

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 12 – Organisational Free-Text Responses to Question 25.5

UserID	Attributed / Anonymous	Q25.5. Do you have any comments regarding the four proposed exemptions to the 2030 phase-out of pure petrol and diesel cars listed above? Please do not share any personal details in your response.	Respondent details
284080530	Attributed	There are others.... Motorhomes and self-propelled plant (boat hoist) for example.	Animal Kingdom/Pawsome Walking
284198166	Attributed	All groups just change the fuel	Ransom Horticultural Services Ltd
284430425	Anonymous	Charge a tariff on the ecological emission status of the vehicle.	Response ID: 284430425, Business / organisation type: Environmental
287909694	Anonymous	(1) Cars already owned by individuals who are moving to live in Jersey MUST BE SUBJECT TO SAME CHARGES & CONDITIONS AS LOCALS. (2) Cars over 50 years old - Acceptable but should be subject to an annual road tax based on weight and engine size. This tax can fund other green incentives and carbon offsetting. (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 - Again, subject to a road tax, however for local use there will be EV options for such vehicles. (4) Cars adapted for a special purpose, e.g. hearses, ambulances and armoured vehicles - Hearses subject to road tax (EV versions will be available). Emergency services vehicles should be open to whatever suits their needs best. All new vehicles will be ultra low emission and need not necessarily be EV in all cases.	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair
288661694	Anonymous	There are many other types of vehicles which do not get used much but are really important and we should allow anything to be imported. Such as track cars, hill climb cars etc. Electric cars cannot be used for these types of events with many circuits banning all types of battery cars	Response ID: 288661694, Business / organisation type: Motor sport

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289313517	Attributed	The above list does not go far enough. The 50-year exemption rule needs to be urgently reviewed and reduced to rolling 15 years. In relation to the proposed 2030 ban, there need to be exemptions on classic, enthusiast, iconic performance, competition, historic and vintage cars currently there is no indication that this is in place. Unchanged, this approach is very likely to destroy the island's rich motoring and motorsport heritage and further increase the negative impact already seen on enthusiasts clubs and islander's enjoyment of their vehicles.	The Mustang Owners Club of Great Britain
289491552	Attributed	There should not be any need for exemptions of any of the above because it is a ridiculous proposal to phase out petrol and diesel vehicles. Who voted for this proposal at the last elections? It was never in any manifesto from anyone.	Bloomscape Gardens
289529238	Anonymous	No view	Response ID: 289529238, Business / organisation type: Commercial - other than motor trades / fuel
289539181	Attributed	The 50 year bracket is too long. Why not 20 years, and on a rolling basis.	David Holman & Co. Ltd.
289552165	Anonymous	Why 50 years old? There are numerous classical vehicles on island that fall between 30-50 years old. these should be included	Response ID: 289552165, Business / organisation type: Health or wellbeing
289560961	Anonymous	IS THIS CREATIVE EMPLOYMENT? JUST WAIT TO MAKE A SENSIBLE DECISION. YOU SHOULD NOT BE ASKING THESE QUESTIONS AT THIS TIME. THE SITUATION IS GOING TO CHANGE!	Response ID: 289560961, Business / organisation type: Motor trade - vehicle retail

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UserID	Attributed / Anonymous	Q25.5. Do you have any comments regarding the four proposed exemptions to the 2030 phase-out of pure petrol and diesel cars listed above? Please do not share any personal details in your response.	Respondent details
289596709	Attributed	<p>These exemptions are sensible, proportionate and consistent with a lifecycle-based approach to emissions reduction.</p> <p>In each case, the vehicles concerned represent either unavoidable personal circumstances, specialist use cases or extremely low annual mileage. Exempting them avoids unnecessary financial hardship, premature scrappage and the loss of embedded carbon, while delivering no material detriment to overall emissions targets.</p> <p>Maintaining these exemptions supports fairness, practicality and public confidence in the transition.</p>	Hudson Motor Company
289723153	Anonymous	Age restrictions should be 25years and older	Response ID: 289723153, Business / organisation type: Motor trade - vehicle retail
289747328	Attributed	<p>I don't think that the legislation should be introduced so therefore any exemptions are irrelevant.</p> <p>I think that allowing people who move to Jersey to have an exemption will create a two-tier system which is discriminatory to people already living on the Island.</p> <p>I also note that the UK exempts cars aged over 40 years from VED and road-tax which would make Jersey more punitive in this regard also.</p>	JEMEC Automotive Limited
289858334	Attributed	The fifty year level only accounts for a small part of collector cars in the island. Most collectors / investors like younger cars.	IQ-EQ Jersey
289878957	Anonymous	For specialist vehicles, encourage/ legislate to use renewable fuels. Opportunity to look at mass balancing with HVO.	Response ID: 289878957, Business / organisation type: Supply of road fuels

**Q26. 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.**

<b>UserID</b>	<b>Attributed / Anonymous</b>	<b>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. Please do not include any personal details in your response.</b>	<b>Respondent details</b>
284198166	Attributed	It should be a freedom of choice	Ransom Horticultural Services Ltd
284372312	Anonymous	This does not contribute to a just transition as it is likely to be relevant only to wealthy purchasers. It also does nothing for Jersey's economy as we do not have this type of manufacturer locally.	Response ID: 284372312, Business / organisation type: Financial Services
284430425	Anonymous	Same answer as above	Response ID: 284430425, Business / organisation type: Environmental
287909694	Anonymous	No need to exempt - Again apply an annual road tax to make people who wish to own such vehicles pay for the privilege. These vehicles should automatically attract a higher starting tariff due to being a "luxury" and not a necessity.	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair

UserID	Attributed / Anonymous	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. Please do not include any personal details in your response.	Respondent details
288656204	Attributed	Let market forces dictate implementation. Why should the government of Jersey dictate to its population how to live their lives.	[Vehicle marque] Enthusiasts Club
289313517	Attributed	The UK exemptions are for specialised car makers that produce fewer than 2,500 vehicles per year (such as Aston Martin, Morgan, or McLaren) and are exempt from the 2030 deadline and can sell ICE models until 2035. There is no range 1,000 to 2,500, therefore the proposed approach is more restrictive than the approach taken by the UK.	The Mustang Owners Club of Great Britain
289455688	Anonymous	Kit cars are used in Racing these will always be required.	Response ID: 289455688, Business / organisation type: Vehicle owners club / car club
289560961	Anonymous	JUST WAIT!	Response ID: 289560961, Business / organisation type: Motor trade - vehicle retail
289596709	Attributed	<p>Including pure petrol and diesel cars produced by small and micro-volume manufacturers and kit cars within the scope of Jersey's 2030 phase-out is disproportionate and delivers negligible environmental benefit.</p> <p>These vehicles represent an extremely small number of registrations, are typically driven very low annual mileages and are often retained for decades. Their impact on overall emissions is insignificant compared with mass-market vehicles. Exempting small and micro-volume manufacturers and kit cars until at least 2035 would preserve specialist skills, heritage interests and consumer choice without undermining Jersey's emissions objectives.</p>	Hudson Motor Company

UserID	Attributed / Anonymous	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. Please do not include any personal details in your response.	Respondent details
289723153	Anonymous	There should be no exemptions based on scale of production	Response ID: 289723153, Business / organisation type: Motor trade - vehicle retail
289747328	Attributed	I don't think that the legislation should be introduced so therefore any exemptions are irrelevant. However, it is worth noting that by making this legislation with exemptions, you will arguably be pushing people towards these exemptions who wouldn't have considered them before. Which would clearly be counter-productive.	JEMEC Automotive Limited
289858334	Attributed	Yes this assists the very expensive new collector cars £3M+ which we work with at IQEQ	IQ-EQ Jersey

**Responses in the second column have been truncated:**

- Yes = ‘Yes - I think there should be additional exemptions’ was selected
- No = ‘No - I do not think there should be any additional exemptions’ was selected

**Some respondents who selected ‘No’ also entered a free-text response**

UserID	Attributed / Anonymous	Yes / No	Q27. Are there any other exemptions for pure petrol and diesel cars that you would like to see in place from 2030 to 2035, as part of the first stage of the phase-out? Please explain which vehicles or circumstances you would like to see included and why you think this is important. Please avoid sharing personal information in your response. If yes, please give details	Respondent details
283969766	Attributed	Yes	Campervans & motorhomes because they're not used daily and doesn't seem to be many alternatives available	BathroomBuilder.je Ltd
284080530	Attributed	Yes	.otorhomes are not yet widely available as hybrid or electric.	Animal Kingdom/Pawsome Walking
284198166	Attributed	Yes	See other comments	Ransom Horticultural Services Ltd
284262622	Attributed	Yes	Hire vehicles as customers often take them off-island to the UK and across Europe, usually covering long distances in a single trip. For these customers, electric vehicle range, charging infrastructure, and refuelling convenience remain major considerations.	4hire Ltd
284513484	Anonymous	Yes	Vehicles used for local/overseas sports on & off road	Response ID: 284513484, Business / organisation type: Commercial - other than motor trades / fuel
286045761	Attributed	Yes	Agricultural vehicles - support them to run on HVO	Ports of Jersey

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UserID	Attributed / Anonymous	Yes / No	Q27. Are there any other exemptions for pure petrol and diesel cars that you would like to see in place from 2030 to 2035, as part of the first stage of the phase-out? Please explain which vehicles or circumstances you would like to see included and why you think this is important. Please avoid sharing personal information in your response. If yes, please give details	Respondent details
287909694	Anonymous	Yes	Yes - Regarding all vehicles, again it comes down to the common sense approach of introducing an annual road / green tax (not an outright ban). This tax would be gathered in order to invest in other green / health related initiatives and discourage the ownership of petrol (and especially diesel) vehicles, and also to encourage a reduction in use of older highly polluting vehicles (such as pre EU4 commercials which are now banned from many cities) and discourage the use of privately owned "gas guzzlers".	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair
288656204	Attributed	Yes	Let market forces dictate implementation. Why should the government of Jersey dictate to its population how to live their lives.	[Vehicle marque] Enthusiasts Club
288661694	Anonymous	Yes	Cars used for track days as well as road Hill Climbs Towing	Response ID: 288661694, Business / organisation type: Motor sport
289313517	Attributed	Yes	There need to be exemptions on classic, enthusiast, iconic performance, competition, historic and vintage cars and islanders who are members of officially recognised clubs should be able to import the marque vehicles of the club they are members of.	The Mustang Owners Club of Great Britain
289455688	Anonymous	Yes	As I have said before we have over [TEXT REDACTED] members in the [TEXT REDACTED] Club. They will want to be able to use all their cars, bikes, lorries, vans and tractors during the year for: Meetings, /runs, /drives/exhibitions etc. Are we going to have to just look at something which has been a pride and joy for generations instead of being able to use it and enjoy the beauty on the road.	Response ID: 289455688, Business / organisation type: Vehicle owners club / car club
289481402	Anonymous	Yes	High performance cars/brands should still be allowed e.g. Ferrari, McLaren, Aston Martin	Response ID: 289481402, Business / organisation type: Professional Services

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289491552	Attributed	Yes	I strongly believe that all petrol and diesel cars should be imported because we can all see with the decline of electric car sales that there are only a serious minority that actually want to use them. We should all have a choice of vehicle and not dictated by politicians that have never asked anyone I know about their feelings about NetZero and phasing out of petrol and diesel vehicles.	Bloomscape Gardens
289527877	Attributed	Yes	I have a recovery firm and I know by 2030 like a lot of other business we will be winding down and the rest of the companies that are left will be hiking the prices up which will be making the cost of living up and if people think jersey is ridiculous expensive now wait till your new rules come into place.	Michael Gray Recovery
289552165	Anonymous	Yes	All existing vehicles should be exempt until the vehicle comes to an end of it's life, once scrapped its gone.	Response ID: 289552165, Business / organisation type: Health or wellbeing
289596709	Attributed	Yes	Any additional exemptions should be tightly defined, evidence-based and time-limited. These should include vehicles where no genuinely suitable zero-emission alternatives exist, specialist and low-volume vehicles, and cases where lifecycle emissions analysis demonstrates that continued use of an existing vehicle results in lower overall environmental impact than replacement. Exemptions should be reviewed periodically and linked to demonstrable progress in technology, infrastructure, affordability and repairability rather than fixed calendar dates.	Hudson Motor Company
289747328	Attributed	No	I don't think the legislation should be introduced. So therefore, the answer to this question is n/a	JEMEC Automotive Limited

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289792968	Attributed	Yes	I have no examples, but I feel it should be left open. Again, a Motor Industry committee, which can advise the DVS and the govt would help.	Offshorebikebits.com Ltd
289858334	Attributed	Yes	Collector / hobby cars rather than day to day commuting vehicles	IQ-EQ Jersey
289878957	Anonymous	Yes	For any vehicles operating under exemptions– need to encourage to renewable fuel	Response ID: 289878957, Business / organisation type: Supply of road fuels