

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 10 – Organisational Free-Text Responses to Question 17

UserID	Primary purpose / focus of organisation	Anonymous / Attributed	Organisation name	Do you have any comments regarding the first principle for the phase-out as described above? (Principle 1: Jersey should act now to reduce road vehicle emissions to ensure the Island can achieve net zero by 2050)
283969766	Commercial - other than motor trades / fuel	Attributed	BathroomBuilder.je Ltd	We need to do those and play our part. The government needs to ensure homes have charges
284080530	Commercial - other than motor trades / fuel	Attributed	Animal Kingdom/Pawsome Walking	We have been running EVs for over 20 years and 75% of our total fleet under 3500gww is EV. But there is no realistic alternative for lorries, tractors and heavy plant. Perhaps permitting PHEV cars until 2035 would be more sensible and palatable for islanders.
284196311	Motor trade - servicing and repair	Attributed	Morris Marine & Motors	There is no need to go net zero and is far to expensive for businesses and many public to go down this route. You should be able to have the choice on what vehicle you buy.
284198166	Commercial - other than motor trades / fuel	Attributed	Ransom Horticultural Services Ltd	It's not Nett Zero scrapping perfectly good vehicles that has a good infrastructure in place to maintain them. There are green fuel alternatives (currently over taxed) that can be used. This is a dictatorship decision and unless the entire world does the same banning petrol and diesel will just impact the business and the individual making it elite to own a substantially higher price vehicle.
284249404	Education	Anonymous	-	EV vehicles are prohibitively expensive, and of poor function and availability.
284262622	Commercial - other than motor trades / fuel	Attributed	4hire Ltd	We would like to express our support for Jersey's ongoing efforts toward decarbonisation and the goal of ending petrol and diesel vehicle registrations by 2030. As a local hire company, we are fully committed to reducing our carbon footprint. We continuously invest in the latest electric and hybrid technology and refuel all our diesel vehicles exclusively with HVO (Hydrotreated Vegetable Oil) fuel, which significantly reduces CO ₂ emissions. However, we believe it is important to maintain a fleet of HVO-powered diesel vehicles within our hire offering. Many of our customers require vehicles for off-island use — travelling to the UK and across Europe — where

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				electric charging infrastructure and logistics may still present challenges. Additionally, some customers in Jersey do not have access to on-street parking or convenient charging points, making electric options less practical for their needs at present. We remain committed to supporting the island’s decarbonisation goals while ensuring that practical and reliable transport solutions remain available to all customers during the transition period.
284372312	Financial Services	Anonymous	-	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.
284430425	Environmental	Anonymous	-	Net zero means as much carbon is taken out as is put into the atmosphere. Until GOJ engage with CO2e removals net zero is not achievable.
287882121	Motor trade - vehicle retail	Anonymous	-	The infrastructure for electric vehicles will not be sufficient for most ordinary working people to access, particularly in an urban setting. Also new and used electric vehicle prices are not sufficiently low to appeal to the currently wide market for inexpensive first-time and family cars. The cost of repairing and scrapping electric an electric vehicle is currently prohibitive.
287909694	Motor trade - servicing and repair	Anonymous	-	This whole proposal has been poorly thought out. A sledge hammer to crack a nut. Many modern petrol vehicles are ultra low emission. Why not introduce a tiered annual road tax to encourage people into using greener transport rather than banning it altogether ? Also, what about all the older diesel engines commercial vehicles that have little or no emission reduction equipment fitted yet circulate daily on our roads, pumping out toxic NOx and particulates that WILL affect our health. What makes this worse is the fact that these vehicles are covering a much higher annual mileage than normal cars and vans. This should be your priority, not low emission ICE powered vehicles.

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288661694	Motor sport	Anonymous	-	Electric Vehicles do not suit everyone. Jersey creates such little emissions we do not need to do anything, the market will naturally sort this out.
288711743	Transportation	Anonymous	-	Electric cars are not the way forward, should be a choose of the public what vehicles they drive.
288794497	Commercial - other than motor trades / fuel	Attributed	The Great Outpaws	Whilst it's a nice idea. It's wildly impractical and rather than paying into a pension we're now being forced to spend north of 25k x2. This can't and won't happen due to the enormous impact it could have on us for the rest of our lives. Modern technology will be taken up by those that can afford it. Should the develop Hydrogen engines to a point of mass market we would adopt on a 1 in 1 out basis.
288796820	Commercial - other than motor trades / fuel	Attributed	Structured Cabling Solutions	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.
289313517	Vehicle owners club / car club	Attributed	The Mustang Owners Club of Great Britain	The immediate use of sustainable fuels has been ignored by policy makers. This would use the existing infrastructure and cost the island much less than the current proposed focus on ban of ICE vehicles. By prematurely banning ICE vehicle imports, the policy discourages investment in e-fuel infrastructure and research, effectively eliminating a crucial pathway for the local transport industry and enthusiast car clubs to achieve net-zero in a short timescale and by 2030.
289391492	Gardening	Anonymous	-	Electric cars are not the solution as their carbon footprint to make is more than what it'll save in its lifetime. The batteries are far too expensive to replace at at this time there is no commercially viable battery reconditioning technology available. The electric car weighs 1.5 times the weight of a normal car increasing the wear and cost of maintaining the roads. The solution will be worse than the problem.

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				Freedom of choice is what democracy should represent and I feel this form and the proposed phasing out of petrol and diesel cars is a coercive measure and not a signal of a free society.
289438025	Motor trade - vehicle retail	Anonymous	-	It will kill my business
289439063	Commercial - other than motor trades / fuel	Anonymous	-	It's an absurd that jersey is even wordy about that there is bigger problems to be solved Country like USA and China should worry not jersey
289439556	Motor trade - servicing and repair	Attributed	J & R motor Sales	Electric cars are expensive and batteries are dying after 3/4 years.
289455688	Vehicle owners club / car club	Anonymous	-	Speaking on behalf of the [TEXT REDACTED] our vehicles will need to be used with petrol but it can be sustainable fuel, there fore we do not see the need to phase fuel completely out. [TEXT REDACTED] vehicles range from 20 years old and older. However, you must also consider the Modern Classics which are from 15 years and upwards. The next generation of Classic enthusiasts will want to be able to buy a used Classic from off island.
289459823	Commercial - other than motor trades / fuel	Anonymous	-	Impossible to charge sufficient vehicles in our location.
289465243	Commercial - other than motor trades / fuel	Anonymous	-	This is adding another extra cost to a small businesses like myself. This will be passed onto the customer. I feel it's too soon to phase it out with electric vehicles not yet at the standard needed
289527877	Motor trade - servicing and repair	Attributed	Michael gray recovery	The size of jersey will make no difference to the environment for vehicles emissions and your trying to attract more flights and ferries into the island to bring money in which are the main contributors to are environment Co I

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				don't think the states really have a clue its all for show so it looks like your trying to do something.
289529238	Commercial - other than motor trades / fuel	Anonymous	-	I agree we need to conserve the planet but we are heading like headless chickens down the electric route without thought for the effect on costs to every one island wide and the fact that we will be putting "all our eggs in one basket" and as we have no competition in the electricity supply are leaving ourselves open to exploitation by the sole supplier of electricity. We are leaving no room to alternative forms of fuel (eg liquid hydrogen etc) The presentations being given are not a consultation they seem to give no alternative so the presentations are designed to "brainwash" people!! Hardly a consultation on what is available !!
289539181	Insurance	Attributed	David Holman & Co. Ltd.	Typical bossy politicians.
289540124	Financial Services	Anonymous	-	Absolutely crazy and more unnecessary government meddling in peoples everyday life, Jersey omissions are irrelevant on a global basis. More Unnecessary rules.
289552165	Health or wellbeing	Anonymous	-	This is not financially feasible for small companies
289560961	Motor trade - vehicle retail	Anonymous	-	It would be unwise to make a decision at the moment. We are ignorant as to what is going to happen in the next year or two.
289586178	Commercial - other than motor trades / fuel	Anonymous	-	It makes no sense to purely concentrate on emissions, when we should be considering total pollutants including brake wear (significantly higher with EV's) the need and environmental cost of producing and disposing of electric batteries. Also lack of Infrastructure readiness, consumer choice and civil liberties are all major factors. Once again we find our politicians following UK guide lines with no true understanding of impact.
289596709	Motor trade - servicing and repair	Attributed	Hudson Motor Company	A significant concern is that the current approach does not adequately consider the full life-cycle environmental impact of electric vehicles, particularly repairability, battery replacement and end-of-life disposal.

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				<p>In real-world use, relatively young electric vehicles are already being written off due to the cost and availability of key electrical components. Vehicles that are otherwise serviceable become uneconomic to repair, resulting in premature scrappage and the embedded carbon of manufacture being lost. Similar issues are being seen with smaller electric vehicles where battery degradation through normal storage can result in replacement costs exceeding the value of the vehicle. This encourages disposal rather than repair and undermines the principles of sustainability and resource efficiency.</p> <p>Without a clear and affordable framework for repair, battery refurbishment, second-life use and disposal, there is a risk that the policy increases waste and offshore carbon emissions rather than reducing them</p>
289723153	Motor trade - vehicle retail	Anonymous	-	Should've focussed on removing old and heavily polluting cars and vans from the roads and replacing with newer more efficient and environmentally sound alternatives including Euro 6 diesel
289747328	Motor trade - vehicle retail	Attributed	JEMEC Automotive Limited	<p>I do agree that 'Jersey should act now to reduce road vehicle emissions to ensure the Island can achieve net zero by 2050'. However, I strongly do not agree that the way to achieve this is by restricting "the importation and registration of new to Jersey petrol and diesel vehicles in 2030". Statistically, the impact on transport emissions will be very small and, in all likelihood, this legislation could prove to be counter-productive.</p> <p>I believe that the logic in 'TR5 – End the importation and registration of petrol and diesel vehicles that are new to the Island' in the 2022 Carbon Neutral Roadmap is flawed.</p> <p>Firstly, it makes no mention of automotive manufacturing globally – which is increasingly moving towards electric and hybrid vehicle. This profile change is already reflected in our on-Island registrations. In 2025 (until September)</p>

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				<p>there were 2735 small cars and vans registered, of which 1280 were electric or hybrid (47%) compared to 376 electric/hybrid vehicles out of 4229 – or 8.9% - in 2019.</p> <p>Secondly, it implicitly suggests that the Island should bring in this legislation because the “UK has prohibited the manufacture and sale of petrol and diesel vehicles from 2030 (with hybrids from 2035) and the EU from 2035”. However, Jersey is NOT the UK and it certainly isn’t the EU. We are an entirely different market, in every measurement possible. It is extremely unwise, and potentially dangerous, to assume that we can copy legislation from one market to another and expect it to have the same effect and, more importantly in this instance, impact.</p> <p>According to the Gov.uk, there are 42.4 million licensed vehicles in the UK (Sept 2025) and 427,000 on AutoTrader (as at 28/1/26). If the UK does bring in the 2030 ban, a UK consumer will still have access to all of these vehicles – which means the impact of the ban will be gentle and those people who still want or need to buy petrol and diesel engines will be able to do so economically for many years. For a Jersey resident, the choice will be reduced very suddenly and drastically to far less than 1% of what was previously available to them. This will arguably be THE most restrictive piece of legislation which Jersey has and there is a real danger that the consumer, and people who are completing this consultation, do not understand the full implications of this. It could also mean the loss of our professional franchise dealers on the Island – which has HUGE implications for jobs, skills, the provision of on-island warranty and repair work. All of this will drive the cost of motoring up exponentially.</p> <p>Thirdly, the mathematics behind it is flawed. In 2023, the total cars</p>

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				<p>registered in Jersey was 127,911 of which 5446 where electric or hybrid. If you work on the (incorrect) assumptions that every vehicle which is scrapped or leaves the Island each year is Petrol or Diesel – and the scrappage and leaving rate runs at 2% - and that every vehicle coming into Jersey was hybrid or electric (which is won't be if there are any exclusions permitted) - then it would be at least 2056 before we came even close to a 50% electric and hybrid fleet. This doesn't take into account all the possible exceptions which are being considered and the natural human behaviour when faced with a punitive law such as this, which means that, in all likelihood, that people will hold onto their old petrol and diesel cars for longer and the profile of vehicles on Island will become older and less environmentally friendly (and much more expensive).</p> <p>Fourthly, it takes no account of the fact that the manufacturers and governments are still in 'conversations' about the ban globally. Jersey is too small a market to impact these decisions in any way but could be at a serious disadvantage if we change the law, only for the UK or the EU to change again.</p> <p>Finally, I believe that there is a real risk that Jersey Government is looking at introducing this legislation as it is considered 'BAU' and a low cost 'box to tick' on the Carbon Neutral Roadmap. The danger is that the law is changed 'because we can' not because we 'should' and because it is felt that it is better to be seen to do 'something' even if it is not effective. This is not a low-impact piece of legislation. The external context for it is changing rapidly - more rapidly that governments and car manufacturers can keep up with in some cases. There is a cost to legislation in terms of public sector and governmental efforts and time - and tax-payers' money. Arguably, Jersey is already taking more actions that other jurisdictions because of the VED</p>

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				rates. Combined with the changing profile of available vehicles, we are seeing a natural movement towards electric and hybrid vehicle on Island. This means new legislation is not only superfluous, it is potentially damaging to the local economy, jobs cost of living and freedom of choice.
289792968	Motor trade - vehicle retail	Attributed	Offshorebikebits.com ltd	<p>Its too soon, its too expensive you have no infastructure cut down on the big vehicles doing school runs electric/hybrid cars are expensive to buy and repair. We arent certain what the UK/Europe are going to do There will be a lot of job losses Bring in an emisiions test for cars and large vehicles Will the UK allow us to have any of their quota of EV` s? Recycling is a problem with all EV` s and this will add to the cost of the product. Where do we get our emissions figures from? We are small island. I think you going to wrong way about this. You should be helping the low emission veichles now. The amount of cars with single people in them or the large cars doing the school run is very large and with them there is a lot of exhaust fumes. Cut them back first , then see what the emissions are like</p>
289858334	Financial Services	Attributed	IQ-EQ Jersey	I don't disapprove of encouraging pure electric vehicles, and agree that they make a lot of sense for the island for day to day transportation. However I do want the option to buy an any vehicle in the island (particularly used collector cars. This could be to replace an existing car that has been involved in an accident or for islanders, who collect cars as a hobby / investment to add to their collections.
289878957	Supply of road fuels	Anonymous	-	Yes, but more could be done to encourage motorists (certain type of vehicle users HGV, buses) to renewable fuels in the interim

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289924932	Commercial - other than motor trades / fuel	Anonymous	-	I think the timescales are wrong. There are measures in place already to motivate the move towards hybrid & electric vehicles with VRD. The electric vans currently in place are not good enough except for very small vans

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283969766	Commercial - other than motor trades / fuel	Attributed	BathroomBuilder.je Ltd	Rewarding dealers with £3.5k thousand pound per vehicle sold was a scam! They never passed on the saving to the customer and no way of ensuring they did because they are the ones that set the price of any vehicle they sell.
284198166	Commercial - other than motor trades / fuel	Attributed	Ransom Horticultural Services Ltd	As with point one there should not be a phase out, make green fuel alternatives cheaper.
284262622	Commercial - other than motor trades / fuel	Attributed	4hire Ltd	Early clarity from government will allow us to plan our fleet investments responsibly, ensuring we can continue supporting our customers' needs.
284372312	Financial Services	Anonymous	-	Comment as above.
284430425	Environmental	Anonymous	-	Even if an electric vehicles is chosen there are associated emissions which must be removed to achieve Net zero. Petrol and hybrid emit more and the equivalent CO2e must be removed to meet Net Zero.
287909694	Motor trade - servicing and repair	Anonymous	-	Europe (and likely UK) are moving on from a 2030 target. Are we going to be different ? It is not necessary to ban all ICE vehicles.
288661694	Motor sport	Anonymous	-	The market will naturally sort this out. Jersey does not need to do anything. All cars come from the UK we should allow any vehicles to be imported from the UK
288794497	Commercial - other than motor trades / fuel	Attributed	The Great Outpaws	Of course you should keep everyone informed. That's just basic common sense (I hope). But I don't think this should be forced on anyone.

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289313517	Vehicle owners club / car club	Attributed	The Mustang Owners Club of Great Britain	The 2030 deadline is arbitrary and disconnected from the island's actual adoption rate, leading to an inevitable policy failure. The entire Carbon Neutral Roadmap, of which this is a key part, is significantly off-track, suggesting the aggressive deadline is not justified by delivery. Further the EU has significantly changed the dates and rules in relation to continued allowed production of new ICE vehicles post 2030. Jersey is now out of alignment with the EU. It is highly likely that the UK will align to the EU. Further the major motor manufacturers which form the majority of vehicles registered on the island will not be adhering to a 2030 enforced blanket ban. Islanders will therefore not be able to select or choose vehicles available to the UK and EU residents.
289391492	Gardening	Anonymous	-	I do not consent to the phasing put of diesel or petrol cars
289439063	Commercial - other than motor trades / fuel	Anonymous	-	Should never be decided by government it's a free world we live in we aloud to have choice
289455688	Vehicle owners club / car club	Anonymous	-	[TEXT REDACTED], Classic vehicles are not on the road every day. They use very little fuel compared to a road car used 24/7. Some Insurance companies also cap the mileage so you could allow us to use our cars/vans/lorries/tractors/motorcycles as long as we don't go over a certain amount of miles in a year.
289491552	Environmental	Attributed	Bloomscape Gardens	There should be no need to provide early clarity to the motor trade or motorists because NetZero is an absolute scam and we all know that it is nothing to do with road emissions, but is a global political agenda set by wealthy globalists who stand to make even more money and supported by clearly uninformed politicians here and elsewhere. The only folks to suffer are those that just want a reasonable standard of living and already struggle to afford energy price increases.

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289527877	Motor trade - servicing and repair	Attributed	Michael gray recovery	Phasseing out petrol and diesel cars which are very green now with egr filters and catalytic converters is a mistake but your happy to bring in older cargo and ferries like dfds channel sea ways the ronez boat the fuel boats the gas boat it's double standards .
289529238	Commercial - other than motor trades / fuel	Anonymous	-	We are 4 years away which is no time at all. You MUST delay this time schedule . My understanding is the take up of electric cars is not good. Our business will see increased costs which will be passed onto the island residents and fuel inflation. I am not alone in believing this will happen
289552165	Health or wellbeing	Anonymous	-	There has not been anywhere enough investigating and resource backing within the infrastructure of Jersey to accout for the sudden increase in plugins and full electric
289560961	Motor trade - vehicle retail	Anonymous	-	2026 is to early to make a decision. We are not able to guess what is going to change in the next two or three years. The current situation will change dramatically!
289596709	Motor trade - servicing and repair	Attributed	Hudson Motor Company	The current policy emphasis appears to focus primarily on tailpipe emissions rather than whole-system carbon impact, including manufacturing, shipping, repair, battery replacement and disposal. In a small island economy where vehicles must be imported and replacement costs are high, early vehicle write-off represents both an environmental and financial inefficiency. Scrapping relatively modern vehicles due to single component failures increases overall emissions when manufacturing and logistics are taken into account. A transition that discourages repair and accelerates replacement risks increasing the cost of living while delivering limited net environmental benefit.

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289723153	Motor trade - vehicle retail	Anonymous	-	Require significant period to adjust business model and also to ensure customers understand the changes and implications
289747328	Motor trade - vehicle retail	Attributed	JEMEC Automotive Limited	<p>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.</p> <p>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.</p> <p>This legislation will cause businesses to close, there can be no doubt about it, and the market to be impacted in the years before 2030. This legislation has a completely different impact on our retailers compared to similar ones in the UK. We will not be working with the same parameters as the UK. It will be unique to us and will distort normal sales patterns.</p>
289792968	Motor trade - vehicle retail	Attributed	Offshorebike bits.com ltd	We need a lot more meetings and you need to publicise it better

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289858334	Financial Services	Attributed	James Haithwaite	At IQ-EQ (trust company at Gaspé House) we assist car collectors with their collections in a Jersey company and this often includes holding those cars physically in the island. We are working with investors who wish to build a purpose built facility in the island to house the cars but this would be on the basis that we can continue to bring high value cars (£3M+) in. I have written a separate email with my concerns to [TEXT REDACTED] but this activity supports not only the financial services sector, but also construction, ferry logistics, mechanics and other stakeholders.
289878957	Supply of road fuels	Anonymous	-	Need clear and balanced information provided as much in advance as possible. Direct engagement sessions have worked well with other areas of the CNR implementation
289924932	Commercial - other than motor trades / fuel	Anonymous	-	The phase out is wrong & misguided. It will happen naturally with the availability & cost of vehicles. We are intrinsically linked to the supply of vehicles from the UK

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
284080530	Commercial - other than motor trades / fuel	Attributed	Animal Kingdom/Paw some Walking	Jersey is small and travel distances such that EVs are perfect for Jersey! We run our vehicles all day or more, on a single charge.
284198166	Commercial - other than motor trades / fuel	Attributed	Ransom Horticultural Services Ltd	If the government changes in the uk and the policy on nett zero will the coat tail policy here change?
284249404	Education	Anonymous	-	Jersey's emissions are so insignificant that it's a waste of time and resources and makes transport costs unduly high for small businesses.
284262622	Commercial - other than motor trades / fuel	Attributed	4hire Ltd	While the UK's approach can provide useful guidance, following it directly may not always be practical for Jersey. We need to consider our local circumstances, including whether we have enough trained mechanics to maintain and repair hybrid and fully electric vehicles, and whether our infrastructure is ready to support a large-scale transition. Purchasing an electric vehicle is one step — but ensuring it can be serviced, maintained, and repaired locally is equally important. These questions need to be addressed to ensure a smooth and sustainable transition for island residents and businesses alike.
284372312	Financial Services	Anonymous	-	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.
284430425	Environmental	Anonymous	-	It's better to be aligned to Europe. The UK is too politically unstable when it comes to climate change.
286045761	Public sector	Attributed	Ports of Jersey	Should align but shouldn't wait for the UK if they slow on their progress

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287882121	Motor trade - vehicle retail	Anonymous	-	It would appear that the date and extent of phasing out of petrol and electric vehicles in the UK and Europe is currently under review and we should follow any changes that occur in these markets.
287909694	Motor trade - servicing and repair	Anonymous	-	As above, UK will follow Europe. You need to wake up.
288794497	Commercial - other than motor trades / fuel	Attributed	The Great Outpaws	Given that the entire UK contribute less than 3% of global emissions I can only imagine how small Jersey's contribution is.
289313517	Vehicle owners club / car club	Attributed	The Mustang Owners Club of Great Britain	Jersey is not aligned to the UK, specifically the UK is not banning the registration of ICE vehicles but the sale of new ICE vehicles, including significant exemptions for low volume and specialist manufacturers of ICE vehicles . The exemptions include Second-Hand Vehicles: The ban only applies to new vehicle sales. UK residents can continue to buy, sell, and drive used petrol and diesel cars indefinitely. Small-Volume Manufacturers: Specialised car makers that produce fewer than 2,500 vehicles per year (such as Aston Martin, Morgan, or McLaren) are exempt from the 2030 deadline and can sell ICE models until 2035.
289391492	Gardening	Anonymous	-	I do not consent to the phasing out of petrol or diesel cars
289439063	Commercial - other than motor trades / fuel	Anonymous	-	Jersey should not follow anyone in this matter as they are much bigger country's and they in complete different position
289455688	Vehicle owners club / car club	Anonymous	-	As said before you must take into account the next generation of Classic enthusiasts they will want to be able to purchase a used classic possibly from UK or even France. The younger generation

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
				cannot afford a new car they will want to be able to buy a used second hand vehicle.
289459823	Commercial - other than motor trades / fuel	Anonymous	-	We have different needs and our charging stations are far fewer.
289491552	Environmental	Attributed	Bloomscape Gardens	Why on earth would Jersey need to align with the UK when we only emit 0.001% of all carbon emissions globally? Quite ridiculous
289527877	Motor trade - servicing and repair	Attributed	Michael gray recovery	Volkeswagon and many other manufacturers are starting to pull away from electric you will find out in the future you might have a very limited amount of choice.
289529238	Commercial - other than motor trades / fuel	Anonymous	-	We are irrelevant to the worldwide issue of global warming but need to link in with UK. The UK government are having concerns over the fundamental timescale and so should our government be worried
289539181	Insurance	Attributed	David Holman & Co. Ltd.	The UK's timetable is absurdly optimistic and the phase-out is running ahead of the supply of necessary new infrastructure.
289540124	Financial Services	Anonymous	-	Make our own decisions and stop following all the mainlands mistakes.
289552165	Health or wellbeing	Anonymous	-	There is no requirement to do anything let alone tag along
289560961	Motor trade - vehicle retail	Anonymous	-	Just wait until the UK and Europe make a final decision.

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
289596709	Motor trade - servicing and repair	Attributed	Hudson Motor Company	<p>Jersey's environmental policy should be proportionate to the Island's scale, geography and real environmental impact.</p> <p>Jersey benefits from consistently strong prevailing winds and maritime weather patterns that naturally disperse local air pollution. While emissions reduction remains important, local pollution levels and public health outcomes must be assessed realistically and not overstated.</p> <p>Policy should focus on outcomes that deliver measurable local benefit rather than symbolic alignment with much larger jurisdictions. Jersey should not automatically inherit UK policy without local cost-benefit analysis.</p>
289723153	Motor trade - vehicle retail	Anonymous	-	We are not the U.K. and our scale requires a different approach not just following UK approach

UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
289747328	Motor trade - vehicle retail	Attributed	JEMEC Automotive Limited	<p>As you state, the Jersey market is defined by the UK market and, therefore, we will see the profile of vehicle arriving in Jersey change naturally depending on what is available in the UK – as we are witnessing already. Arguably, we are already far ahead of the UK as we already have punitive VED measures which makes it far more expensive to purchase a higher-emissions vehicle in Jersey than in the UK.</p> <p>So again, I agree with the Principle, but not with the rationale. Changing the law in Jersey is, at best, superfluous, and could – as I have suggested elsewhere – be counterproductive, in terms of the uptake of electric & hybrid vehicles on Island, skills, jobs and expertise on Island, choice (and therefore public opinion of this legislation). It will certainly negatively impact the cost of motoring and the price of used vehicles on Island.</p> <p>Jersey is NOT the UK and it certainly isn't the EU. We are an entirely different market, in every measurement possible. It is extremely unwise, and potentially dangerous, to assume that we can copy legislation from one market to another and expect it to have the same effect and, more importantly in this instance, impact. There is a real risk that Jersey residents completing this consultation don't fully understand the impact this legislation will have on choice, cost of motoring, jobs, skills and the local economy – and are catastrophically over-estimating the positive impact it would have on CO2 emissions.</p> <p>Moreover, I feel very strongly that the Government is mis-leading the public in this consultation by saying "Unless we begin to restrict the</p>

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
				<p>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" - as there is no way this legislation can or will decarbonise the Island's road transport by 2050.</p>
289792968	Motor trade - vehicle retail	Attributed	Offshorebikebits.com ltd	<p>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 ?</p>

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the third principle for the phase-out as described above? (Principle 3: Jersey should be strongly aligned with the UK's timetable for phasing-out petrol and diesel vehicles)
289858334	Financial Services	Attributed	IQ-EQ Jersey	Yes any phase out of new vehicles makes sense to so at the same time as the UK / EU. As far as I'm aware they are not proposing the phase out of used cars and that is my largest concern.
289878957	Supply of road fuels	Anonymous	-	This maybe the main market for vehicles, but Jersey needs to remain flexible. Especially considering recent news from many major manufacturers pulling back from previous plans.
289924932	Commercial - other than motor trades / fuel	Anonymous	-	We will automatically be aligned with the UK with the availability of vehicles anyway

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fourth principle for the phase-out as described above? (Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island)
284198166	Commercial - other than motor trades / fuel	Attributed	Ransom Horticultural Services Ltd	No as modern vehicles will run cleaner and states won't understand individual needs in business.
284262622	Commercial - other than motor trades / fuel	Attributed	4hire Ltd	as above
284372312	Financial Services	Anonymous	-	Yes - see comment re innovation above.
284430425	Environmental	Anonymous	-	When Governments start dictating options it ends in failure or unnecessary economical and ecological cost.
287882121	Motor trade - vehicle retail	Anonymous	-	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.
287909694	Motor trade - servicing and repair	Anonymous	-	So you are planning to restrict / stop locals from purchasing petrol and diesel powered cars from 2030... What about people moving to Jersey. Are you actually going to allow these people to bring ICE vehicles in but restrict us from importing them ? Good luck with that idea ! Also, why are people moving here allowed such a reduction in VRD ? All the people moving here with large 4x4 and sports vehicles should be paying the same VRD rate as locals !
288661694	Motor sport	Anonymous	-	With VED the island will not be a dumping group for Vehicles.
288794497	Commercial - other than	Attributed	The Great Outpaws	Bit late isn't it? You used to block the import of excessively large private vehicles due to the impracticality of their use on Jersey roads. But you've

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fourth principle for the phase-out as described above? (Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island)
	motor trades / fuel			allowed them in recent years increasing the hazards on Jersey roads. All for the sake of vanity.
289313517	Vehicle owners club / car club	Attributed	The Mustang Owners Club of Great Britain	The current inequitable focus on large cc engines and penalising them with ridiculously high levels of VED must be reviewed. This is not aligned to UK policy. Large engined performance vehicles are not "heavy polluters". This is totally inaccurate. Also, the 50-year VED exemption rule needs to be urgently reviewed and reduced to at the very least rolling 15 years. Also to consider registered car clubs and enthusiast vehicles, special purpose racing, rally, demonstration, event ICE vehicles. In relation to the proposed 2030 ban, there need to be exemptions on recognised iconic low production vehicles, performance specials, classic, historic and vintage cars as currently there is no indication that this is in place. The perception relating to dumping is essentially flawed with no hard evidence or data being provided.
289391492	Gardening	Anonymous	-	I do not consent
289455688	Vehicle owners club / car club	Anonymous	-	If Jersey has a say in which vehicles can be imported it will be a good thing as you can then make allowances for Classic Vehicles.
289459823	Commercial - other than motor trades / fuel	Anonymous	-	Why should Government determine private or business needs.
289491552	Environmental	Attributed	Bloomscape Gardens	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.

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fourth principle for the phase-out as described above? (Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island)
289529238	Commercial - other than motor trades / fuel	Anonymous	-	The cost to business of moving to electric are not good. Our costs are much more in running costs for electric vehicles when refueling from the JEC recharging points. There is likely to be no residual value at the end of business use.
289539181	Insurance	Attributed	David Holman & Co. Ltd.	Why should a politician dictate what car I can drive?
289552165	Health or wellbeing	Anonymous	-	Refusing to import vehicles does the opposite it means that there will be a larger carbon footprint widerfield, it just won't be in Jersey which is not appropriate
289560961	Motor trade - vehicle retail	Anonymous	-	Just wait before making a decision which will be dictated by others. Only then can we make a sensible decision.
289596709	Motor trade - servicing and repair	Attributed	Hudson Motor Company	Jersey's total contribution to global emissions is extremely small, and local policy decisions have no meaningful influence on global outcomes. However, they can have a very real impact on the cost of living, mobility and economic resilience of local households. Environmental policy should therefore balance environmental ambition with affordability, practicality and fairness, particularly for families and small businesses who rely on personal transport and cannot easily absorb high replacement costs.
289723153	Motor trade - vehicle retail	Anonymous	-	Jersey should not be restricting consumer choice. More significant steps can be taken in aviation, shipping and heavy goods road transportation
289747328	Motor trade - vehicle retail	Attributed	JEMEC Automotive Limited	Firstly, it is erroneous to suggest that Jersey isn't already 'pro-active in setting out which vehicles can and cannot be imported to the Island' as this is exactly what is happening, arguably very successfully, using the mechanism of VED. Jersey is a tiny island with zero influence on automotive manufacturing – and a profile of on-Island vehicles which are moving to more environmentally friendly vehicles, as the UK and the EU are as well.

UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fourth principle for the phase-out as described above? (Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island)
				<p>This risk that Jersey will become a ‘dumping group (sic) for new petrol and diesel cars that cannot be sold in the UK or EU due to the band brought in there’ is hugely overplayed, in my opinion. There is no evidence of this behaviour so far, the costs of importing from far afield would be strongly prohibitive and the current VED legislation discourages such imports anyway. Virtually all of the used cars imported by professional retailers in Jersey will be VAT qualifying in the UK – so, in real terms, this means cars which are up to three years old. It is not commercially viable to bring older and less economical vehicles in now.</p> <p>The real and pressing concerns that the government should consider are that it needs to balance how attractive the Island will be to new residents (when freedom of choice is much more limited than even the UK), how expensive motoring will become for anyone with a car (not just new and nearly-new car buyers), how many jobs will be lost, and how easy/difficult it will be to get any warranty or repair work done on Island if we lose franchises.</p> <p>This legislation is not risk-free and will not impact the vehicle pool in Jersey as is suggested in the Carbon Neutral Roadmap. More importantly, it also in no way provides Jersey with the means to ‘retain control of its net zero policies’ – as it could, as I have explained elsewhere, actually make the situation worse.</p> <p>The world is changing so quickly. Jersey already is controlling petrol and diesel imports through VED – without any serious consumer backlash. In my opinion, it needs to be flexible and responsive and realistic about how to reduce CO2 emissions on Island – without introducing legislation which is at best, superfluous, and, at worse, counterproductive to both CO2 emissions and the local economy.</p>

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fourth principle for the phase-out as described above? (Principle 4: Jersey should be proactive in setting out which vehicles can and cannot be imported to the Island)
289792968	Motor trade - vehicle retail	Attributed	Offshorebike bits.com ltd	We might need vehicles that cant be sold else where We need to keep our populace moving , taking away their freedom of transportaion will give any govt a headache.
289858334	Financial Services	Attributed	IQ-EQ Jersey	The islands VED charges mean that this is already controlled and it's already not economical to bring in certain polluting vehicles so I think this should continue and natural selection will mean we are not a dumping ground.
289878957	Supply of road fuels	Anonymous	-	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.
289924932	Commercial - other than motor trades / fuel	Anonymous	-	The Island is already over regulated & this is unnecessary

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fifth principle for the phase-out as described above? (Principle 5: Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives)
284198166	Commercial - other than motor trades / fuel	Attributed	Ransom Horticultural Services Ltd	No it offers fair choice if they do will there be financial support to pay the premium in the difference in cost?
284249404	Education	Anonymous	-	Cars are quite available, but ev minibuses don't exist!
284262622	Commercial - other than motor trades / fuel	Attributed	4hire Ltd	as above
284430425	Environmental	Anonymous	-	Introduce tariffs based on the carbon responsibility and use the money to pay for ecological, social and carbon improvements.
287882121	Motor trade - vehicle retail	Anonymous	-	As mentioned above, infrastructure limitations and current electric car pricing would severely limit the choice of transport for many people.
287909694	Motor trade - servicing and repair	Anonymous	-	1. They are too expensive for small businesses. (2) There is no real charging infrastructure (3) Small commercial EV's are not viable if going off island. (4) EV end of life disposal is a big issue in Jersey. What's the plan for the future ?
288661694	Motor sport	Anonymous	-	Absolutely not. Let the market decide, many manufactures are looking at building alternative types of vehicles.
288794497	Commercial - other than motor trades / fuel	Attributed	The Great Outpaws	This is a dangerous step and will increase poverty. You need to let people transition to new technologies as and when they can afford it. These days you are forced to pay over the odds for private appointments at our hospital due to completely unworkable delays. [TEXT REDACTED] waiting list for a scan which could show cancer... the patient could be beyond treatment by then. Tell you what, I'll buy a van instead, that'll make me better.

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fifth principle for the phase-out as described above? (Principle 5: Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives)
288796820	Commercial - other than motor trades / fuel	Attributed	Structured Cabling Solutions	With the high price of stores for our company with use medium size vehicles as a work/sore van. This saves lots of driving from clients jobs to stores out of town. This saves time and fuel.
289313517	Vehicle owners club / car club	Attributed	The Mustang Owners Club of Great Britain	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.
289391492	Gardening	Anonymous	-	Freedom of choice please
289439063	Commercial - other than motor trades / fuel	Anonymous	-	You will put more pressure on businesses and they already in big trouble as it is no need for more restrictions we need some more time to settle after Covid
289455688	Vehicle owners club / car club	Anonymous	-	People can't afford new cars you have to leave people use their cars for as long as they can as said before all vehicles can be driven on the sustainable fuel. This includes all Classic vehicles they are able to be driven on sustainable fuel. This should reduce in price the more people use it?

UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fifth principle for the phase-out as described above? (Principle 5: Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives)
289527877	Motor trade - servicing and repair	Attributed	Michael gray recovery	I believe the states will put to much pressure on small businesses already struggling and the cost will have to be put onto the general public who are already living hand to mouth and I think you will see a lot more people leaving then jersey will have a bigger problem than it has now.
289539181	Insurance	Attributed	David Holman & Co. Ltd.	Every year,I travel to Portugal and Poland.These are - at least - two day journeys by car. They are effectively impossible by electric vehicles at the present state of technology.
289552165	Health or wellbeing	Anonymous	-	There are not enough options that are suitable for employers that facilitate what you are talking about. How many residential properties (Private Rental) that have electric hook up?
289560961	Motor trade - vehicle retail	Anonymous	-	By all means encourage the sale of all types of vehicles including Electric. the local Garages need the business. I repeat at nauseum that final decisions should only be made when Europe and the UK have sorted out the mess they have created for the Motor Industry.
289596709	Motor trade - servicing and repair	Attributed	Hudson Motor Company	<p>Jersey should pursue a carbon reduction strategy that is evidence-based, proportionate and suited to the Island’s real circumstances. A policy that accelerates vehicle replacement, discourages repair and shifts carbon emissions offshore through manufacturing risks increasing overall environmental harm while imposing significant financial burdens on ordinary Jersey families.</p> <p>Without affordable vehicles, robust charging infrastructure, repairable technology and a clear plan for battery reuse and disposal, the proposed phase-out risks becoming economically regressive and environmentally inefficient.</p> <p>Jersey’s policy should focus on practical local gains, realistic timelines and cost-effective emissions reduction rather than measures that disproportionately impact residents while delivering limited global benefit.</p>

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UserID	Primary purpose / focus of organisation	Attributed / Anonymous	Organisation name	Do you have any comments regarding the fifth principle for the phase-out as described above? (Principle 5: Jersey should start by phasing-out vehicles for which there are readily available low and zero emission alternatives)
289723153	Motor trade - vehicle retail	Anonymous	-	Restricting consumer choice is an undesirable situation
289747328	Motor trade - vehicle retail	Attributed	JEMEC Automotive Limited	I don't really understand this question as what 'other vehicle types' are you referring to?
289792968	Motor trade - vehicle retail	Attributed	Offshorebikebits.com ltd	Whne the UK start it, we need to look at the results
289858334	Financial Services	Attributed	IQ-EQ Jersey	Currently electric vehicles are very expensive, do not have great ranges, not suitable for traveling off island (I tried to hire an electric car in Italy for example, but was advised against it by the hire company who advised that the infrastructure isn't up to speed at all.) I have an electric pedal bike which I cover around three thousand miles a year on my commute. This is a great way to get around the island but I have noticed that the battery range is only around half of what it was when new. I am sure the very expensive batteries in electric cars will also suffer and that will give islanders significant issues in the future.
289878957	Supply of road fuels	Anonymous	-	Issue for businesses facing an increase in costs. Align dates as best as possible to reduce any confusion between consumers and businesses.
289924932	Commercial - other than motor trades / fuel	Anonymous	-	The performance of vans is currently not satisfactory except for very small vans