

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 28.7

UserID	Attributed / Anonymous	Q28.7. Are there any other areas related to the 2030 phase-out that you would like to raise? Please describe these, explaining any level of concern you have and why. Please avoid sharing personal details in your response.	Respondent details
283969766	Attributed	The previous scheme that awarded dealers £3,500 for every electric vehicle sold was a poor use of public funds. The discount was not passed on to the end customer, and there was no effective way for the government to verify this, as the dealers themselves set the sale prices.	BathroomBuilder.je Ltd
284198166	Attributed	It will make costs rocket in business and will make it harder for people to afford vehicles in general.	Ransom Horticultural Services Ltd
284430425	Anonymous	If GOJ continues to fixate on reducing and avoiding emissions to meet Net Zero, we are in trouble. Jersey is dying ecologically and economically because the reduction and avoidance costs are high. Give people the choice and charge a pollution fee to pay carbon and regenerative land managers to remove pollution responsibilities.	Response ID: 284430425, Business / organisation type: Environmental
286045761	Attributed	We do not have anywhere near enough electricity capacity on our estate to facilitate any EV charging and the cost to install new substations will be astronomical. Plus the issue with how the solar energy generation works in Jersey and how much JE can charge if you put solar on your estate and don't use their supply. Many businesses will look to install solar to support EV charging but this will cause huge costs if the model doesn't change and put people off.	Ports of Jersey
287909694	Anonymous	Yes - What about introducing a levy based on marine related emissions. Marine vessels are known to be VERY inefficient. Fact - marine internal combustion engines do not conform to anywhere near the strict emissions standards enforced on modern road going vehicles. Private boats are a luxury, and as such owners should pay for this privilege. They pollute our air and the sea and as such their ownership should be taxed on a tiered emissions related scale in the same way motor vehicles should be. Additionally private marine vessels should not receive any subsidy on fuel duty.	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 28.7

UserID	Attributed / Anonymous	Q28.7. Are there any other areas related to the 2030 phase-out that you would like to raise? Please describe these, explaining any level of concern you have and why. Please avoid sharing personal details in your response.	Respondent details
288661694	Anonymous	Will completely kill various businesses if we don't have access to petrol based cars, mine included	Response ID: 288661694, Business / organisation type: Motor sport
288794497	Attributed	Like I said, if Hydrogen becomes a viable product in the next 10 years something that allows me to fuel up and go. Then that would suit our needs. I can't run a business if I can only use one vehicle at a time. Which would be the case with electric. We only have one allocated parking space at home. This would mean 2 season tickets for parking in order to charge at home. I can't help but feel that we would be better off just leaving.	The Great Outpaws
288796820	Attributed	Price of on-island Bio-fuels. Our employees can't get electric chargers at the premises. Cost and availability of electric vans.	Structured Cabling Solutions

UserID	Attributed / Anonymous	Q28.7. Are there any other areas related to the 2030 phase-out that you would like to raise? Please describe these, explaining any level of concern you have and why. Please avoid sharing personal details in your response.	Respondent details
289313517	Attributed	<p>1/ EV batteries are classed as Hazardous Goods (specifically UN 3480/3481 Lithium-ion batteries), which means they cannot be disposed of locally or shipped easily, leading to high transportation costs.</p> <p>2/ Inflationary Risk: The high, mandated cost of specialised logistics and certified recycling must be recovered by the waste contractor, the vehicle owner, or the producer. This recovery is a non-trivial factor in the overall cost of EV ownership in Jersey.</p> <p>3/ Consumer Cost/Inflation Risk: If the long-term solution shifts the full cost of battery removal, packaging, and hazardous transport back to the owner (in the absence of an EPR law or government subsidy), this cost could be significant—potentially hundreds or thousands of pounds—turning "scrapping" an EV into a major expense and a point of future inflationary pressure.</p> <p>4/ the cost of electrification - this will be borne by the islanders due to increases to their electricity standing charges</p> <p>Conclusion: The practicality of EV battery disposal in Jersey is one of logistical complexity and high cost, driven by the island's lack of local processing facilities and the hazardous nature of shipping batteries. This cost is currently being managed via confidential commercial arrangements and a government pilot, but the long-term financing mechanism is uncertain. Until Jersey legally implements an Extended Producer Responsibility (EPR) framework that mandates and funds the take-back process by manufacturers, the risk remains that the high costs of transporting and recycling batteries will ultimately be absorbed into the overall cost of EV ownership or passed to the general taxpayer/consumer base.</p> <p>Critical Safety and Logistics concerns for Ferry Travel (EV Battery Fire Risk)</p> <p>For an island community, dependence on ferry transport raises unique safety concerns that must be comprehensively addressed before mandating a shift to EVs.</p> <p>5/ Elevated Fire Risk on Ferries: Lithium-ion (Li-ion) battery fires, while statistically less likely to start than petrol fires, are uniquely dangerous on a vessel at sea. The chemical reaction (thermal runaway) is extremely aggressive, generates massive heat, is difficult to extinguish with conventional firefighting equipment, and can reignite hours or days later.</p> <p>6/ Inadequate Mitigation: While the main Channel Island ferry operator, DFDS, has</p>	The Mustang Owners Club of Great Britain

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 28.7

UserID	Attributed / Anonymous	Q28.7. Are there any other areas related to the 2030 phase-out that you would like to raise? Please describe these, explaining any level of concern you have and why. Please avoid sharing personal details in your response.	Respondent details
		<p>introduced new equipment (like fire blankets) and provided some crew training, they have publicly acknowledged they are still working with the wider ferry industry to agree on standard safety guidelines.</p> <p>It is irresponsible and not acceptable to force mass adoption of EVs when the critical maritime lifeline (ferry services) is still grappling with the safety and logistical challenges of transporting a high volume of Li-ion powered vehicles. The government must provide conclusive, independently verified proof that the fire risk leading to a mass casualty event has been 100% mitigated by the ferry operator, including the stability risks of using large volumes of seawater to cool a battery fire.</p>	
289527877	Attributed	I think I will have to buy as many diesel vehicles to see me out till I finish driving and the value might go up on them when people see electric is not the way forward.	Michael Gray Recovery
289529238	Anonymous	<p>The inflationary impact of this decision and the impact on households already struggling with the high cost of living.</p> <p>Businesses will be impacted with lower profitability and hence lower tax revenues arising for Government. Government has to take these impacts seriously and look at itself in cutting costs across the Board not increasing them</p>	Response ID: 289529238, Business / organisation type: Commercial - other than motor trades / fuel
289560961	Anonymous	JUST WAIT!	Response ID: 289560961, Business / organisation type:

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 28.7

UserID	Attributed / Anonymous	Q28.7. Are there any other areas related to the 2030 phase-out that you would like to raise? Please describe these, explaining any level of concern you have and why. Please avoid sharing personal details in your response.	Respondent details
			Motor trade - vehicle retail
289596709	Attributed	<p>A key concern is the cumulative effect of these issues when taken together. Individually each challenge may appear manageable, but collectively they risk increasing the cost of living, accelerating premature vehicle replacement and shifting carbon emissions offshore through manufacturing and disposal.</p> <p>There is also concern that infrastructure readiness, grid capacity, charger reliability and battery end-of-life arrangements are not yet sufficiently developed to support the proposed timelines without unintended</p>	Hudson Motor Company
289747328	Attributed	<p>All of the above items are an issue generally, but particularly the price of vehicles, availability (or choice) of vehicles, the cost of motoring and the electrical technical skills within the motor-trade.</p> <p>In addition, it is important to note that electric vehicles are still relatively new technology – they can be more expensive and problematic to repair and we see more catastrophic failures which can be uneconomical to repair in newer cars, compared to diesel and petrol engines with established technology.</p> <p>There is a danger that, in order to fulfil demand in all areas of the market, there will be an increase in cheaper older electric vehicles – either through personal imports or through unscrupulous traders who offer limited warranties. These cars, particularly the early electric vehicles, can be much more problematic, have very limited ranges and may offer significant repair and maintenance risks which consumers may not be aware of – and certainly wouldn't be able to afford. Creating a much bigger spike in end-of-life costs & requirements.</p>	JEMEC Automotive Limited
289858334	Attributed	Collector cars	IQ-EQ Jersey

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

UserID	Attributed / Anonymous	Q29. Recalling whether you are responding in a personal capacity or on behalf of a business / organisation: How, if at all, do you believe you, or your business / organisation, will be affected by the phase-out of petrol and diesel vehicles from 2030? If you wish to, please explain the reasoning for your response above. Please avoid sharing personal details in your response.	Respondent details
283969766	Attributed	Maintenance and fuel will be much cheaper	BathroomBuilder.je Ltd
284080530	Attributed	We are already nearly there. Changing to EVs has saved our business many thousands in annual running costs as well as the ecological benefits.	Animal Kingdom/Pawsome Walking
284196311	Attributed	<p>We will loose a lot of work. Sale of parts. Sale of second hand vehicles. We would need to lay off staff. This will have a massive effect on the islands economy.</p> <p>Also if we have to replace our loan cars and vans etc we won't be able to afford new vehicles due to there cost.</p> <p>We will also have to retrain the staff we retain to work on these vehicles. Buy even more tooling than we already have. We have invested a serious amount in tools over the years for petrol and diesel engines and this will become absolute and have no re sale value.</p>	Morris Marine & Motors
284198166	Attributed	Costs	Ransom Horticultural Services Ltd
284430425	Anonymous	Electric vehicles still don't have the power to do the land work I need to do.	Response ID: 284430425, Business / organisation type: Environmental

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

284513484	Anonymous	Our job involves the transportation of heavy items every day, electric vans have no battery life when used under heavy loads	Response ID: 284513484, Business / organisation type: Commercial - other than motor trades / fuel
286045761	Attributed	Depending on the exemptions, some of our vehicles don't have EV options or, if they do, they are quadruple the price. We will also have to double our current electricity capacity and put in new substations, which will also be very expensive. We will also have to spend money on upgrading our vehicle workshop to make them safe for EVs and our fire team and mechanics will have to have new training and equipment to deal with EV fires. Our workshop may even have to move if it poses too much of a risk being in such proximity to the airfield.	Ports of Jersey
287909694	Anonymous	Cost of replacing perfectly good, well maintained vehicles with EV. Insufficient EV range when travelling off island. Very poor charging infrastructure in Jersey Negative effect on our business due to lack of older vehicles needing ongoing maintenance	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair
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
288661694	Anonymous	I organise various track days in the UK and France. Many circuits do not allow electric or hybrid cars therefore will completely kill the business. The UK has not put in exemptions to allow track based cars such as Ariel, Morgan, Caterham, Lotus etc to continue building petrol based cars. We should be allowed to import these cars as well as high end performance cars such as McLaren, Porsche etc. These cars do not get driven much therefore do not add to CO2	Response ID: 288661694, Business / organisation type: Motor sport

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

288794497	Attributed	<p>Like I said, if Hydrogen vehicles become a viable product in the next 10 years, something that allows me to fuel up and go. Then that would suit our needs.</p> <p>I can't run a business if I can only use one vehicle at a time. Which would be the case with electric. We only have one allocated parking space at home. Or this would mean 2 season tickets for parking in order to charge at home.</p> <p>I can't help but feel that we would be better off just leaving.</p>	The Great Outpaws
289313517	Attributed	<p>This has already happened. Ford no longer imports the high performance Mustang ICE vehicles to the island. Membership of the club has been affected as some owners have sold their vehicles and not replaced them due to the uncertainty of the impact of future vehicle values. The social and wellbeing impact on club members has been significant. The club relies on a mix of classic, modern, and enthusiast vehicles. Restricting post-2030 vehicle registrations will:</p> <ul style="list-style-type: none"> ○ Reduce new membership ○ Accelerate decline of clubs ○ Undermine long-term viability <p>Also any vehicles written off or exported cannot be replaced, permanently shrinking the Island's vehicle stock. Further Vehicle Emissions Duty (VED) is already:</p> <ul style="list-style-type: none"> ○ Discouraging dealers from importing vehicles ○ Preventing owners from replacing or upgrading cars ○ Causing clubs (e.g. Mustang Owners and other modern owners clubs) to cease their growth in members 	The Mustang Owners Club of Great Britain
289391492	Anonymous	<p>Thinking that a population the size of jersey will have any impact on the global levels of co2 is ludicrous. I do not consent to my travel or choice of vehicle being affected by these decisions.</p>	Response ID: 289391492, Business / organisation type: Gardening

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

289455688	Anonymous	It will depend how you level the importance of a Classic Vehicle to its owner. All [TEXT REDACTED] members are passionate about their vehicles, they will want to be able to use them. By using the vehicle mileage per year instead of the age/year of the vehicle will be of more help. This can be done by photographing the mileage and sending it in to the Office concerned. Many Classic insurance companies cap the mileage of a Classic to 1000, 1500 or 3000 miles a year.	Response ID: 289455688, Business / organisation type: Vehicle owners club / car club
289465243	Anonymous	<p>I drive a diesel van, because I'm not driving the van fast enough and for long enough I'm finding I'm having a few problems. I feel this is where an electric van would suit me and other people in Jersey and the reason I would look at getting an electric van in the future.</p> <p>The problem I have is I rent right now and if I had an electric van I wouldn't be able to charge it at home, if I asked my landlord to install a charger for me he would laugh at me. I used to live in town and parked in a public car park, will every space have a charger by 2035??</p> <p>And who will be paying for the install of all these chargers? It will be another add cost to people like me with a small businesses or tax payers.</p>	Response ID: 289465243, Business / organisation type: Commercial - other than motor trades / fuel
289491552	Attributed	There are many reasons, but one simple reason would be the fact that company employees live in flats and areas where they could not get access to charging points. Its a fact that dirty electricity or EMF's can cause serious illness including cancer and heart issues and I dont want to harm my colleagues with any addtional EMF radiation. Please contact me for more information and reports / studies that support my claim.	Bloomscape Gardens
289527877	Attributed	The over heads of buying electric vehicles will be to expensive and you don't have to have a crystal ball to see this is not the future.	Michael Gray Recovery

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

289529238	Anonymous	<p>It will have an impact on profitability and the knock on effect on personal income There will be less money to reinvest in the business and potential harmful in the longer term</p> <p>Its seems Government has changed from "would like " to "must have" in its policy making. Some things we all would like we cannot have for many reason. Government needs to appreciate this before its too late</p>	<p>Response ID: 289529238, Business / organisation type: Commercial - other than motor trades / fuel</p>
289539181	Attributed	Expense of replacing vehicles and updating charging infrastructure.	David Holman & Co. Ltd.
289552165	Anonymous	Restricting what can be purchased will not facilitate us to be able to find vehicles that fit our needs.	<p>Response ID: 289552165, Business / organisation type: Health or wellbeing</p>
289596709	Attributed	<p>The transition will create some new opportunities, including increased demand for electric vehicle knowledge and servicing. However, it will also require significant investment in training, equipment and infrastructure, while reducing parts of the existing market and increasing uncertainty.</p> <p>There is a risk that accelerated vehicle replacement, high repair costs and limited affordability will negatively impact customers, reduce vehicle turnover and place pressure on small businesses within the motor trade.</p>	Hudson Motor Company

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

289747328	Attributed	<p>We are one of, if not the, largest non-franchise used car dealership on the Island. This actually makes us best-placed out of all the local dealers to adapt if the legislation is introduced. We can sell whatever vehicles we chose, with no franchise obligations, so therefore we could, in theory, only import electric and hybrid vehicles.</p> <p>However, as you have seen from the answers in this consultation, I have serious concerns about the impact on the motor industry as a whole in Jersey. If franchises close, then we will lose jobs and expertise. Training, skills and apprentices will be hit immediately. if this happens, there could potentially be nowhere on Island for people to get warranty work or repair work carried out for certain brands. This would mean expensive trips to the UK if a vehicle is driveable. These dealerships are professional establishments who employ people, contribute significantly in terms of Government revenue, and offer customers extensive level of protection when buying vehicles.</p> <p>If we lose professional dealerships, we will see an increase in used-car traders online and on Facebook etc, which offer consumers very little or no protection or warranties. They also, in many cases, do not pay GST or any other relevant taxes.</p> <p>For us, as a used car dealership, we will be see costs rise – exorbitantly if franchise dealers do close. We will certainly see a loss of the, already limited, technical expertise on Island. We will not be able to supply vehicles for which there is no franchise representation on Island as the post-sale costs and risk will be too much.</p>	JEMEC Automotive Limited
289792968	Attributed	Its a massive change to an industry that isnt and wont be ready in three years	Offshorebikebits.com Ltd
289858334	Attributed	Without the ability to bring in high value cars to the island - never driven on our roads - we would lose our competitive edge for this service line which is a significant revenue generator for the island	IQ-EQ Jersey

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 29

289878957	Anonymous	<p>Naturally, this will impact fuel sales and our customers’ businesses, but it is something we have been planning for by offering renewable diesel since 2019 and by developing other parts of our business.</p> <p>Focusing on a single energy source for vehicles carries significant risk. A blended approach to vehicle energy use is a more pragmatic step, particularly given the availability of renewable liquid fuel alternatives. There is also an opportunity to explore mass balancing with HVO.</p> <p>We see clear opportunities for our business in the future, not only in liquid renewable fuels, but action is also needed to open up the electricity market, as identified in the JCRA market study.</p>	<p>Response ID: 289878957, Business / organisation type: Supply of road fuels</p>
-----------	-----------	--	---

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
283969766	Attributed	The scheme to help towards the cost of installing a charger at home should continue. No other financial scheme should be paid for with public money.	BathroomBuilder.je Ltd
284196311	Attributed	The whole scheme is a joke and the island and uk aren't set up for it at all And won't be by 2030. It's a pure waste of tax payers money and not needed one bit. Our governments have been brain washed by eco activists. Look at China no producing more emissions then the whole of Europe. Yet nothing being done about that!!! The uk and other large countries should spend there time and money cracking down of the biggest polluters not small communities etc.	Morris Marine & Motors
284198166	Attributed	My other comments explain my feelings	Ransom Horticultural Services Ltd
284372312	Anonymous	To make real and impactful change to the sector, transport needs to not only rapidly decarbonise but also do so in a way that ensures more people are able and willing to make use of new, decarbonised transport solutions. Currently, there are stark differences in how different segments of the population are using, or not using transport systems. There are a myriad of ways the current system is excluding potential users and as a result, missing out on critical revenue and leaving significant parts of the population behind.	Response ID: 284372312, Business / organisation type: Financial Services
284430425	Anonymous	In using the Net Zero term Gov should be charging polluters or giving them tax exemptions to reduce and avoiding emissions emission, the lower the residual figure the lower the cost they should pay to remove the emissions. Please keep carbon insets local, the Islands resilience depends on them. We don't like being told what we can and can't do by Government!! especially when you are so wasteful with our money!	Response ID: 284430425, Business / organisation type: Environmental
286045761	Attributed	Please please ensure there is a sustainable plan for people disposing of old petrol/diesel and hybrid vehicles.	Ports of Jersey

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
287882121	Anonymous	Our objections to the 2030 phase out are listed at the beginning of the survey.	Response ID: 287882121, Business / organisation type: Motor trade - vehicle retail
287909694	Anonymous	Poorly thought out concept. Look at Europe / UK who are adopting a new strategy. Consider an annual green / road tax to "steer" vehicle choice for both private and commercial vehicles alike. Could be collected on line annually based on a combination of vehicles size, weight, emissions (or engine capacity in the case of no CO2 value available).	Response ID: 287909694, Business / organisation type: Motor trade - servicing and repair
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
288661694	Anonymous	You are going to kill my business for absolutely no gain to the island what so ever. The market should be allowed to decide what is right and not the government. The EU and UK are re thinking the 2030 ban with the EU already cancelling it. Jersey do not need to do anything at all as it will happen naturally. Do not make cost people jobs and force businesses to close down for no reason	Response ID: 288661694, Business / organisation type: Motor sport
288794497	Attributed	Like I said, if Hydrogen becomes a viable product in the next 10 years something that allows me to fuel up and go. Then that would suit our needs. I can't run a business if I can only use one vehicle at a time. Which would be the case with electric. We only have one allocated parking space at home. This would mean 2 season tickets for parking in order to charge at home. I can't help but feel that we would be better off just leaving.	The Great Outpaws

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
288796820	Attributed	<p>As a 10 year engineering company that employs three engineers from leaving school we have managed to build together with petrol and diesel vans which are quite new and efficient.</p> <p>As a company we have survived recession,brexit and Covid and think the high costs to change to electric will be extremely hard.</p> <p>If the price of bio-fuels was not taxed as much as carbon fuels we could adjust and save to change and plan ahead.</p>	Structured Cabling Solutions
289313517	Attributed	<p>Setting an unachievable legal deadline based on a failing emissions roadmap is poor policy. The focus should be on creating the conditions for mass EV adoption rather than an outright, unsupported ban. The 2030 deadline is arbitrary and disconnected from the island's actual adoption rate, not aligned to the UK and the EU and will lead 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 and that the core Carbon Neutral Roadmap policy itself is flawed.</p>	The Mustang Owners Club of Great Britain
289391492	Anonymous	<p>I do not consent to any limitations to my freedom of choice.</p> <p>Thank you</p>	<p>Response ID: 289391492, Business / organisation type: Gardening</p>

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
289455688	Anonymous	As the Chairman of the [TEXT REDACTED] Club I wish to inform you that my members are extremely worried and concerned about this phase out in 2030. They are passionate about their vehicles some have been handed down from father to son through the generations. Are you going to stop them from using their vehicles? There is so much more you could do without stopping people from enjoying their passion to drive an old vehicle. Bring in sustainable fuel for all to use. Put solar panels on rooves(carparks, large buildings, all new housing etc) instead of using agricultural land which should be used to grow food for the island instead of importing food from the other side of the world.	Response ID: 289455688, Business / organisation type: Vehicle owners club / car club
289539181	Attributed	The whole thing's madness.	David Holman & Co. Ltd.
289540124	Anonymous	This is yet another crazy waste of time and money by the Jersey government.	Response ID: 289540124, Business / organisation type: Financial Services
289552165	Anonymous	The 2030 phase-out is illconceived and is being led but those that cannot see the reality that scrapping hundreds and thousands of cars has a larger carbon footprint than keeping them alive.	Response ID: 289552165, Business / organisation type: Health or wellbeing
289560961	Anonymous	It will affect not just the Motor Trade but all people with vehicles. How can you make a decision without the facts! All these questions are a waste of time!	Response ID: 289560961, Business / organisation type: Motor trade - vehicle retail

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
289586178	Anonymous	<p>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.</p>	<p>Response ID: 289586178, Business / organisation type: Commercial - other than motor trades / fuel</p>
289596709	Attributed	<p>Jersey should pursue a carbon reduction strategy that is evidence-based, proportionate and suited to the Island's real circumstances.</p> <p>A policy that accelerates vehicle replacement, discourages repair and shifts carbon emissions offshore through manufacturing and disposal risks increasing overall environmental harm while placing 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 approach should prioritise practical local gains, realistic timelines and cost-effective emissions reduction rather than symbolic measures that deliver limited global benefit.</p>	Hudson Motor Company

289628147	Attributed	<p>Firstly, your survey is out of date and always will be as you try to keep up the world changes and countrie's implimentation date goal changes worldwide. There are currently circa 600 rental cars in Jersey, which is significantly down year on year due to dwindling tourist numbers and affordability. Only 6 of those vehicles are electric. AVISBUDGET currently has 68 Hybrid vehicles on fleet.</p> <p>99% of these vehicles are hired out from Jersey airport and 1% from Jersey harbour. Currently there are zero public charging points at Jersey Airport and Jersey Harbour.</p> <p>Our current preparation facility for the fleet is in Rue Cappelain, St. Peter, which does not have the capability to have enough cableing to run 1 fast charger, let alone 20, which is the amount needed to charge 250 vehicles to their optimum to meet the same demands as a non electric fleet. The cost from JE to run a cable from the St. Peter sub station is estimated to be in the hundreds of thousand of pounds, before the purchase of 20 fast chargers. We operate high utilisation of fleet, and many customers return to the same airport as they have arrived from. This gives us up to 2 hours to turn the vehicle around for the next client. Pick up from the airport to our depot takes 10 minutes. Cleaning inside and outside can take up to 30 minutes (cars cannot be worked on or even touched whilst being charged) and the drive back to the airport ready for next customer is 10 minutes. That leaves 1 hour 10 minutes to fully charge the car. Depending on what infurstructure we were able to get it can take up to 24 hours to charge the battery from empty. Some Saturdays, we can expect to rent out circa 130 vehicles in one day.</p> <p>The above is only one reason why we are unable to offer electric vehicles to hire out in Jersey, and the other reasons are set out below.</p> <p>1)The Island publicly and at private modes of accommodation are not equipped, nor, is there any evidence to prove that there is capability to charge the necessary amount of hire cars once the cars battery is in need of charge. The manufacturers of vehicles will dictate to us which, and how many vehicles we can purchase and in which fuel type. It won't be Jersey government. Already, most, if not all of the manufacturers have changed their long term outlook on the supply of EV vehicles and many EV factories have already been</p>	AVISBUDGET RENT A CAR
-----------	------------	---	-----------------------

		<p>shut down. The US have re evaluated their EV outlook and will supply whichever fuel type of vehicle the customer wants. President Trump openly quoted as saying "Drill Baby Drill". The UK has set the target of no Petrol or Diesel supply from 2035 but will start the plan from 2030. Jersey must follow suit.</p> <p>Another reason why we will not operate EV on our fleet for the foreseeable future is residual values. Most EV vehicles that would suit car rental are mid sizes vehicles which currently cost between 30k-40k and have a depreciation over 3 years of between 75% and 90% leaving unsustainable holding costs of our fleet. Compared to Hybrid costs of between 18k and 25k with depreciation over 3 years between 40% and 60%, would mean at least a 50% increase in charges to the customer.</p> <p>Whichever way you look at it, car rental in Jersey must be EXEMPT from any government legislation on the vehicles we choose to operate on our fleets. Our non Hybrid vehicles are never more than 28 months old and have very low emissions. Far far lower than the thousands of vehicles already on Jersey roads. Jersey have failed to adopt an MOT facility, aimed to reduce the amount of non roadworthy vehicles and vehicles with too high emissions. Many of these cars need to be outlawed and scrapped, but yet again it is all down to cost.</p> <p>Please Jersey, don't make another mistake. I urge you to follow other countries on the roll out of this subject and not go it alone, and taking account of fake and outdated data you have viewed from old newspapers.</p>	
--	--	--	--

289747328	Attributed	<p>Fundamentally, this legislation could see recorded emissions getting worse not better. If there is a slight improvement (which I genuinely don't think there will be), this should be weighed against the multitude of issues it will create - and the fact that it will not, and cannot, delivery net-zero by 2050.</p> <p>Generally, we will see people holding onto petrol and diesel cars for longer. The nature of Island life means that people do need to travel off Island occasionally. We have many people who live in flats or rental properties without charging capabilities. We have young people, and poorer people on Island, who are already paying extortionate amounts for the limited amount of older cars available. This situation will only get worse.</p> <p>The general consensus is that the charging network is still not good enough. However, the customers who come in to us have already decided whether or not electric works for them. This tends not to be a problem for more affluent people who own their own homes.</p> <p>However, the future tertiary used car market in Jersey will be severely stretched by people who do not normally buy through a dealer and are, arguably, more likely not to have access to private charging. This is obviously a general problem with EV roll-out globally however, as I mentioned earlier, the catastrophic limitations on choice in Jersey particularly, and therefore increase in costs, is much more likely to affect our used car buyers.</p> <p>In the same way that the Government has to recognise the conflict and incongruity between encouraging vital tourists and visitors to the Island, with the impact of the emissions caused by air and sea travel to the Island, there has to be some recognition of the difficulties that will be caused, maybe inadvertently, by this legislation on such a small Island.</p> <p>If I believed that this legislation would genuinely move Jersey to being fully-electric by 2050, then I would support it. However, this legislation categorically will not achieve this. To achieve this, the Government would</p>	JEMEC Automotive Limited
-----------	------------	--	--------------------------

		<p>need to address the issues of the existing pool of vehicles here and there appears to be no appetite to do this.</p> <p>In the meantime, there is much that can still be done with VED including potentially increasing it on commercial vehicles, as there are certainly very viable electric alternatives now for all small CV. There are more ‘nudge’ opportunities to communicate to Islanders about the successes and progress already being made. If we identify ourselves proudly as a ‘green’ island, we are much more like to make green decision as consumers.</p> <p>However, the single, absolutely vital action, I believe, is that the Government must invest in cleansing the DVS database. At the moment, the whole basis of the vehicle transport element of the Carbon Neutral Roadmap and this legislation is based on estimated figures using a database which is absolutely and unquestionably completely inaccurate. The legislation around vehicle registrations is already in place and could facilitate this activity. There is no way that we should be making decisions based on this data. There is no way that we can measure the success of this substantial (and costly) activity against this data. And for the amount of tax-payer’s money that has and will be invested in Jersey’s build up to 2050, this is reprehensibly irresponsible.</p> <p>Not going ahead with this legislation, is not about ‘giving up’ or stepping back from the 2050 objectives. It is about saying that we recognise that Jersey is a distinct market with distinct characteristics. The same legislation in Jersey will not work here. It will disadvantage local consumers and cause considerable damage to the local economy, including putting jobs at risk and pushing up the cost of motoring considerably. There is a real chance that it will, in fact, be counter-productive as it could make people hold on to diesel and petrol cars for longer, and push people towards exempt vehicles.</p> <p>We are already seeing the market move towards electric and hybrid vehicles as Islanders make greener choices and recognise that Jersey is THE perfect place to own an electric vehicle. This will continue to increase as the profile of</p>	
--	--	--	--

		<p>vehicles produced by manufacturers moves to electric. As the UK moves towards electric vehicles, Jersey will follow naturally without the need for superfluous legislation. In this unsettled economic and political global climate, Jersey should be flexible and sensible - not stick doggedly to an agenda which is already out of date.</p> <p>I think the ultimate back-lash will be huge from Islanders who don't currently fully understand the impacts now – all for something which has little or no material impact on emissions.</p> <p>I am very concerned that this consultation and the communications relating to it do not provide Islanders with a fair and balanced discussion of the advantages and disadvantages - and particularly about the fact that there is an inference that this legislation can achieve something which it clearly cannot. The recent article in the JEP refers to presentations in schools, which 'dispelled the myths around electric cars'. I wonder whether the students were told that if this legislation happens, they probably won't be able to find a 1.0 litre engine car when they learn to drive - let alone afford it if they can. Or whether they were told of the number of jobs that are at risk. Or that Jersey consumers will find themselves heavily disadvantaged compared to UK consumers. Or whether, this legislation probably won't - in all honestly - make Jersey any greener.. which is a real opportunity missed.</p>	
289792968	Attributed	Get the states to help all Jersey shops to have a internet shop and do free online delivery for food, that will cut down a lot of emissions	Offshorebikebits.com Ltd

2030 Phase-Out of Petrol and Diesel Vehicles – Consultation Report - Appendix 13 – Organisational Free-Text Responses to Question 30

UserID	Attributed / Anonymous	Q30. Please use the box below to share any FINAL comments you have regarding the 2030 phase-out of petrol and diesel vehicles, as proposed. Please avoid sharing personal details as part of your response.	Respondent details
289858334	Attributed	<p>Please can we continue to be part of the consultation</p> <p>Thanks very much [TEXT REDACTED]</p>	IQ-EQ Jersey