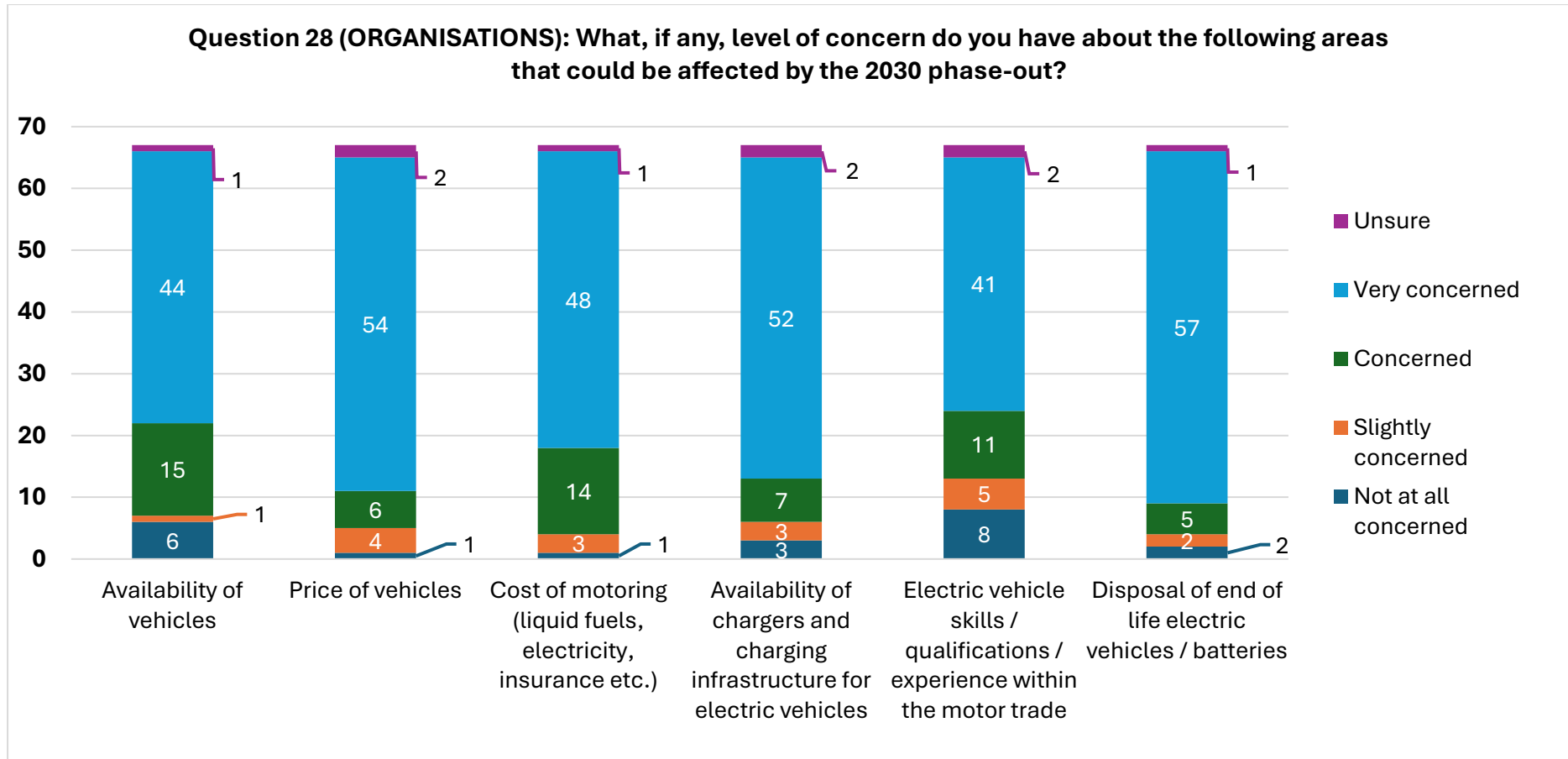


Figure 65: Organisational responses to Question 28 regarding levels of concern about key areas that could be affected by the phase-out

Responses to Question 28.1-28.6 demonstrated minimal levels of uncertainty, with no more than 4% of either respondent group selecting the 'Unsure' option. The highest levels of concern (response = 'Very concerned') were recorded in relation to the following three areas:

- Pricing of vehicles
- Availability of chargers and charging infrastructure for electric vehicles
- Disposal of end of life electric vehicles / batteries.

	What, if any, level of concern do you have about the following areas that could be affected by the 2030 phase-out?	Response option	% of individual responses	% of organisational responses
28.1	Availability of vehicles	Not at all concerned	12%	9%
		Slightly concerned	8%	1%
		Concerned	18%	22%
		Very concerned	61%	66%
		Unsure	2%	1%
			100%	100%
28.2	Price of vehicles	Not at all concerned	6%	1%
		Slightly concerned	6%	6%
		Concerned	12%	9%
		Very concerned	75%	81%
		Unsure	1%	3%
			100%	100%
28.3	Cost of motoring (liquid fuels, electricity, insurance etc.)	Not at all concerned	8%	1%
		Slightly concerned	7%	4%
		Concerned	16%	21%
		Very concerned	66%	72%
		Unsure	2%	1%
			100%	100%
28.4	Availability of chargers and charging infrastructure for electric vehicles	Not at all concerned	10%	4%
		Slightly concerned	6%	4%
		Concerned	10%	10%
		Very concerned	71%	78%
		Unsure	3%	3%
			100%	100%
28.5	Electric vehicle skills / qualifications / experience within the motor trade	Not at all concerned	13%	12%
		Slightly concerned	11%	7%
		Concerned	18%	16%
		Very concerned	54%	61%
		Unsure	4%	3%
			100%	100%
28.6	Disposal of end of life electric vehicles / batteries	Not at all concerned	6%	3%
		Slightly concerned	5%	3%
		Concerned	9%	7%
		Very concerned	79%	85%
		Unsure	2%	1%
			100%	100%

Table 21: Comparison of individual and organisational responses to Question 28.1-28.6, splits across each response option presented as a percentage

These areas are recognised as presenting significant barriers to the adoption of EVs.

Overall, organisations reported higher levels of concern about the six listed areas, compared to individuals. Notably, 85% of organisations being ‘Very concerned’ about the disposal of end-of-life electric vehicles and batteries.

The area of least concern for both groups was ‘Electric vehicle skills / qualifications / experience within the motor trade’, with 24% of individuals and 19% of organisation report that they were either ‘Not at all concerned’ or ‘Slightly concerned.’

Individual levels of concern about some areas were lower than that reported by businesses. 20% of individuals were ‘Not at all concerned’ or ‘Slightly concerned’ about the availability of vehicles, with only 10% of organisations recording the same answer. 15% of individuals were ‘Not at all concerned’ or ‘Slightly concerned’ about the cost of motoring, compared with 5% of organisations. 16% of individuals were ‘Not at all concerned’ or ‘Slightly concerned’ about the availability of chargers and charging infrastructure for electric vehicles, compared to 8% of organisations.

Differences in the levels of concern reported by individuals and organisations provide an insight into the different challenges associated with the electrification of personal transport compared to making this transition at an operational scale, where multiple vehicles and significant charging infrastructure investment may be required to support organisations’ fleet requirements.

Question 28.7 – free-text responses

The final part of Question 28 asked respondents:

“Are there any other areas related to the 2030 phase-out that your[sic] would like to raise? Please describe these, explaining any level of concern you have and why.”

31% of individuals (596 of 1,944) and 24% of organisations (16 of 67) provided a free-text response to Question 28.7. A summary of the individual and organisational free-text responses to Question 28.7 is set out below. This has been prepared with the assistance of Microsoft Copilot.

Summary of individual and organisational free-text responses to Question 28.7

Throughout the free-text responses, there was a clear and consistent pattern of strong concern about the anticipated impacts of Jersey’s 2030 phase-out of new petrol and diesel vehicles. While the specific issues referenced varied, the overarching sentiment reflects a belief that the transition is premature, insufficiently planned, and likely to impose significant financial, infrastructural, and social pressures on Islanders. The following key themes can be noted from the responses submitted:

- **Affordability and Financial Pressures**

A dominant theme was concern regarding the cost of electric vehicles (EVs) and risks that the phase-out will deepen inequalities. Respondents frequently highlighted that EVs remain unaffordable for many lower- and middle-income

households, citing high purchase prices, rising insurance costs, and uncertainty around depreciation and battery longevity. Some respondents feared this could lead to a form of transport poverty, with more households priced out of vehicle ownership or forced to retain older, less efficient cars for longer. Individuals warned of a potential broader inflationary effect, as businesses pass on the increased costs of switching to electric fleets. Several organisations emphasised risk of significant cost escalation for businesses and households, noting potential for increased operational costs, negative impacts on profitability, and knock-on effects for Government revenue.

- **Infrastructure Readiness**

Concerns about charging availability and grid capacity appeared throughout the responses. Many noted the lack of home-charging options, particularly for those living in apartments or rental accommodation, and describe Jersey's current public charging network as inadequate for widescale EV adoption. Some organisations stressed that they would be unable to operate electric fleets due to limited parking, charging turnover times, or insufficient on-Island facilities. Doubts about the electricity grid's resilience—especially during peak demand—were commonly raised, alongside worries about JE's dominant market position and the future cost of electricity. Respondents also cited practical constraints: car parks, roads, and ferry operations that are considered to not yet be suitable for the greater weight of EVs.

- **Battery Disposal and Environmental Risks**

Respondents repeatedly underline that Jersey has no local capacity for EV battery disposal or recycling, raising fears about reliance on off-island transport of what is classified as hazardous waste. Comments described uncertainties around who will ultimately bear the financial burden of disposal and the environmental impact of premature vehicle scrappage. Many challenged the assumption that EVs provide a straightforward environmental benefit, highlighting the impacts of battery mineral extraction, manufacturing emissions, and uncertainties around battery lifespan. Fire safety risks—especially difficulties extinguishing EV fires—are cited as a growing concern for emergency services, ferry operators, and public safety.

- **Economic and Workforce Impacts**

Many respondents anticipate negative consequences for the motor trade, including the potential loss of skilled jobs in petrol and diesel vehicle servicing, strain on small garages, and the cost of retraining technicians. They also potentially foresaw the second-hand vehicle market tightening, with fewer affordable options available and prices rising due to restricted imports. These pressures were viewed as particularly harmful for young drivers, small businesses, and households already facing high living costs. Some organisations noted risks

of increased imports of older or problematic EV models, the growth of unregulated sellers, and reduced post-sale support if dealerships struggle or close. A recurring theme from organisations was the lack of viable EV alternatives for certain types of vehicles or operational contexts. Businesses reliant on vans under heavy load, multi-vehicle operations, high-turnover usage patterns, or vehicles for specialist trades expressed doubt that EVs could meet their needs. Others raised concerns about the long-term reliability and repairability of EVs, reporting increasing rates of catastrophic failures and high repair costs compared with established petrol and diesel technologies.

- **Scepticism About Environmental Benefits**

Some respondents expressed broader scepticism about whether the phase-out will meaningfully reduce emissions at the global scale. They pointed to Jersey's small overall contribution to greenhouse gases and argued that EV production and disposal may offset local emissions benefits. Some felt that pursuing a single technological pathway would risk overlooking alternatives such as hybrids, hydrogen, synthetic fuels, and biofuels, which they believe could deliver climate benefits with fewer social or infrastructural challenges.

- **Safety and Practicality**

Safety concerns were raised, including the risk of vehicle fires, the quietness of EVs for pedestrians and livestock owners, and stresses placed on existing infrastructure by heavier EVs. Some respondents noted that ferry operators internationally have already restricted the transport of EVs following battery fire incidents, raising questions about Jersey's long-term connectivity.

- **Views on Government process and policy design**

A significant number of responses reflected frustration with the policymaking process. However, it was evident that some respondents had not fully understood all details of the phase-out policy, for example with respect to proposed alignment with the UK's timeline and the inclusion of hybrids. Calls were made for more transparent impact assessments, clearer costed plans, and more communication around how risks will be managed.

- **Minority Positive Perspectives**

Although less common, some respondents expressed support for the phase-out, pointing to the long-term environmental benefits of electrification, the potential for lower running costs, improved air quality, and confidence that technology and infrastructure will mature in time. These respondents tended to emphasise the importance of decisiveness in climate policy and believe that early commitment helps accelerate market adaptation.

Many individual respondents also made suggestions, some of which mirrored current and planned Government policy. These included:

- delaying the phase-out to 2035 or 2040
- broadening the policy to include low-carbon fuels
- investing in charging and grid infrastructure before imposing restrictions
- supporting retraining programmes in the motor sector, and
- protecting consumer choice while improving public transport and active travel options.

All individual and organisational free text responses to Question 28.7 are reproduced in Appendices 9 and 13 respectively, where consent was given for these to be published.

Question 29: Effect of phase-out on respondents

Question 29 asked respondents if or how they believed they or their business / organisation would be affected by the phase-out by selecting one of six response options. Individual and organisational responses to the first part of the question are presented in Figures 66 and 67 below. Respondents were able to explain their reasons for their answer choice by using the optional free-text box.

Overall, organisations believed they would be more negatively affected by the phase-out than individuals. 79% of organisations believed they would be ‘Significantly’ or ‘Slightly negatively affected’, compared to 63% of individuals. Only 3% of organisations believed they would be ‘Not at all affected’ by the phase-out, whilst 14% of individuals considered that this would be the case. 15% of individuals believed they would be ‘Significantly’ or ‘Slightly positively affected, with 9% of organisations selecting one of these options. Similar proportions of both groups believed that the phase-out would result in them being both ‘Positively and negatively affected’, with 8% of individuals and 9% of organisations recording this response.

27% of individuals (532 of 1,944) and 40% of organisations (27 of 67) entered a free-text response as part of Question 29. Many responses did not directly explain the expected impact of the phase-out on them personally or on their business / organisation. Instead, many respondents made more general comments about their views on the proposed phase-out policy and its anticipated impacts. This led to some repetition of perspectives shared in previous free-text answers, particularly those given to Question 28.7 above. Many responses also revealed incorrect or incomplete understanding of the phase-out proposals. A summary of the free-text responses to Question 29 is set out below. This has been prepared with the assistance of Microsoft Copilot.

Summary of individual and organisational free-text responses to Question 29

The free-text responses to Question 29 revealed a predominantly negative outlook on the anticipated impacts arising from the phase-out. While views varied in intensity, and covered a wide spectrum of predicted impacts, most respondents expected the policy to have significant financial, practical, and social consequences for individuals, with sectors particularly dependent on specialised vehicles, frequent fleet turnover, or

internal combustion engine (ICE) servicing, also strongly affected. Only a small minority foresaw personal benefits or expressed confidence in the transition.

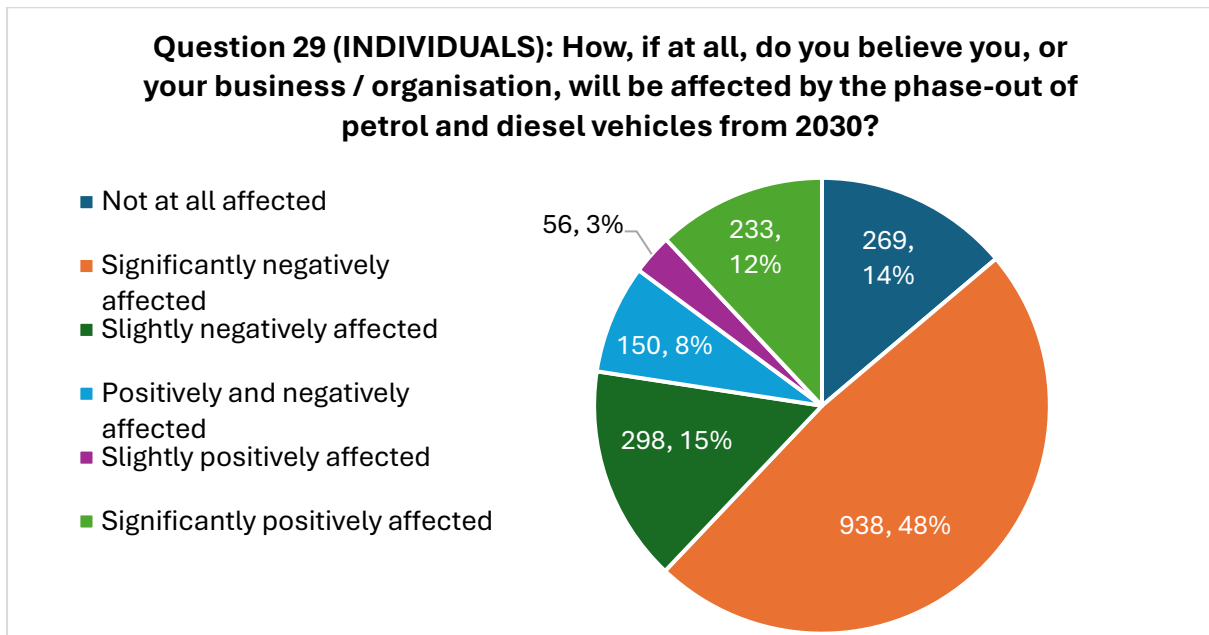


Figure 66: Individual responses to Question 29 regarding the anticipated impact of the phase-out

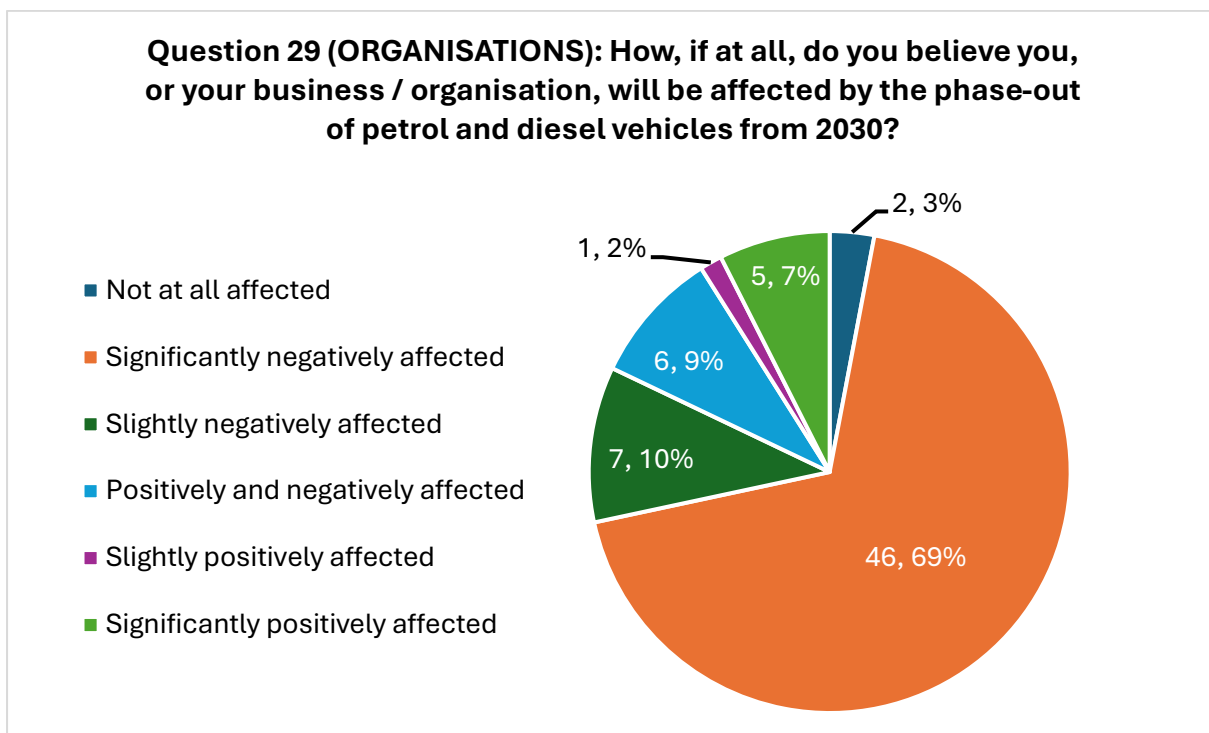


Figure 67: Organisational responses to Question 29 regarding the anticipated impact of the phase-out

Responses covered the following key themes:

- **Financial Pressures and Affordability**

Many respondents believed that electric vehicles (EVs) remain prohibitively expensive, with several citing the high upfront purchase prices, elevated

insurance costs, and uncertainty surrounding long-term maintenance and battery replacement. Respondents believed that these costs are likely to fall hardest on:

- Low-income households
- Young drivers
- Pensioners
- Small business owners and tradespeople.

Some respondents feared that the policy could create a two-tier transport system, where only wealthier residents can access private transport, with others priced out entirely.

- **Concerns About Infrastructure and Energy Security**

A large proportion of individual respondents expressed doubts about the adequacy of Jersey's existing charging infrastructure. Many noted that residents living in flats, rental properties, or homes without off-street parking could be disproportionately disadvantaged by reliance on public charging. Respondents also raised concerns about:

- The resilience and capacity of the electricity grid
- The availability of fast or convenient charging options
- The absence of clear plans for grid upgrades
- Local arrangements for safe battery recycling or disposal

Organisational respondents highlighted the lack of charging capacity at workplaces, rental depots, and Ports including the Airport. Some noted that charging downtime would severely disrupt high-turnover operations, for instance in the car rental sector.

- **Impact on the Second-Hand Market**

Respondents widely anticipated that the phase-out will significantly reshape Jersey's second-hand vehicle market, with several predicting:

- Reduced availability of affordable internal combustion engine (ICE) vehicles
- Increased prices for remaining ICE cars
- Limited supply of low-cost used EVs
- Pressure on individuals to keep older vehicles longer
- Diminishing consumer choice

- **Potential erosion of the Island's motoring culture**

The potential impact on vehicle clubs, motorsport organisations, and heritage sectors was a further prominent issue, with many fearing that the inability to import specialist ICE vehicles after 2030 will erode membership, reduce access to performance and classic vehicles, and jeopardise the long-term viability of enthusiast organisations.

- **Economic Implications for Individuals and Businesses**

Most organisations anticipated negative or significantly negative effects, with businesses in the motor trade, servicing and repair, and used-vehicle retail foreseeing substantial disruption. They reported that the phase-out threatens core revenue streams such as petrol and diesel vehicle servicing, second-hand sales, and parts supply. Responses warned of potential job losses, staff retraining costs, and a rise in obsolete tools and equipment. Some expressed concern that, if franchise dealerships close, the Island risks losing vital technical expertise and warranty support, pushing consumers towards unregulated sellers and raising costs for both businesses and customers.

For operators reliant on commercial vehicles, particularly those transporting heavy loads or working in sectors such as construction, environmental services, and horticulture, EVs were widely viewed as operationally unsuitable. Respondents argue that electric vans do not deliver the required range or performance under load, and that EVs are not yet capable of supporting specialist land-based, marine, or off-Island work. Similar concerns come from fleet operators, who stressed that many essential vehicles have no EV equivalents and that replacing the current fleet would require major investment in substations, workshop upgrades, and specialist safety training.

Beyond personal affordability, many individual respondents foresaw broader economic impacts arising from the phase-out, including potential inflationary effects and the loss of Government revenue from traditional fuel duties, which could lead to further taxation elsewhere. They highlighted potential risks to Jersey's motor trade, including job losses and the financial burden of retraining for EV maintenance. Small businesses reliant on vans or other commercial vehicles anticipate increased operating costs, reduced flexibility, and uncertainty around the suitability of EV alternatives.

- **Environmental and Safety Considerations**

While some respondents acknowledge the environmental objectives of the policy, many question whether EVs offer a net environmental benefit once the full lifecycle of battery production, mineral extraction, and disposal is considered. Safety concerns were also raised, including:

- Fire risks associated with EV batteries
- Challenges for emergency services
- Increased road wear caused by heavier EVs
- Structural concerns for multi-storey car parks and ferries

- **Equity, Accessibility, and Social Fairness**

A recurring theme was the belief that the policy may disproportionately affect those with fewer resources or alternative transport options. Respondents identified specific challenges for:

- Residents without the ability to charge at home
- People with disabilities
- Elderly drivers
- Rural households with limited public transport access

Several respondents emphasised the importance of ensuring a fair and inclusive transition, warning that the current approach risks exacerbating social and economic inequalities.

1. Alternative Approaches and Conditional Support

Whilst opposition was strong, some respondents indicated support for decarbonising transport if approached through a more flexible, gradual, or technology-neutral strategy. Suggested alternatives include:

- Hybrid vehicles
- Sustainable or synthetic fuels
- Hydrogen technologies
- Improved public and active travel infrastructure
- Financial incentives rather than prohibitions

A small minority of individuals expressed optimism about improvements in EV technology and costs, noting potential long-term benefits such as cleaner air, reduced noise, and lower running costs. However, even supportive respondents often stressed that the transition requires careful sequencing and substantial infrastructure investment.

A small number of organisations described positive or neutral experiences with electrification. They highlighted lower ongoing costs, noting that maintenance and fuel expenditure have fallen since switching to electric vehicles, and that EVs have already delivered significant operational savings for their businesses.

A small subset of organisations acknowledged that the transition could create new opportunities—such as increased demand for specialised EV servicing.

All individual and organisational free text responses to Question 29 are reproduced in Appendices 9 and 13 respectively, where consent was given for these to be published.

Question 30: Final comments

Question 30 was the final question of the survey, completion of which was optional. Respondents were provided with a free-text box and invited to:

“Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed.”

38% of individuals (746 of 1,944) and 40% of organisations (27 of 67) opted to record a comment in response to Question 30. As with previous free-text questions, many responses revealed incorrect or incomplete understanding of the phase-out proposals. Responses from individuals and organisations are summarised separately beneath. Summaries have been prepared with the assistance of Microsoft Copilot. All individual and organisational free text responses to Question 30 are reproduced in Appendices 9 and 13 respectively, where consent was given for these to be published.

Summary of individual responses to Question 30

Individual responses to Question 30 revealed high levels of concern about the proposed 2030 phase-out of petrol and diesel vehicle imports. Many respondents expressed significant apprehension, highlighting issues of affordability, infrastructure readiness, environmental trade-offs, and the wider social and economic consequences of a rapid transition to electric vehicles (EVs).

A central theme was affordability. Many contributors emphasised that EVs remain prohibitively expensive, with typical purchase costs far above what many households can reasonably afford. Respondents reported rising insurance premiums and the potential for costly battery replacements.

Infrastructure limitations were also a major point of concern. Respondents repeatedly highlight a perceived shortage of public charging points, slow rollout of new infrastructure, and doubts about the resilience and capacity of the electricity grid. Many fear that those living in flats or rental properties and rely on public charging, will face higher costs and reduced mobility.

Environmental concerns emerged in two distinct ways. Whilst a minority expressed optimism about the potential for cleaner air and lower pollution, there was considerable scepticism about the total environmental benefit of EVs. Respondents cited the lack of local battery-recycling infrastructure, the hazardous nature of lithium-ion waste, and the global environmental costs of mining materials. Fire risk, especially in enclosed spaces, was frequently raised.

Social equity concerns ran strongly throughout the feedback. Respondents worry the policy will create a two-tier transport system, in which renters, disabled Islanders, older residents, and people in rural Parishes would be disproportionately disadvantaged. Public chargers were seen as both less convenient and more expensive than home charging, potentially entrenching inequality. Many also expressed concern that the phase-out will constrain personal freedom and reduce mobility choices—particularly for people with specialist needs or those involved with cultural and recreational activities such as classic cars or motorsport.

The potential economic implications of the phase-out were also widely discussed. Respondents feared negative impacts on the motor trade, including job losses and business closures. Increased costs for commercial vehicles—especially in the trades and small-business sectors—were expected to be passed on to consumers. Others highlighted the loss of fuel-duty revenue for Government and the distortion of the second-hand vehicle market, predicting both reduced availability of affordable cars and inflation in used-vehicle prices.

Some respondents raised questions about the policy-making process, describing it as rushed, insufficiently consultative, or ideologically driven. There were calls for alignment with UK and EU timelines, alongside suggestions for a more gradual, phased approach.

Although concerns dominated, a minority of respondents voiced cautious optimism. These contributors highlighted the long-term benefits of reduced emissions, quieter roads, improved public health, and the expectation that technological innovation and falling costs will eventually ease many of today's challenges. Some expressed faith that Jersey can adapt successfully over time, so long as infrastructure and support systems develop at an appropriate pace.

Summary of organisational responses to Question 30

Most organisations providing their final comments expressed strong opposition to the proposed 2030 phase-out, arguing that the policy is premature, impractical, and poorly aligned with Jersey's circumstances. Respondents highlighted widespread concerns about insufficient charging infrastructure, the lack of viable EV options for many commercial and specialist vehicles, and the significant financial burden that a rapid transition would impose on small businesses and fleet operators. Many felt the Island is not ready, noting perceived gaps in grid capacity, the current absence of sustainable end-of-life vehicle and battery disposal plans, and the disproportionate impact on renters and lower-income groups.

A recurring theme was the belief that the 2030 deadline is arbitrary and unrealistic, especially compared with evolving UK and EU timelines. Several respondents stressed that Jersey should focus on creating the conditions for EV adoption—such as infrastructure, affordability, and data accuracy, rather than imposing a fixed ban. Others argued that a mandated phase-out could harm key sectors, including the motor trade, rental fleets, construction, and heritage vehicle communities.

While a small minority supported continued progress on decarbonisation and welcomed targeted measures such as the Electric Vehicle Charger Incentive (EVCI), the dominant view was that the phase-out policy should be more flexible, evidence-based, and locally tailored. Many respondents advocated alternatives such as emissions-based taxation, phased or delayed timelines, and the integration of sustainable fuels alongside electrification.

Written submissions

While stakeholders were encouraged to complete the main survey and provide any comments in the free-text boxes, members of the public and organisations were also able to make written submissions to the consultation. These were accepted in paper format and via email to the Climate Emergency email address. Other submissions were made via the Minister for the Environment’s Office.

High level thematic summary

The majority of these respondents opposed the petrol and diesel phase-out plans. Whilst a number felt that Jersey should not proceed with any kind of restrictions, the strongest opposition was for the restrictions applying to used vehicles.

Following the review of all submissions, in addition to a Copilot thematic analysis of redacted submissions, the following key prevalent themes were identified from the submissions:

- Oppose the phase out (fully or mostly)
- Raise infrastructure concerns (charging / grid)
- Raise affordability concerns
- Oppose used-vehicle inclusion
- Requesting exemptions for classic cars / special cases
- Concerns about civil liberties

Copilot was then used to count these identified core themes across the 30 responses. The results of this count are presented in Table 22 below, ordered from highest to lowest count.

Theme	Definition Used	Count
Oppose the phase-out (fully or mostly)	Clear rejection of the policy, strong disagreement with timing, scope, or principle	24
Raise infrastructure concerns (charging / grid)	Concerns about charging availability, grid capacity, EV fire risks, parking, ferry risks	23
Raise affordability concerns	EV purchase cost, battery cost, impact on low-income groups, price inflation	20
Oppose used vehicle inclusion	Opposition to including <i>used</i> ICE imports in the ban	19
Requesting exemptions for classic cars / special cases	Calls for exemptions for classics, heritage, special vehicles, specialist businesses	17
Concerns about civil liberties	Issues around choice, government overreach, rights, discrimination	11

Table 22: Definition and count of themes in written submissions generated by Copilot

Qualitative analysis of themes raised

The following section examines the broad range of themes raised in the written submissions, providing a summary of the issues raised and where relevant providing quotes from submissions relating to those points. This is not an exhaustive treatment of all responses. Where permission was obtained to reproduce submissions, these are provided in full, with redaction where appropriate, in Appendix 14.

1. Opposition to including used petrol and diesel vehicle imports in the restrictions

There was strong resistance across the board to including used petrol/diesel vehicles in the 2030 phase-out. This was seen by many as removing the main private vehicle affordability channel and creating Jersey-specific disadvantages relative to the approach that other jurisdictions are taking.

The significant impact on the vehicle market as a whole was noted, as was the impact on vehicle retailers, maintenance / service providers as well as on classic and collectible car owners and supporting businesses. A number of respondents noted that the lower whole-lifecycle environmental impact of existing vehicles over new.

“By explicitly including used vehicles within the scope, the policy removes a key affordability safety valve.”

“There should be the opportunity for Jersey residents to be able to choose a pre-2030 car, in the same way as any other UK or EU resident.”

2. Affordability, equity & social impact

Respondents noted that EV purchase prices remain high and that by restricting the import of petrol and diesel vehicles there is a risk of a two-tier transport system developing. Older residents and low-income households may be most affected and left with older, more polluting petrol and diesel cars for longer.

“Jersey is not ready for this transition. The Island's charging infrastructure is insufficient, the cost of electric vehicles remains prohibitive for many households, and the used vehicle market - which you acknowledge remains in Jersey's gift - is the primary means by which lower-income residents access transport.”

“Please be aware that the older generation more than any other group are dependant on individual cars for lifeline connections, let alone medical trips. This group also are not always the most affluent or as confident with new technologies. Therefore should there be some level of age / means testing? Electric vehicles are prohibitively expensive even 2nd hand as are battery / parts replacements.”

3. Restriction on personal choice and civil liberties

A key issue raised by respondents was regarding restrictions on the personal choice of Islanders. A number cited human rights and civil liberties concerns and expressed views that it should be left to Islanders to make their own choice as to whether to buy a petrol or diesel vehicle.

“This is a major interference with people’s private lives and property, and it is not justified on the evidence given.”

“The policy should be individual choice, if you want and can afford to run an all electric / hydrogen vehicle and that is what you choose then so be it. Otherwise we should be free to continue to buy and drive petrol and diesel vehicles as well.”

4. The impact on classic and historic vehicles – expand exemption to vehicles over 25 years old

Respondents felt that given the low mileage generally driven by classic vehicles and their leisure and cultural value to Islanders, that they should be exempt from the importation restrictions. Respondents felt that the proposed 50-year exemption threshold for classic vehicles was too high and there were calls to expand this exemption to younger vehicles. The proposed age for vehicle exemption varied, but a common response was 25 years.

‘Any prohibition on the future importation of combustion-engine vehicles must include a clear exemption for classic, historic and heritage vehicles.’

“This should be at very most 25 years... The local ‘50-year rule’... does not align with any other jurisdiction.”

“I would strongly encourage the department to review the proposed age thresholds and consider alternative mechanisms such as mileage based criteria or broader historic vehicle definitions that better balance environmental objectives with cultural, social, and economic considerations.”

5. Importance of aligning with changing UK and EU policy position

Respondents cited concern about committing to a firm restriction date in Jersey given the perceived changeable policy position of the UK and EU, with some anticipating further changes on the restrictions dates. A number of respondents referenced vehicle manufacturers moving away from EV commitments. There was fear of the consequences to the local market / consumer choice if Jersey became out-of-step, legislating earlier or differently to neighbouring jurisdictions. Concern was raised about not following the UK’s exemption for limited production cars.

“UK government policy can change overnight!”

“Jersey needs to be careful... otherwise they will be left high and dry depending on the uk decisions.”

6. Charging infrastructure is insufficient

Several respondents noted concerns regarding the ability of the charging infrastructure to scale up in time for the phase out. Concerns covered the perceived shortage of public chargers and slow expansion; many households lack off-street parking; concerns about reliability, queuing, and costs of the public charging provision, and the impact of the required street-works to install the additional network capacity.

“Over the past three years, public EV chargers increased by only 1.8%, with just 111 chargers serving 4,000 EVs on the island.”

7. Grid capacity and energy security

Concern was expressed for concentrating risk in a single energy supply, coupled with concern around uncertainty over future electricity costs/supply and resilience of supply. The perceived conflict of interest with the Government shareholding in Jersey Electricity was also noted.

“Jersey currently enjoys low electricity costs, but the supply agreement ends in 2027, creating uncertainty about future pricing.”

“Relying increasingly on electricity for both transport and heating concentrates risk into a single energy vector.”

8. EV battery concerns

Concerns were raised regarding the switch to electric vehicles, focussing on battery longevity and replacement costs, the embedded / lifecycle carbon costs of EV manufacture, fire risks and end of life battery disposal.

“The production of EV batteries involves significant CO₂ emissions upfront... an EV may never accumulate enough lifetime mileage to offset this initial carbon footprint [at low island mileages].”

9. Environmental rationale & Jersey’s global impact being small

While some respondents challenged the overall premise of the climate emergency and the need for action to tackle greenhouse gas emissions, more respondents took the position that Jersey’s overall contribution to greenhouse gas emissions is so small that any action taken will have a negligible impact on global climate change. Others recognised the need to reduce emissions but questioned prioritising emissions from cars over other sectors (such as private aircraft).

“In global terms, Jersey’s carbon footprint is miniscule (easily classified as insignificant).”

“I am flabbergasted that an Island that has a negligible carbon footprint is looking to disadvantage its tax paying citizens once again.”

10. Alternatives to restricting petrol and diesel vehicles

A number of respondents proposed alternative approaches to reducing emissions from road transport. These included encouragement and incentives for the use of sustainable fuels, outcome-based carbon dioxide standards and incentives instead of prohibitions.

“Give serious consideration to other environmentally friendly options such as synthetic fuel, hydrogen, etc.”

“Set ambitious but realistic CO₂ per kilometre targets for new registrations.”

11. No need for Jersey legislation: Jersey will not become a ‘dumping ground’ for petrol and diesel vehicles

A number of respondents felt that there was no danger in Jersey becoming a ‘dumping ground’ for petrol and diesel vehicles that cannot be sold in other jurisdictions after restrictions in other countries are brought in. They felt that if the Island chose not to bring in its own legislation, it would still be restricted to the vehicles permitted to be manufactured in the UK, with this being the (pretty much) sole importation route into the Island.

Respondents questioned whether it was the best use of resources to bring in legislation to restrict imports of new petrol and diesel vehicles if the same thing would be achieved passively via changes to the UK market.

“The Government does not need to take further action regarding new vehicles, as Jersey will follow UK regulations. This will save the government money on law drafting, etc. If the UK enforces a ban, franchised dealers in Jersey will only supply vehicles permitted under UK law.”

“While I support realistic, cost-effective measures to reduce emissions, a hard legal ban on specific technologies at fixed dates is an inflexible tool for an area where vehicles are typically low-mileage and retained for longer periods than in larger jurisdictions.”

12. Tax / duty levers

Respondents noted the negative impact the restrictions would have on tax and duty revenues associated with petrol and diesel vehicle importation and fuel duty.

VED was raised as an alternative mechanism acting to support the transition away from the most polluting vehicles, however some raised concerns about the

fairness of VED, with regard to real life vehicle emissions rather than their rated carbon dioxide emission values. The issue of disproportionate VED for motorhomes relative to commercial vehicles considering their limited mileage and emissions was raised.

“As part of the road map towards net-zero carbon, the way in which Vehicle Emissions Duty (VED) is being imposed and increased annually is simply unfair on the motorhome fraternity in Jersey.”

13. Questionnaire design & methodology criticism

Feedback was provided regarding concerns around the questionnaire design, including framing bias, the lack of a direct question regarding support/oppose the restriction, and weak respondent verification (no email/residency checks).

“I am writing to formally register concerns about the structural design and methodological integrity of the "2030 Petrol and Diesel Vehicle Phase-Out Consultation" survey.”

14. Support for EVs

A number of respondents acknowledged overall support for EVs, acknowledging that Jersey is ideal for EVs due to small size and that early clarity on the policy position was important for business planning. The role of plug-in hybrids as part of the transition was noted.

“This is interesting and demonstrates that 100% EV sales is possible in Jersey today, let alone in 5 years time, when you have a Government that is willing to make the bold decisions and stick by them, which is our case would be the Net Zero target.”

“Due to its size and nature of lifestyle, Jersey is perfect for electric vehicles.”

15. Exemptions for low use vehicles

A number of respondents questioned the restrictions being imposed on vehicles that did low mileage (or low mileage in Jersey) and therefore only make a small contribution of greenhouse gas emissions to the Island’s total. In addition to classic cars and motor sport specific vehicles that are restricted by their insurance to limited mileage, other examples were given of motorhomes that are restricted in the journeys they can make on-Island and high-value vehicles that are stored in Jersey as investment assets and not driven on the Islands roads.

Motor Sport and Car Club Event

During the second part of this event on 12 January 2026, participants joined one of three facilitated tables to discuss a series of issues. Facilitators were provided with a set of

prompts to structure the discussion and maximise the collection of useful feedback. The pre-agreed discussion points were as follows:

- **Introductions**

Guests were asked to briefly verbally introduce themselves and say which organisation(s) they were representing, and to describe:

- what is their particular motoring interest
- what sort of vehicles does this involve
- how would they describe their vehicle usage and import/ export behaviour –
- how do they think the phase-out will affect them in relation to motor sport / car clubs?

- **Used vehicles and exemptions**

- What are guests' views on the inclusion of new and used vehicles?
- Do guests agree with the exemptions proposed, would they change them at all and why?
- What are the perspectives on finding the right balance for the vehicle age exemption – at what age can we feel confident that a vehicle won't be a major greenhouse gas emitter
- Are there any additional exemptions they would want to see in relation to their clubs and activities? How would they want to achieve these?

- **Low-use registered vehicles**

Note that the phase-out will affect all vehicles in each general definition (e.g. cars) unless there is a mechanism to exempt or separately treat specific sub-groups of vehicles/purposes

- To what extent are guests' vehicles associated with their club memberships only used for key identifiable events across the year? Are any used for day-to-day motoring too?
- After 2030, would guests be open to a potential mechanism that allowed them to import petrol and diesel vehicles that would be for designated purposes only? (E.g. a separate form of registration with penalties for misuse – this could be a low-use category or for specific vehicles e.g. rally cars meeting a required standard)
- Do they think this could work in practice?
- What are their priorities for ensuring access to vehicles from 2030 onwards?
- To what extent are hybrids and EVs being adopted by local clubs?
- What do they think the mix of vehicles will be like in 10, 20 and 30 years as we decarbonise?

- **Use of renewable / sustainable fuels**

Sustainable petrol and diesel is now available locally but is not currently economic for general motoring

- How are guests already using these fuels in their vehicles? What are the pros and cons based on everyone's experience so far?
- Are any guests unable to use these fuels in their vehicles for engineering reasons - if so are they using specialist fuels or general mineral petrol/diesel?
- Are clubs supporting or encouraging use of these fuels already? Are there any requirements for certain events or memberships?
- Would clubs be prepared to adopt mandatory sustainable fuel use to preserve access to internal combustion engine vehicles?
- What needs to be done to support increased adoption for these fuels?
- Are clubs / events already looking to promote low-carbon motoring – how can this be encouraged / supported?
- How would they like Government to assist with the adoption of sustainable road fuels?

In the discussions that followed, participants emphasised the cultural, social, and economic value of Jersey's motoring community, particularly classic and motorsport vehicles. A number of participants felt that proposals such as the 50-year exemption were too restrictive and risked harming clubs, heritage activities, and off-season economic benefits that motorsports and clubs bring to the Island.

Fairness was a key concern for participants, with many questioning stricter rules than the UK and seeking clearer, well-regulated exemptions for new residents in terms of import exemptions for pre-owned vehicles. Many participants suggested a mileage-based criteria, such as a 3,000-mile annual limit, which was widely preferred as a more accurate reflection of actual vehicle use. Participants raised practical issues that could arise from the potential changes particularly around storage, fire safety, unregistered project cars, and the ability to replace unusable vehicles. Participants viewed sustainable and synthetic fuels as important long-term solutions, though cost and availability remain challenging.

Overall, the group of participants advocated for a balanced policy that supports environmental goals while protecting heritage vehicles, motorsport activity and Jersey's motoring culture. They emphasised the need for flexible, realistic exemptions and a system that aligns with both island circumstances and international practice.

Vehicle retailer event

Following opening speeches and presentations, there was an open discussion between vehicle retailers, the Minister for the Environment, the Chief Economic Advisor and officers from the Environment and Climate team. The following is a summary of the key points from the discussion:

- Retailers asked how “hybrid” is defined and noted that the UK groups all hybrid types together. It was confirmed that Jersey was following the UK’s approach with the proposed phase-out of hybrids, with no intended differentiation between plug-in and non-plug-in hybrids
- Concerns were raised that the public consultation questionnaire does not highlight cost-of-living impacts clearly enough and may be misleading for Islanders
- Retailers warned of a potential two-tier market, where lower-income households are disproportionately affected by rising costs or limited vehicle choices
- Practical challenges were highlighted, including EV grid readiness, charging access for flats, and battery storage and removal from the island
- Some retailers argued that OEMs (Original Equipment Manufacturers) shifting investment away from EVs could disrupt future supply and influence Jersey’s policy feasibility
- There were local concerns about high costs of scrapping cars, with work ongoing to develop a more affordable disposal route off-island
- Mileage, fleet operating costs, and the risk of consumers keeping older, higher-emitting cars for longer were raised as issues that could undermine emissions reduction goals
- Lack of off-street parking and limited EV facilities in new flats led to questions about whether 2030 is achievable. Officials explained that the date is influenced by UK market changes and noted passive charging requirements in new developments
- Fuel price concerns were discussed, though officials noted EV running costs remain cheaper per unit of energy, with no major price increase anticipated
- Questions were raised about how the policy aligns with Guernsey and the Isle of Man, particularly on disposal routes and battery removal
- Engagement and awareness: retailers felt the public was not sufficiently aware of the consultation
- Retailers anticipated a surge in petrol and diesel vehicle purchases ahead of 2030 due to range and cost anxiety, potentially delaying emissions reductions.
- Concerns about fairness and equity were repeatedly raised, including impacts on low-income groups, small businesses, and fleet operators.

- Businesses asked about support for transitioning technicians, installing chargers and accessing grants; Government expects future budget allocations and signposted them to Jersey Business to access the Better Business Grant.

At the conclusion of this session, retailers were encouraged to submit a response to the main survey on behalf of their businesses to ensure their views were fully captured.

Public pop-up event series

The people who engaged with the pop-up events fell into two broad categories – those who were already in the location or passing by who engaged by chance, and those who had seen the event advertised and attended with the specific purposes of engaging with the consultation.

Typically, those who sought us out did so because they felt strongly about the phase-out policy and were keen to express their concerns about it. Those who engaged by chance were more likely to have questions about the details of the proposal.

Key issues discussed:

- General understanding as what the proposals covered – clarification that there was no intention to restrict the use of vehicles already in the Island
- Concern over the cost of electric vehicles
- Concern over access to affordable vehicles if second-hand petrol and diesel imports are restricted
- Lack of support for the climate emergency or that the Island should take action to reduce greenhouse gas emissions
- Concern over freedom of Islanders and their rights and Government potentially overstepping its role
- Concern regarding the impact of the policy on motor sport and classic and collectible vehicle enthusiasts
- Concern as to the adequacy of the charging infrastructure to support the transition to EVs in the timescale required
- Concern as to access to charging provision for those in flats and without off-street parking
- Concern regarding embedded carbon of EVs and their end-of-life disposal
- Concern regarding the fairness of VED.

All those who engaged with the team were encouraged to formally submit their thoughts on the proposals via the main consultation survey in order to capture these fully and formally.

School surveys

Responses to the primary and secondary school surveys have been analysed in the section below to understand the views of children and young people in relation to the

wider action being taken on climate change and the proposed phase-out of petrol and diesel vehicles from 2030. Microsoft Copilot was used as a complementary tool to cross-check free-text responses and manual coding of themes.

Primary school survey

The following section covers responses to Questions 4 to 8 of the primary school survey.

Question 4 – taking action to reduce Jersey’s emissions

Most pupils agreed it is important or very important that Jersey takes actions to reduce greenhouse gas emissions. The split of responses is shown in Table 23 below.

“I think if we don’t act soon children will be born into an unsafe environment.”

A small number of students were unsure how important it is that we take action to reduce climate change or felt it was not important. Disclosure controls have been applied, by merging response options where responses to specific responses were fewer than five.

A pupil who did not answer this question expressed their concern “about the speed of climate change” in their free text response.

Q4. How important is it to you that we take actions to reduce Jersey's greenhouse gas emissions?	Number of responses
Very important	63
Quite important	71
Unsure	24
Not important / Not at all important / No response	7
Total	165

Table 23: Primary school pupils’ responses to Question 4

A number of free-text responses did not fully align with the level of importance selected in the multiple-choice question, particularly among those who chose ‘Unsure’, ‘Not important’ or ‘Not at all important’.

Several respondents in these categories went on to express clear concerns about climate change or support for reducing fossil fuel use within their free-text comments. For example, one individual who selected ‘Not at all important’ also wrote, “We should use less diesel.” This suggests that some respondents may have selected the importance rating in error, or that there may be confusion between supporting action to address climate change and attitudes toward retaining petrol and diesel vehicles. This inconsistency was much less evident among those who selected ‘Quite important’ or ‘Very important’.

Across all responses, primary school pupils’ support for climate action was strong, reflecting a high-level awareness about climate issues and a desire for decisive action to limit warming. However, many pupils also expressed practical concerns about EVs, safety, affordability, and the environmental impact of battery production.

“We will eventually run out of lithium then we will not be able to make any more.”

In the second part of Question 4, primary pupils were able to enter a free-text response to the following prompt:

“What things do you think are most important for Jersey to do about climate change? Are there any worries or ideas you have about how we should help the planet?”

A range of themes were identified from responses, these are shown in Table 24³⁴ below.

Theme of action, worries and ideas	Count
Reducing fossil fuel use	78
Switch to electric vehicles	73
Low carbon heating for homes and buildings	55
Recycling and reducing waste	50
Reducing climate change	48
Protecting nature and the environment	37
Other / no response	13
Availability of natural materials	3
Effects of climate change	3
Electric vehicle charging	1
Safety concerns regarding quiet EVs	1

Table 24: Themes recorded from primary pupils' responses to free-text aspect of Question 4

Group responses from St Saviour and Grouville Schools tended to highlight:

- More electric cars
- Environmental protection
- Tree planting
- Less plastic and waste
- Public signage and awareness raising.

"more electric cars in Jersey"

"Put posters up at the waterfront to tell people to plant trees and to not drive so much"

³⁴ Note: the sum of this table exceeds 165 responses as some pupils' responses covered more than one theme. E.g. *"We should change the cars and heating. (In houses)"* is recorded as one entry for 'reducing fossil fuel use' and one entry for 'low carbon heating for homes and buildings.'

"Make the ferry cheaper so that people don't fly so much"

Individual responses from VCP pupils tended to focus heavily on:

- Petrol/diesel car phase-out
- EV concerns (lithium, charging, battery waste)
- Recycling and pollution
- Tree planting and reducing emissions.

Question 5 - Which types of cars should still be allowed?





Type of vehicle		Can no longer be imported to Jersey from:
	New and used petrol cars	2030
	New and used diesel cars	2030
	New and used hybrid cars	2035
	New and used petrol small vans	2035
	New and used diesel small vans	2035
	New and used hybrid small vans	2035
	All other types of petrol, diesel and hybrid vehicles	After 2035 Date to be agreed
		

Figure 68: Infographic summary of the proposed phase-out included in primary school survey

Pupils were shown a diagram summarising how the proposed phase-out would take effect (see Figure 68), and told about proposed exemptions to the phase-out and asked if they had any thoughts or if there should be any additional vehicles that should be exempt:

“After 2030, Jersey might still allow some petrol and diesel cars to come here. These are:

- Cars already owned by people who are moving to live Jersey
- Cars over 50 years old
- Cars adapted for a driver or passenger with a disability
- Cars adapted for special purposes e.g. paramedic cars

What do you think? Which types of cars should still be allowed?”

Figure 69 below shows primary school pupils’ level of agreement with each exemption, based on analysis of their free-text responses.

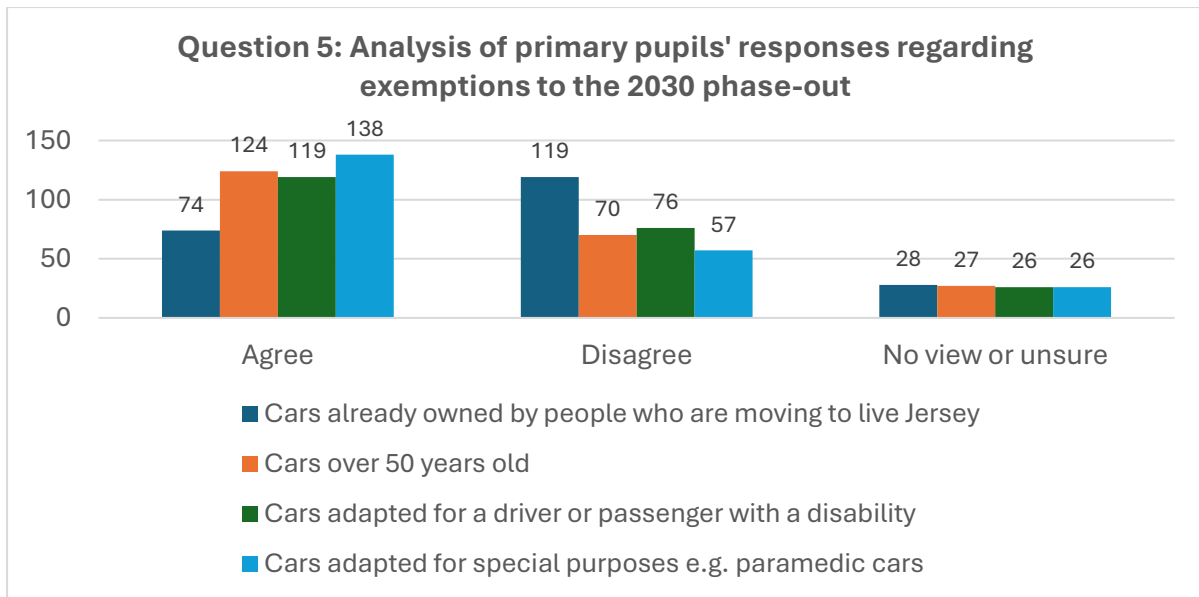


Figure 69: Analysis of primary pupils' responses to Question 5 regarding exemptions to the phase-out

Pupils' responses revealed two opposing positions which have both been coded as 'Disagree' for the below reasons:

1. A view that all cars should be allowed and that no restrictions on petrol / diesel cars should be introduced. Pupils' justifications for this were around enjoyment of petrol and diesel cars, personal preference for sound or aesthetics or concerns about electricity costs.
2. The view that no petrol cars should be allowed, meaning no exemptions should be introduced. This group of pupils were in favour of full electrification and support for this argument were around pollution, climate and environmental protection as a priority and an EV-only future should take priority.

There was noticeable confusion in responses to this question, with several pupils suggesting vehicles like hybrid and electric cars should be allowed after 2030, even though these fall outside the scope. Pupils also suggested out-of-scope vehicles, including tractors and motorbikes, reflecting a misunderstanding about what the policy covers.

At VCP there was a particularly wide split between:

- Pupils wanting full electrification, and
- Pupils wanting all petrol/diesel cars allowed, often citing sound, aesthetics, or personal preference.

There was no universal consensus, but clear clusters emerged around a strong support for exemptions relating to disability and emergency services and classic or collectible cars.

Views on the “cars over 50 years old” exemption were mixed. Some pupils questioned whether allowing older vehicles was environmentally responsible.

Students also suggested additional exemptions around cars with smaller engine sizes, or vans for moving house.

Another student also proposed that petrol cars to be phased out from 2030, followed by diesel cars in 2035.

Question 6: Impact on pupils and their families

Pupils were asked to share their perceived impact on their families as a result of the proposed phase out:

“How do you think you and your family will be affected by the changes in 2030? For example, will it change how you travel, what car you use, how much things cost, or how clean the air is?”

The majority of pupils (78%) cited that they would be ‘positively and negatively’, or ‘very positively’ affected by the phase out, as shown in Table 25.

Q6: How do you think you and your family will be affected by the changes in 2030? For example, will it change how you travel, what car you use, how much things cost, or how clean the air is?	Total	Percentage
Both positively and negatively	99	60%
Very negatively and negatively	9	5%
Not at all	5	3%
Positively	12	7%
Very positively	30	18%
Unsure	10	6%
Grand Total	165	100%

Table 25: Primary pupils' responses to Question 6 regarding the impact of the phase-out

Pupils were invited to complete an optional free-text box as part of Question 6 with the prompt: “Do you want to share any thoughts about this change?”

Many pupils felt that their families and the environment would be affected in a positive way through cleaner air, reduced pollution, quieter roads, helping to slow climate change and, “overall making jersey a nicer place”.

“We would have to buy a new car, but we would be contributing to helping the world a cleaner a better place and would be gradually stopping climate change.”

There were also a small number of concerns around longer travel for holidays (e.g. ski trips), charging infrastructure, charging times and learning how to drive.

Safety concerns were also raised as a concern with pets, animals and those with hearing or visual impairments being impacted.

“It can hurt/ kill more of my pets. It can also effect people who’s hearing is not perfect.”

A minority stated that they would be negatively impacted by the changes and expressed wanting to keep petrol / diesel cars entirely.

“I don’t like the change because I prefer petrol and diesel cars as in my opinion I think they are smoother when in and electric cars give me a wired feeling.”

There were a handful of comments that displayed a possible lack of understanding around how cars pollute and how petrol and diesel is extracted.

“I do not agree with it strongly because also then what will happen to all that petrol that we have.”

Question 7: What children want to tell Government

Question 7 asked pupils:

“What would you like to tell the people in Government who are making the rules about stopping petrol and diesel cars from 2030? Do you have any ideas, worries, or messages for them?”

Free text responses were categorised into five categories:

- Charging and supply infrastructure
- Cost & fairness
- Environmental and ethical impacts
- Policy, pace, design and exemptions
- Safety & accessibility.

Categories represent both positive and negative feedback towards the proposed phase-out. Responses which stated 'No' or 'Nothing' and where the response was left blank have been excluded from the totals shown in Figure 70.

Pupils’ responses captured a mix of strong support and strong opposition. Many understand the environmental reasoning, but their comments show practical worries, ethical concerns, and a desire for fairness and clear communication. The most common themes relate to affordability, safety (especially quietness), charging infrastructure, and responsible battery production. Some want the change faster; others want the proposed phase-out delayed or stopped. Many accept the transition but want it to be gradual, safe, and inclusive, with protection for people who rely on petrol/diesel vehicles.

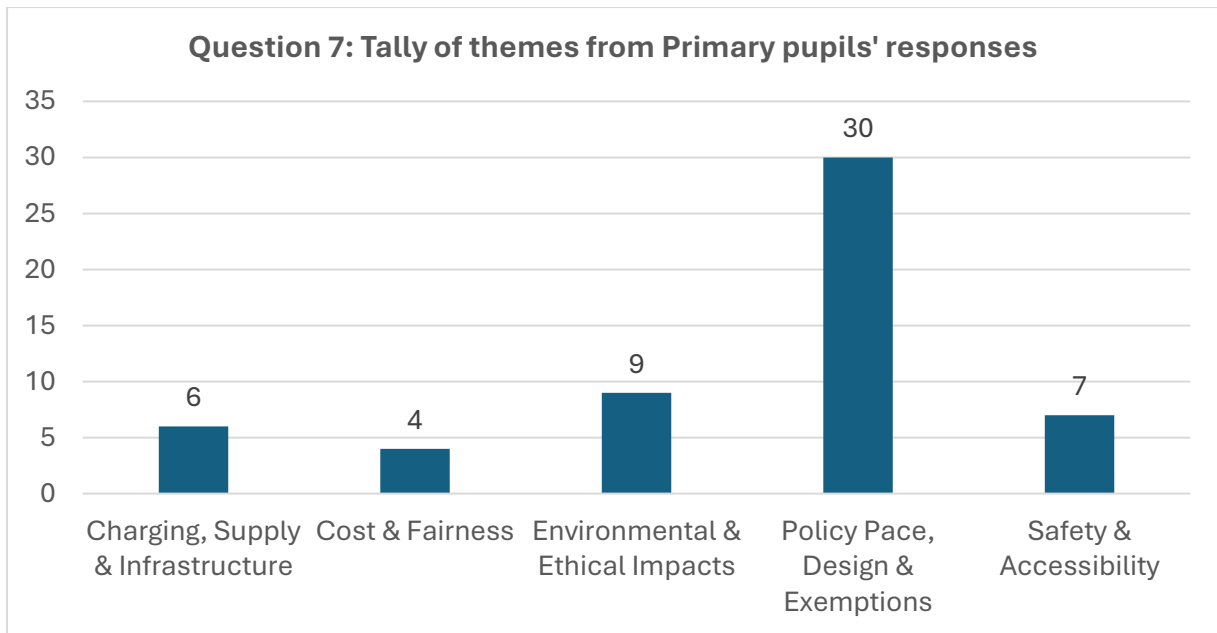


Figure 70: Themes recorded from primary pupil's responses to Question 7

"Thank you for doing this! It's the children's future not theirs."

"I think that these rules are very fair and deeply consider different situations."

Question 8: Children's future vision for transport in Jersey

In Question 8 pupils were invited to give a free-text response to the following topic:

"What do you think transport in Jersey should look like in the future?"

- How should people get around the island?
- What kinds of vehicles should they use?
- Should people walk, cycle, or use buses more?
- How much should it cost to travel?

Responses show a strong consensus for a modal shift away from cars towards walking, cycling and better access to buses.

"I think we should just reduce cars overall because we should walk instead of cars."

Overall, pupils pictured Jersey's future transport to be:

- Cleaner, with more EVs and low-carbon transport
- More active, with walking and cycling as everyday travel
- More affordable, especially for public transport and EVs
- More flexible, with hybrids/hydrogen in the mix
- Less car-dependent, especially for short trips

- Safer, especially around quiet electric vehicles

Some pupils also expressed concerns about the cost of charging electric vehicles, with a small number appearing to assume that electricity costs would make running an EV more expensive overall. These comments suggest a degree of misunderstanding about the relative costs of charging an electric vehicle compared with fuelling a petrol or diesel car. For example, one pupil noted that charging an EV “*comes out of our electricity bills which means it is more expensive,*” while another expressed concern that there would be “*more electricity bills*”. This indicates, not unreasonably, that some primary pupils are unclear about how EV running costs compare with those of petrol and diesel vehicles.

Table 26³⁵ beneath presents the key themes appearing in pupils’ responses to Question 8.

Future Transport themes	Count
Walking & cycling as default for transport	100
Mostly electric vehicle transport	93
Mixed fleet: Electric, Hybrid & Hydrogen	6
Reduced petrol & diesel but not gone completely	10
Better, cheaper, more accessible public transport	37
Environmentally innovative transport ideas	3
Less reliance on cars all together	6
Uncategorised	15
Total	270

Table 26: Future transport themes from primary pupil's responses to Question 8

Secondary Schools

The following section covers responses to Questions 5 to 9 of the secondary school survey.

Question 5 – taking action to reduce Jersey’s emissions

Question 5 of the secondary school survey asked students:

“How important is it to you that we take actions to reduce Jersey's greenhouse gas emissions in response to the climate emergency?”

A total of 72% of students thought that it was 'Very Important' or 'Quite Important' that we tackle the climate emergency, see Table 27 below.

Students were invited to use a free-text box to:

³⁵ Total count for Table 26 exceeds total number of pupils where more than one theme was expressed as part of their future vision e.g. "People should walk or cycle to school to save our planet but if they are far away from school it is ok for them to use cars and buses."

Uncategorised responses are those that had no view relating to their vision of what transport will look like in Jersey in the future.

“Please tell us about any priorities or concerns you might have for how Jersey responds to the climate emergency as a whole.

Q5. How important is it to you that we take actions to reduce Jersey's greenhouse gas emissions?	Number of responses	Percentage
Very important	87	22%
Quite important	200	50%
Unsure	265	16%
Not important	26	7%
Not important at all	21	5%
Total	399	100

Table 27: Secondary school students' responses to Question 5

Students' free-text responses regarding their priorities or concerns have been categorised into eight themes, the frequency of which is set-out in Table 28³⁶ below:

1. Climate & Environmental impacts (global warming, impact on animals, nature and general desire to protect the environment)
2. Concerns about EVs (costs, battery waste, EV safety, aesthetics, perceived impracticality)
3. Cost, affordability & Fairness (EV's being too expensive, financial concerns for families, equity issues)
4. Energy Security & Renewables (Jersey's reliance on France for power, more solar and wind, local clean energy)
5. Government Action & Trust (Whether Government is acting fast enough, concerns about Government spending)
6. Support for Cleaner Travel (walking, cycling, non-car travel)
7. Transport Culture (classic cars, motorsports, cultural or identity-based attachment to fossil fuel vehicles)
8. Uncertainty / unclear responses (unsure how to answer, fields left blank, limited understanding)

The most common theme by far was uncertainty. Many students either did not feel informed enough to comment or expressed unclear or incomplete views. However, some comments categorised as unclear expressed comments such as, "*no clue but i have a feeling its bad*", when prompted about actions and priorities they think we should take.

Overall, the responses show an engaged but varied set of perspectives, combining environmental motivation with practical and financial considerations.

³⁶ Some group responses that were completed as handwritten submissions where the classroom size was not indicated, an assumption has been made on this group size based on submissions from the same school and Key Stage taking an average of the classroom size as a proxy. This has resulted in a difference of two responses not being accounted for (399 compared to total of 401 secondary students).

Themes from students' priorities and concerns	Count
1. Climate & Environmental Impacts	52
2. Concerns about EVs	53
3. Cost, Affordability & Fairness	2
4. Energy Security & Renewables	24
5. Government Action & Trust	2
6. Support for Cleaner Travel	3
7. Transport Culture	4
8. Uncertainty / Unclear	259
Total	399

Table 28: Themes recorded from secondary pupils' responses to free-text aspect of Question 5









Type of vehicle	Can no longer be imported to Jersey from:	
	New and used petrol cars	2030
	New and used diesel cars	2030
	New and used hybrid cars	2035
	New and used petrol small vans	2035
	New and used diesel small vans	2035
	New and used hybrid small vans	2035
     	All other types of petrol, diesel and hybrid vehicles	After 2035 Date to be agreed

Figure 71: Infographic summary of the proposed phase-out included in secondary school survey

Question 6 - Which types of cars should still be allowed?

In Question 6, students were shown a diagram summarising how the proposed phase-out would take effect (see Figure 71 above), informed about planned exemptions and asked:

“It is proposed that SOME petrol and diesel cars should still be able to be imported to Jersey from 2030. (These cars usually have very low mileage or there are only a very small number of them.) These are:

- Cars already owned by people who are moving to Jersey
- Cars over 50 years old
- Cars adapted for a driver or passenger with a disability
- Cars adapted for special purposes e.g. paramedic cars

Do you have any comments or suggestions about which types of petrol and diesel cars that should still be able to be imported to Jersey after 2030?”

There was a clear split of views in response to this question, as shown in Figure 72, with a small majority disagreeing with the list of proposed exemptions. However, many

students made no additional comments which makes it difficult to understand the rationale for their response choices.

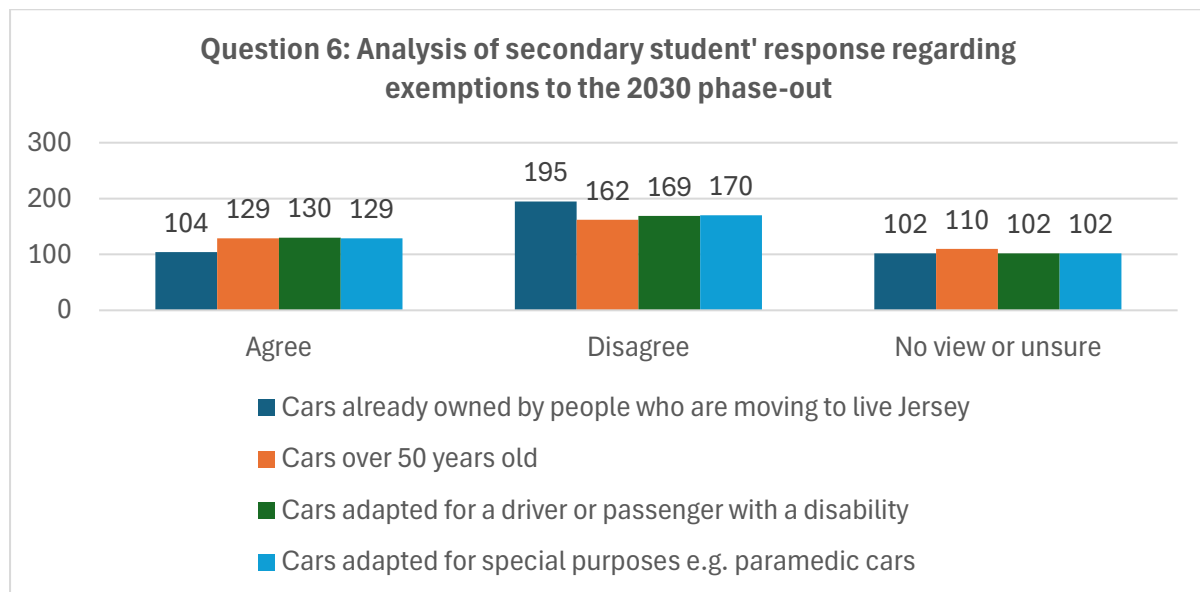


Figure 72: Analysis of secondary students' responses to Question 5 regarding exemptions to the phase-out

Overall, the concerns about the phase- out were less about addressing climate change and more about the affordability, practicality and car culture.

Most want to accept that some exemptions are required, however, many want additional exemptions around hybrids and sports cars. Cost barriers and infrastructure limitations dominated the negative feedback with a small group opposing restrictions entirely.

Environmental understanding varied with evidence of confusion about EV impacts.

Additional exemptions suggested were around hybrid cars, sports cars, commercial vehicles and racing / rally cars; particularly from Les Quennevais and Haute Vallee students. A small minority argued that "All cars should be allowed".

Some of the reasons that students thought more exemptions are needed, were around cost concerns, with EVs being considered "too expensive, especially for low-income families and battery replacement costs". Students also raised concerns around lack of charging infrastructure, a fear that "mechanics won't know how to fix EVs," and concerns around range and reliability.

There were several comments around perceived safety and environmental confusion such as EVs being too quiet, battery component mining and disposal being worse than petrol cars and that EVs "don't last long enough".

Some had mixed perspectives noting both positive and negative feedback weighing up the trade-offs such as costs vs climate benefit.

“Jersey should take the climate emergency seriously by cutting pollution and preparing for problems like rising sea levels and more extreme weather. This means using more clean energy, making buildings more energy efficient, and reducing the use of petrol and diesel cars in ways that are fair and affordable. Protecting nature, cutting waste, and supporting local food are also important. Clear plans and honest communication will help make sure climate action benefits everyone on the Island.”

Students also expressed concerns around an emotional or cultural attachment to petrol and diesel vehicles.

There were some comments suggesting that "Jersey is tiny - won't make a difference" or that EVs "aren't really better for the environment".

Question 7: Impact on students and their families

In Question 7, students were asked to think about the impact of the phase-out on themselves and their families and select an option for what type of impact they expected to occur (see Table 29³⁷ below):

“How do you think you and your family/families will be affected by the phase-out of petrol and diesel vehicles from 2030?”

Q7: How do you think you and your family/families will be affected by the phase-out of petrol and diesel vehicles from 2030?	Total	Percentage
Both positively and negatively	169	42%
Very negatively	28	7%
Negatively	60	15%
Not at all	28	7%
Positively	71	18%
Very positively	40	10%
No response	3	1%
Grand Total	399	100%

Table 29: Secondary students' responses to Question 7 regarding the impact of the phase-out

Students felt quite torn about the impact of the proposed phase-out. Many anticipate financial and practical difficulties, especially around costs, charging access and reliability. While others noted the environmental benefits being "very positive" and a group noting that the quieter EVs won't wake them at night.

42% of respondents expressed both the positives and the negatives of the transition.

Some who stated 'Not at all' reported that their families have already transitioned and own electric or hybrid cars.

³⁷ The sum of responses in Table 29 for Question 7 (n=399) is less than the total number of students who responded (n=401). This is due to three students' views not being accounted for on one handwritten survey form.

A handful of students were concerned about the impact when they learn to drive.

Students' unfamiliarity with the scope and details of the phase-out policy was evident in some responses to this question. One student who believed the phase-out would impact them 'very negatively' listed their family's current commercial use of a number of vehicle types are out of scope for the phase-out.

Question 8: What young people want to tell Government

In Question 8, students were given the opportunity to relay their free-text comments to Government decision makers on the proposed phase-out:

“What would you like to say to decision makers in Government about the plans to phase-out petrol and diesel vehicles from 2030?

Please include comments, questions, requests, concerns or benefits you want to mention.”

Five key themes were identified from student's comments, as set out in Table 30³⁸ below. Just over half (53%) of students either did not respond or added a comment that was unclear or not directly relevant to the question.

Themes	Total	Percentage
Cost and fairness concerns	49	12%
Transition timing and government action	31	7%
Safety or infrastructure concerns	24	6%
Agree with the phase-out, it's good for the planet	36	8%
Disagree with the phase-out or the timescales	59	14%
No comment / not relevant	227	53%
Total	426	100%

Table 30: Themes from secondary students' responses to Question 8

In their responses to Question 8, students also asked Government for clarity on:

- battery waste
- tourists being able to bring in cars
- rules for boats and planes
- training for mechanics
- if hybrids will remain legal
- how low-income families will be supported.

59 students disagreed with the phase-out entirely, or suggested a slower, more gradual transition, allowing for hybrid vehicles to be allowed for longer so technology and

³⁸ Total for all themes is greater than the number of students that responded as some responses mentioned more than one theme. E.g. "I think that its a good idea as it will help jersey to become more environmentally friendly but i think my concern is the prices to buy a new electric car," has been recorded one entry for 'Agree with the phase-out' and one entry for 'Cost and fairness concerns'.

infrastructure can develop. There were feelings around emotional attachment to petrol/diesel culture, a belief that EVs are worse for the environment, and scepticism that Jersey is too small to make a difference.

There were reoccurring concerns around Jersey’s reliance on France for electricity, a desire for more local renewable energy (solar and wind), and broader climate concerns such as sea level rise, storms and wildlife impacts.

A sizeable group supported the policy because they believe it will improve air quality, help reduce climate change impacts, create a cleaner, quieter island. Some individuals encourage Government to be bold but also want the transition to be fair.

Overall, students support the environmental aim but worry about costs, unfairness, infrastructure and EV technology. Across all responses, students want clearer communication, financial fairness and a practical, realistic plan for Jersey.

Question 9: Young people’s future vision for transport in Jersey

In Question 9 students were invited to record a free-text response to the following question:

“What is your vision for the future of transport in Jersey”?

The frequency of key themes from students’ responses has been presented in Table 31³⁹ below.

Theme	Count	Percentage
Walking & cycling as default for transport	137	76%
Mostly electric vehicle transport	12	2%
Mixed fleet: Electric, Hybrid & Hydrogen	24	4%
Better, cheaper, more accessible public transport	176	29%
Environmentally innovative transport ideas	43	7%
Less reliance on cars all together	27	5%
No response / Uncategorized / Keep the same	181	30%
	600	100%

Table 31: Themes from secondary students' responses to Question 9

Overall, students imagined a future where Jersey's transport system is cleaner, more affordable, and more supportive of active travel and improved public transport. However, some views differed on how far or how fast that the Island should transition away from petrol and diesel vehicles.

³⁹ Total count of themes referenced is greater than the sum of students as some students’ responses covered more than one category in describing their vision for the future of transport in Jersey.

There was a strong support for a shift towards more walking, cycling and improved public transport. References to a modal shift towards active travel called for:

- safer cycle lanes,
- bike parking and public e-bike hire,
- infrastructure that makes active travel feel safe.

Requested improvements to public transport asked for:

- more frequent buses,
- cheaper or even free bus fares,
- a fully electric bus fleet,
- more routes, better reliability and fewer delays.

There were also a group that suggested environmentally friendly transport ideas that focused on alternative forms of public transport such as trams, cable cars and trains.

Many students who supported a shift towards active travel, a predominantly electric transport system, with high use of public transport also noted that there needs to be less reliance on cars all together, recognising the need to reduce emissions and congestion on the roads.

“Much more emphasis should be placed on 'active transport'.”

“The fact remains that there are too many cars on the island (electric or otherwise). Roads are congested.”

“Students feel unsafe walking, scooting or cycling to school. More crossing + cycle paths needed.”

Mixed or unclear views states views of students who were unsure what the future will look like or think that Jersey should "*stay the same*".

A group of respondents favoured a mixed fleet, understanding the requirement to shift away from petrol and diesel, but not wanting to fully transition. This included to ask to allow for exemptions around petrol and diesel cars such as first cars, collectors and emergencies.

Overall, students envision a transport system that is cleaner, more accessible, more affordable, and better integrated, with clear expectations that Government should lead by example and invest in the infrastructure needed to support a fair and effective transition.

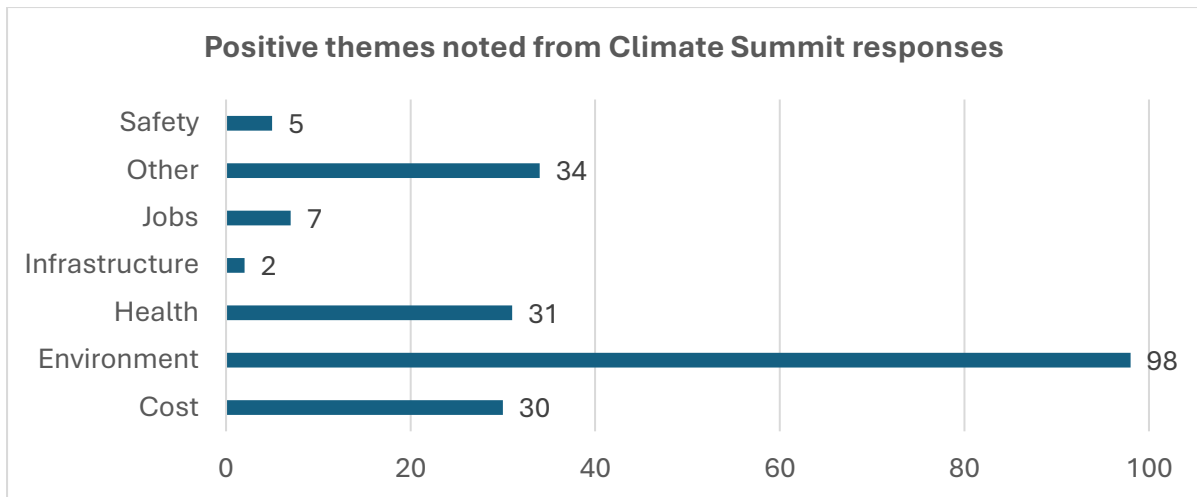


Figure 74: Positive themes noted from Climate Summit responses

Top four positive themes:

- Environment — overwhelmingly the strongest positive theme
- Cost — many highlighted long-term savings
- Health — clean air and fewer respiratory issues
- Other — broader benefits like quieter streets and nicer places to live

Negative feedback

Students' concerns focused heavily on affordability, with many noting that EVs are too expensive to buy, maintain, or charge, especially for low-income families. Respondents also expressed worries about safety (silent vehicles, battery fires), insufficient charging infrastructure, limited driving range, job losses in petrol-related industries, environmental impacts of battery production, and the strain electrification could place on Jersey's power supply.

A word cloud presenting the negative themes from Climate Summit responses can be seen in Figure 75 below. The frequency of negative themes in these responses is summarised in Figure 76 below.

Top five negative themes:

- Other — includes range anxiety, cultural impacts, fairness concerns, and loss of car options
- Cost — affordability concerns dominate
- Jobs — fears of job losses in petrol-based sectors
- Infrastructure — worries about charging points and electricity supply
- Safety — risk from quiet vehicles and battery fires.

- The only principle with majority support was Principle 2 (early clarity), reflecting a desire for certainty regardless of policy position.
- Major concerns raised in consideration of the five Principles centred on cost, infrastructure readiness, equity, and practicality.

2. Phase-out of New and Used Vehicles

- The majority of respondents opposed the phase-out of both new and used petrol and diesel cars and small vans in 2030/2035.
- The strongest resistance was to restrictions on used vehicle imports, driven by concerns about affordability, restricted access to lower-cost vehicles, and disproportionate impacts on young and lower-income drivers.

3. Phase-out of Other Vehicle Categories

- Respondents broadly supported retaining later dates (post-2035) for motorcycles, buses, HGVs and agricultural vehicles.
- Many highlighted that viable zero-emission alternatives do not yet exist for these categories.

4. Exemptions

- There was strong support for exemptions, including:
 - Classic/historic vehicles
 - Motorsport and enthusiast vehicles
 - Disability-adapted and specialist vehicles
 - Emergency and operational fleet vehicles
- There were significant calls for lower age thresholds for classic vehicles and for mileage-based or use-based exemption criteria.

5. Key Areas of Concern

Respondents expressed very high levels of concern about:

- the cost of vehicles
- charging infrastructure and grid capacity
- battery disposal and end-of-life environmental impacts.

Infrastructure and affordability concerns were especially broad-based and strongly evidenced.

6. Anticipated Impact

- 63% of individuals and 79% of organisations expect to be negatively affected by the phase-out as proposed.
- Only 14% of individuals and 3% of organisations expect no impact.
- Businesses—particularly trades reliant on vans—anticipate significant operational and financial disruption.

Overall Assessment

The Findings show that the proposed 2030–2035 phase-out model does not command public support in its current form. Whilst there was recognition of the need for transport decarbonisation to meet net zero commitments, respondents called for an approach that is:

- More flexible and responsive to local conditions
- Sequenced more realistically, especially for used vehicles
- Fair and socially equitable
- Based on infrastructure readiness and proven technological alternatives
- Supported by clear, evidence-based exemptions

The evidence points to a clear need to re-evaluate the scope, pace and design of the phase-out to ensure it is deliverable, proportionate and aligned with Jersey’s economic, social and environmental context.