

4insight

Carbon Neutral Roadmap Focus Groups Research

Executive Summary	3
Methodology	4
Who	4
How	4
Qualitative Insight Results:	5
Current Awareness & Initial Views	5
Transport Policies	6
Heating Policies	9
On and Off Island Emission Policies	11
Enabling Policies	13
Appendix:	15
Appendix 1: Policies shared as stimulus slides	15
Appendix 2: Demographics	18

Executive Summary

Five focus groups were carried out between the 18th and 27th of January 2022 to gain islanders views on the draft Carbon Neutral Roadmap and it's policies. A total of thirty islanders took part, with a broad range of socio-demographics in each group to stimulate discussion, plus one group of younger islanders aged 17-24 . Only a few respondents were aware of the draft Carbon Neutral Roadmap from the government, with the majority of those that were aware having skimmed the document or just read the Summary.

The majority agreed that transport contributes a large amount to Jersey's total carbon emissions and were positive about action being taken through the proposed transport policies. Many felt public transport services need to be improved to encourage islanders out of their cars and found the bus service development trials particularly appealing. Some respondents weren't aware active travel meant walking and cycling and felt this should be made clearer in government messaging. All respondents were particularly negative about green number plates for EV's and found this policy useless. There was very low awareness of vehicle emissions duty and biofuel.

Respondents had mixed views on the incentives to speed up the adoption of electric vehicles with many wanting more information on how the purchase incentive would reduce for electric vehicles under 30k. Many were positive about parking being subsidised for electric vehicles as parking was considered a large cost. Respondents expressed the need for more electric charging spaces in car parks and flats with those living in private rentals highlighting this as a key issue. The majority mentioned how electric vehicles are expensive and that many islanders won't be able to afford one that's new or second hand even with the incentive. Some felt the incentive was not high enough to drive a big behaviour change as the policy would only apply to islanders on high incomes or those already looking to purchase an electric vehicle.

Many respondents felt £500 was not much of an incentive to scrap cars as most believed second hand cars could be sold for more than this. The majority mentioned the impact scrapping would have on young islanders purchasing their first car and those on low incomes who need a more affordable car. Some expressed views that islanders who own expensive boats or private jets should have their fuel taxed more and that the government must lead by example using electric cars and biofuel.

Regarding the heating policies, many respondents felt alternative energy options were missing and should be included in the policies. Few felt that if the government is expecting islanders to transition to low-carbon heating systems they need to provide the financial support. Some were concerned about the replacement of boilers when they have recently been installed and suggested extending this from 2025-2030. Reviewing and updating the building bye-laws (HT2) was seen as a positive change by a majority and all respondents agreed that making sure that EPCs became mandatory was a great change. When discussing transitioning to new heating systems, several raised concerns of there being only a single supplier for electric energy if prices are increased. Respondents placed importance on all new builds including renewable energy sources such as solar panels and that the government again should lead by example with all their new buildings.

Methodology

Who

Five professional independent focus groups were carried out during this qualitative research process. Participants for the 5 focus groups were screened to an agreed screener questionnaire, which profiled their socio demographics and excluded any media, senior government personnel and active campaigners.

There was a broad range of socio-demographics in each group, including those who live in private rentals and those who are self employed and sole traders, which stimulated discussion. One group focused on the young (i.e. those 17 to 24 year olds). In total, 30 islanders were included. The socio-demographics of all participants are presented in Appendix 2.

How

Each group lasted about 90 minutes and was conducted to an agreed discussion/topic guide. Spontaneous comments were elicited, listened to, then probed in depth. Projective and enabling techniques were utilised to explore perceptions at an individual and emotional level, eliminating any bias.

The qualitative focus groups were professionally facilitated/moderated by a senior member of 4insight with initial scene setting regarding how a mix of views was acceptable and utilising Neuro Linguistic Programming (NLP). With these 2 approaches together we eliminated any potential 'group think', framed the discussion and questions, plus elicited perceptions in their representative style.

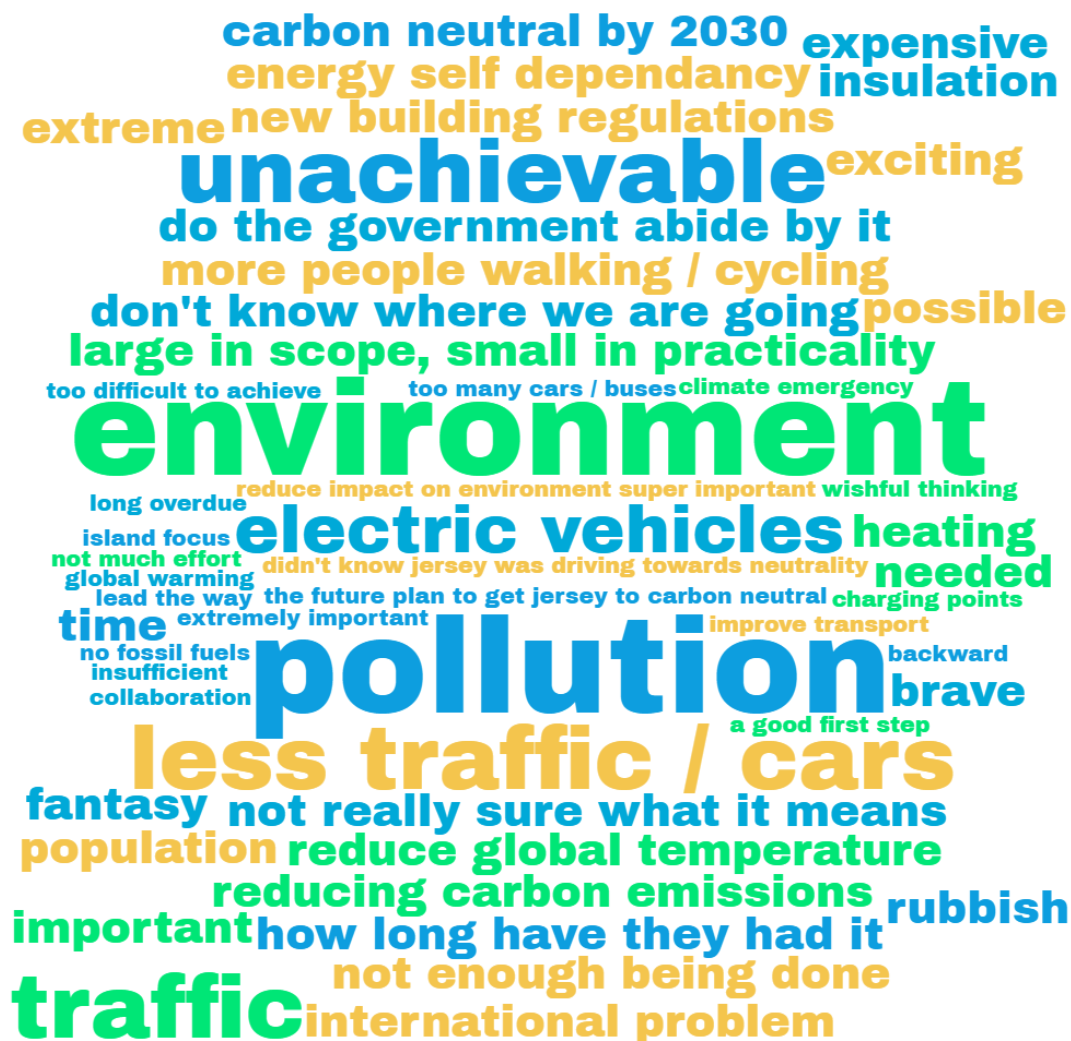
Two focus groups were held online on the 18th of January due to Covid restrictions, whilst the remaining three groups were held as face-to-face sessions on the 19th - 27th of January at our professional viewing facilities with one way mirrors to allow key team members to listen/observe live, not risk biasing any responses by being present, plus allowing any extra questions to be asked before the group closed.

All groups were digitally recorded and professionally, independently analysed.

Qualitative Insight Results:

Current Awareness & Initial Views

At the beginning of the focus groups, the respondents were asked to write down their first words and associations that came to mind when asked what they think of “Jersey’s Carbon Neutral Roadmap”. This exercise was used to kick-off discussions and to gauge experiences. The responses were mostly negative, albeit a few positives such as ‘exciting’ and ‘possible’ were mentioned. Transport related answers such as ‘electric vehicles’ and ‘less traffic / cars’ were common. The resulting word cloud of all of the responses is shown below:



Going into the focus group, there was little amount of awareness on the subject of carbon neutrality. A few respondents had heard of carbon neutrality in Jersey either through online media or talking to other people. Only a handful of participants had looked at the summary document, and those that had typically said they briefly paid attention to it. Only a couple of people had briefly read the 130-page in-depth document. No one commented on the short film available on the carbon roadmap in Jersey.

Transport Policies

General thoughts

Respondents were shown the eleven transport policies and asked for their initial thoughts. Overall, the majority agreed that transport contributes a large amount to Jersey's total carbon emissions, and weren't surprised when informed transport is the largest contributor accounting for 44%. Many found the bus service development trials (TR9) particularly appealing, expressing the need to improve public transport services to encourage islanders out of their cars.

Respondents were particularly negative about green number plates for EV's (TR7), with no one agreeing this would influence them to purchase an electric vehicle. Many felt this will create a further divide between islanders if people use green number plates as a way to *"show off that they can afford an electric vehicle"*. Respondents found this policy *"useless"* and agreed it would be a waste of time and money.

Some questioned the active travel (TR10) policy, wanting more information on what is considered 'active travel'. Many expressed concern about speeding up the adoption of electric vehicles (TR1), feeling this wouldn't be feasible for many islanders with cost considered extremely important. In particular, respondents in the younger group (17-24) questioned why the changes aren't aimed to be achieved sooner, viewing 2030 and 2040 as *"too long away"*.

Electric Vehicles

Respondents had mixed views on the incentives to speed up the adoption of electric vehicles (TR1), with many wanting more information and transparency on how the purchase incentive would reduce for electric vehicles under 30k. Most respondents mentioned that electric vehicles are expensive and how many islanders won't be able to afford one that's new or second hand ; *"The majority of us live within a budget, electric vehicles at the moment are out of the majority of our price range"*. Few suggested that the amount a person gets off an electric vehicle should be relative to their income. Respondents in the younger group felt the 3.5k purchase incentive should remain fixed at every electric vehicle price. Younger respondents also felt the policy would not impact them, as they would prioritise buying a house or going on holiday over purchasing an electric vehicle.

Some respondents were initially positive about the incentive being offered, but felt the uptake could be low; *"I think in principle it's great they're offering that, but I think with costs of living in Jersey already being quite high I don't know what rate of population could afford it"*. Many mentioned how this policy will only apply to islanders on higher incomes and therefore won't drive a huge behavioural change overall; *"I feel like it does apply to a certain demographic of people, it wouldn't drive a big behaviour change."* Many felt this 3.5k purchase incentive was not high enough and needs to be increased to encourage islanders on lower incomes to consider an electric vehicle *"I do think a financial incentive is a good idea but I don't think that is enough"*. Few mentioned that converting islanders to drive electric vehicles will help achieve the net zero ambition if this is made possible for all islanders through better incentives. Some suggested this would be a good incentive but only for islanders already thinking about purchasing an electric vehicle.

There was a mixed awareness about electric vehicles in general, with some respondents unsure how much they cost to purchase or run with many overestimating or underestimating these costs; *“If I spend £40 a week on petrol, what am I going to spend on an electric car a week?”*. All respondents agreed that the government must lead by example, and that all government owned vehicles should be electric.

Many were positive about parking being subsidised for electric vehicles and found this to be a good incentive. Some would be encouraged to consider an electric vehicle more if parking was free, as parking is considered a big cost for people; *“parking is a lot of money, it would be a good incentive”*. Many mentioned problems with infrastructure as there are *“not enough electric charging spaces in car parks and flats”*. Those living in private rentals mentioned they wouldn't be able to purchase an electric vehicle even if they wanted to as there is *“no electric charging spaces”*. Respondents suggested that the government must prove to islanders there will be enough spaces to charge their car before encouraging the adoption of electric vehicles.

A few questioned the battery life of electric vehicles and were concerned that the need to charge an electric car could become an inconvenience. Respondents found the exemption of electric vehicles from vehicle emissions duty not much of an incentive as they would expect this anyway.

Vehicle scrapping incentive

The majority of respondents felt £500 was not much of an incentive to scrap cars (TR2) as most believed second hand cars could be sold for more than this; *“There are almost no vehicles that are worth less than £500, why would you scrap it?”*. Some were discouraged by the £500 being given as 'green living credit' and would prefer cash to be offered instead.

Many mentioned the impact scrapping would have on young islanders purchasing their first car and those on low incomes who need a more affordable car; *“for youngsters they try and get the cheaper vehicles, that's going to have a disproportionate effect on the younger generation”*. No respondents in the younger group found this green living credit to be an incentive to scrap their vehicle, with many owning cars that are over ten years old; *“My car is definitely over 10 years old and my parents would not see the point in that”*.

Emissions

Most respondents knew little about vehicle emissions duty (VED), with no respondents in the younger group having heard of this before. The majority were positive about there being larger increases in VED for more polluting vehicles (TR4), however were unsure about the current VED rates and what these are. Many were concerned about how annual increases in VED on petrol and diesel vehicles would affect them, with cost a big concern for people.

Regarding emissions from aviation and marine transport (TR11), respondents felt islanders that own very expensive boats or private jets should be taxed more as they can afford this. The majority expressed that aviation costs should not be put on islanders going on holiday but businesses bringing people over with one respondent suggesting *“it should be up to the government and businesses to*

help in terms of aviation and marine rather than punishing the average person who may want to go on holiday once a year". Many mentioned how these businesses should be encouraged to conduct meetings online where possible to limit the amount of people being flown over for short periods of time.

Some felt the government should take a 'one step at a time' approach and focus on other policies first before emissions from aviation and marine transport; *"We should look at electric cars and cycle routes and then maybe after we can look at ferries and planes..we should do it one step at a time"*.

Supporting transition fuels

Many knew little about biofuel (TR3) with mentions *"I've never noticed biofuel in the petrol station"* and *"I would like to know more"*, suggesting a need for better education and messaging regarding this. A few respondents with knowledge on biofuel recalled how it is *"a lot more expensive"*. Some were not certain how this would benefit, with many owning petrol vehicles. A few respondents, particularly in the younger group, were not aware how much they are paying for fuel per litre. The majority agreed that the government should lead by example and use biofuel in government owned vehicles.

Importation of internal combustion vehicles

Mixed views around prohibiting the importation and registration of petrol and diesel cars and vans that are new to the Island by 2030 (TR5). Many were positive and felt this has to happen, mentioning that car companies *"eventually will stop making petrol and diesel powered cars anyway"* with Volkswagen and Ford aiming to only produce electric vehicles by 2035. A few felt this change should be made sooner, and that the extension to other categories of vehicle between 2030 and 2040 was too long away.

Some were concerned about being able to afford an electric vehicle, while others suggested they *"should be much cheaper well before 2030"* and will be more affordable for islanders. A few were negative about being left with a petrol or diesel car they will be unable to sell and mentioned that some islanders prefer driving these vehicles; *"Some people really do prefer driving diesel or petrol cars, some car fanatics would want to stick with petrol as long as they can."*

Road Laws and Active Travel

There were mixed views regarding the policy to review roads law (TR6). Many spontaneously mentioned the need to improve cycle routes and the bus service to encourage sustainable transport. Some confusion around laws for electric scooters, with respondents mentioning they see people using them and that *"they need to enforce the law if it's not allowed"*. Some weren't aware of the changes to the Highway Code or that these will apply to Jersey.

Many felt that road laws must *"improve the safety of walking and cycling"*, expressing how the roads have become so much more unsafe since they were younger. A few mentioned road laws must

consider school children in dark coloured uniforms, with some respondents mentioning their children would walk or cycle to school but they feel it's *"too unsafe"*.

Some weren't aware active travel meant walking and cycling, with the need for policies to mention this when referring to active travel. Many were positive about encouraging active travel and felt this could be incentivised more.

Sustainable Transport policy update

Very few respondents could recognise or had seen the recent Sustainable Transport updates; two had read the policy and one just the summary. Many expressed the need for better education and advertising to increase awareness of the policy with mentions *"it's important they actually get it out to people"* and *"the problem is not many people are aware of this"*. Some suggested using social media, the radio and JEP more to raise awareness about the policy update. Many were positive about the funding to support the bus service however wanted more information on the active travel policies.

Heating Policies

General Thoughts

There was a mix of first impressions on the heating policies shown to the respondents. Initial thoughts were positive, saying *"Everything that is outlined on this slide is very logical and is showing the progression that will be taken"*. Although there was general agreement that the areas the government were focusing on needed addressing, as discussion progressed there were complaints regarding some of the technicalities listed in the policies.

When initially looking at the proposed policies, some felt that there were a few areas that were missing, notably the topic of alternative energy. Respondents mentioned that they *"think we need to invest more in tidal, wind power, or solar"*, and that there was a large number of islanders that could save some money and contribute to carbon neutrality with incentives for green, *"friendly"* energy. A few users had mentioned that the current solar energy buy back rates needed addressing, as they had felt that it was too low; increasing it could incentivize more islanders to invest in solar panels.

Supporting low carbon heating systems and home insulation

One of the points mentioned by the respondents when talking about low carbon heating systems (HT1) was that if the government expected many people to switch from oil / gas to electric; *"The government definitely needs to help financially with the transition."* Aiding customers to transition to low-carbon heating systems was seen as a good idea; *"can't see a reason why you wouldn't when it's half the cost to get alternative energy"*, and was regarded as a great incentive for customers who are looking to replace their heating systems.

Although stated in the name of the policy (HT1), respondents were surprised with the lack of information about insulation in the policy itself; *"nothing here about insulation, would like to see*

more insulation". Related information was regarded as important, as they believed that it would greatly benefit carbon neutralisation by not requiring as much energy per household. Respondents also commented that *"home insulation will help people with their heating costs"*, as another incentive as to why it should be addressed. Many mentioned that it should be a requirement for landlords to fully insulate private rentals.

There were a few concerns regarding the replacement of the boiler itself, particularly in scenarios in which a new boiler had just got installed. A respondent commented on the limited window between 2022 and 2025, and mentioned that *"seems a bit counter productive if you just had a new boiler in place then by 2025 having it removed is just more waste. Would extend to 2030"*. Many other respondents were in agreement; *"We should only replace something if it needs to be replaced"*, rather than recommending customers to replace their boilers as soon as possible.

Low income households

A comment that came up throughout all groups was the lack of transparency in some of the policies and the vague use of the terminology 'low-income households' (HT1), and that many of the policies would *"depend on what they call a low-income household"*. Respondents made sure to comment on how they would like to know, and how important it was to know, what the threshold for a low-income household would be.

In general, there was an emphasis on being able to ensure islanders have enough money / support to pay for these changes. Respondents expressed that there may be scenarios in which members of the public may be above the 'low-income' threshold, yet still not have enough to fund changes that the government is trying to promote; *"Some people may not be able to afford doing these things but still not be in the low-income bracket"*.

Update building bye laws

Reviewing and updating the building bye-laws (HT2) was seen as a positive change by a majority of the respondents, as they believed that *"minimum energy standards should have been in place a long time ago!"*. Making sure that all new and existing builds *"have good quality heating systems that are cheaper in the long run for the residents."*, was deemed important to all respondents. Making sure that future major builds including renewable energy sources such as solar panels were also asked about throughout all groups.

Energy performance certificates

All respondents agreed that making sure that EPCs became mandatory (HT3) was a great change; *"It is good to know which properties will cost more or less to heat"*. Although it was emphasised that in situations where an islander was renting or was on low-income, it would be the landowners responsibility and/or there should be a *"grant or support scheme"* to help islanders transition and also to ensure that low-income islanders have *"enough to live off of after they pay all of their utility bills"*.

Concerns with a single electricity supplier

When talking about transitioning to new heating systems (HT1), many islanders raised the concern of only a single supplier for electric energy and the Jersey Electricity monopoly; *“Things will have to be put in place to make sure it's fair with prices, the government has to come in and put in a cap”*. Respondents suggested that competition in the industry would benefit them; avoiding Jersey Electricity having full control of the market; *“they will have to consider that when trying to get people to switch to electric”*.

On and Off Island Emission Policies

General thoughts

Respondents were sometimes confused with the terminology used when talking about on and off island emission policies. When talking about F-Gas emissions (OE5) and low-carbon lifestyles (OE1), there was confusion around the terms such as ‘scope 3 emissions’; *“F gas emissions, HFCS, PFCS, means nothing to me, it's great but it's not clear in the slightest”*. There were also mentions that the policies themselves were vague and that *“It's not laid out well in terms of what they are going to do”* (OE1).

There was also concern about the different dates and years proposed in some of the policies (OE3 & OE4), as respondents felt that the variation between all the dates was off putting, *“why can't we agree on a date that's all the same, why can't we achieve things quicker or all at the same time?”*. Respondents understood that some of these changes would take years to implement, but also believed that Jersey could do it in time; *“We do have the infrastructure and capability to do these things sooner, we just need the commitment”*. A focus point in the upcoming elections was the candidates’ views and opinions on carbon neutrality.

Some of the target years used throughout the policies were not liked by respondents; 2040 was expressed to feel like too long a way away and that it took the sense of urgency. *“I feel like 2030 even 2035 sounds a lot better than 2040. It reduces the sense of urgency and doesn't make it that important”*.

Promoting low-carbon lifestyles

As aforementioned, a few of the respondents did not know what the term ‘scope 3’ meant when talking about the low-carbon lifestyle policy (OE1). After elaboration and further discussion, there was general agreement that islanders tend to feel better when buying something in Jersey or in the UK; *“If I'm ordering something off Amazon I read where it's produced and am more likely to buy it if it comes from England than China”*. Although there is an understanding that scope 3 emissions via delivery contributes towards carbon emissions, a few of the respondents thought that people didn’t give it much thought; *“people don't care, when the latest apple product comes out, no one thinks “oh I wonder what was involved in this?”*. All respondents agreed that further education and promotion on the negatives of scope 3 emissions should be further publicised.

A good way to approach the policy that was generally agreed on was the increase of utilising online facilities more. Due to covid, many businesses had to find online alternatives and have operated well since. A majority of the respondents don't agree that flying clients in for a few hours just for a meeting was necessary, *"especially now that everything can be done online"*.

Construction & Agricultural sector emissions

Respondents were fond of the idea of working with both the construction industry (OE2) and the agricultural sector (OE3) to cut down on the amount of carbon emissions; *"Construction and agriculture should be sustainable. Whether the emissions are in Jersey or off-island"*. However, many of the respondents were confused on what was actually being done in the policies, and wanted more information about it. *"I think it's a good idea but doesn't actually say how it will do it. Would be interesting to know what thoughts they had and how they would do it because I have no idea"*.

In terms of agriculture, respondents were interested in the idea of promoting local-grown products, as it would encourage less carbon emission; *"Why are we not encouraging to grow more things on island so we don't have to import so many ingredients, much less travel will be involved in the process, creating less emission"*. Albeit islanders are aware that it may not be cheaper only buying from local farmers; *"In some cases it's cheaper buying from the UK than buying over here"*.

Emissions from waste and water management

The comments on decarbonized waste management and net-zero waste strategy (OE4) in particular interested the respondents; *"Pleased the sewage issue is being addressed- shouldn't be pumped into sea wasn't aware it was still doing that"*. Concerns regarding the timing had some of the respondents confused as to why it was much later than other estimated deadlines; *"intrigued that they have solid waste disposal by 2040 everything else has been a much faster time scale"*.

Delivering a sustainable finance framework

Reviewing government investments (OE6) was seen as a positive change to most of the respondents, however many were confused what the policy meant by 'recognise that the biggest impact Jersey can have is through its finance sector'. Alongside promoting low-carbon lifestyles (OE1), respondents agree that working from home can be normalised to save carbon emissions; *"When a lot of the finance industry were working from home during isolation, it turned out to work quite well. I think we should encourage working from home or a hybrid approach as it would have quite a good impact on the traffic to work"*.

Enabling Policies

Decarbonising Government

Decarbonising the government (EN1) is seen as a positive and important policy, as many of the respondents believe that the *“government definitely needs to act first so others will follow”*. Throughout the focus group discussions, respondents regularly mentioned that they believe that the government should be following the policies that they are putting in place. *“Would hope that all government cars are now electric and if building homes, the boilers are environmentally friendly”*.

Create a carbon neutral alliance

Cooperating with local businesses and organisations was seen as positive, as respondents believed that in order to progress efficiently, it was necessary to *“get the community involved”*. Hearing that the government was willing to spend £500k (EN2) to support projects satisfied respondents; *“I think it is really good because they know they can't do it by themselves and need to get others involved”*.

Supply chains and skills & COP26 education pledge

“I think education is very important”. Respondents in agreement that educating the community is a great way to tackle some of the issues, as many feel that a lack of education in the area can cause a lot more carbon emissions than necessary. Training programmes (EN3) and embedding high quality climate education into schools (EN4) are seen as positive changes by every member of each group; *“Awareness is the biggest thing, making people aware of what their impact is”*.

Blue Carbon, biodiversity and sequestration

Discussion of this policy (EN5) started out with confusion, as many people were not aware of what was meant by blue carbon; *“I wasn't even aware of that and I did A-level geography and wasn't even taught that so how will the older generation or my parents know that?”*. However, opinions quickly changed further into discussion, with respondents believing that *“It's a chance to lead the way”*.

After clarifying the practicalities and efficiency of seagrass beds, respondents were interested in doubling the extent of sea grass beds (EN5). A few respondents were aware of how important sea grass was, and how it was key to preserve it; *“Don't know about Jersey, but the UK has lost around 90% of its seagrass. We should make sure we don't end up like that - we should look after our seas and expanding sea grass areas is part of that”*.

The idea of preserving biodiversity via a marine spatial plan was received well by respondents. *“We should be improving biodiversity and ensuring the biodiversity isn't being ruined by bad fishing practices”*.

Carbon offsets

The carbon offsets policy (EN6) left respondents confused, particularly because it was already assumed that the government had already made a decision on becoming carbon neutral, *“Hasn't this whole thing been about being carbon neutral by whatever the date was, but it says at the bottom that a decision on becoming carbon neutral will be taken no later than 2028?”*. Many respondents were left puzzled when it was mentioned that ‘Jersey can become carbon neutral by 2030’, but also stated that a decision will not be taken later than 2028.

Appendix:

Appendix 1: Policies shared as stimulus slides

Transport Policies

#	Policy	Summary
TR1	Speeding up adoption of electric vehicles	<ul style="list-style-type: none"> Subsidise the cost of an electric vehicle at the point that it is first registered on the Island (for both new and imported second-hand vehicles). <ul style="list-style-type: none"> £3.5k purchase incentive on electric vehicles under £30k. Incentive will reduce as cost of electric vehicles reduces Charging plan inc. £350 incentive and expansion of on/off street chargers Subsidised parking for electric vehicles Electric vehicles will be exempt from vehicle Emissions Duty (VED)
TR2	Vehicle scrappage incentive	<ul style="list-style-type: none"> £500 'green living credit' to incentivise scrapping the most polluting vehicles Scheme applies to petrol or diesel cars or small vans that are over 10 years old (manufacture date 2012 or earlier) Credit can be used on public transport, shared mobility or to buy / access bikes etc
TR3	Supporting transition fuels	<ul style="list-style-type: none"> Bring forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty on second generation renewable diesel (often called biofuel) by 32ppl Reviewed in 2025
TR4	Vehicle emissions duty incentive	<ul style="list-style-type: none"> Annual increases in VED on all petrol and diesel vehicles no level of Vehicle Emissions Duty on zero carbon vehicles Larger increases for more polluting vehicles

#	Policy	Summary
TR5	End importation of internal combustion vehicles	<ul style="list-style-type: none"> Prohibit the importation and registration of petrol and diesel cars and small vans that are new Island by 2030 at the latest Extend this to other categories of vehicle between 2030 and 2040
TR6	Review Roads Law	<ul style="list-style-type: none"> To provide a framework for safe and legal use of personal light electric vehicles, shared transport services, autonomous vehicles and other sustainable transport solutions
TR7	Green number plates for EVs	<ul style="list-style-type: none"> owners of electric vehicles will have the option to display a number plate that features a green marker to show they have switched to low carbon transport
TR8	Sustainable Transport Roadmap	<ul style="list-style-type: none"> Delivered in 2022 Long-term costed plan for infrastructure and service improvements across the transport network
TR9	Bus service development trials	<ul style="list-style-type: none"> Incentivise behaviour change and modal shift Trial projects to inform revised bus contract development in 2024
TR10	Active Travel	<ul style="list-style-type: none"> Active Travel infrastructure improvements Implement more active travel initiatives ahead of development of the full Sustainable Transport Policy in 2022
TR11	Emissions from aviation and marine transport	<ul style="list-style-type: none"> Describes the emissions trajectory for aviation and marine transport and expectations about future technology improvements Jointly developed with Ports of Jersey

Heating Policies

#	Policy	Summary
HT1	Supporting low carbon heating systems and home insulation	<ul style="list-style-type: none"> Provide a subsidy to enable both householders and commercial businesses to transition to low-carbon heating systems. The scheme will run from 2022 until 2025. <ul style="list-style-type: none"> Purchase incentive to replace oil or gas boiler with specified alternatives Covers 50% of the cost up to £5k Up to £10k and no match funding required for low income households
HT2	Update building bye-laws	<ul style="list-style-type: none"> Review and update building bye-laws in 2022 Increases minimum energy standards in new buildings and when existing buildings are renovated End connection of replacement oil and gas boilers from 1 January 2026 (boilers can continue to be maintained and repaired)
HT3	Energy Performance Certificates	<ul style="list-style-type: none"> A system of Energy Performance Certificates is in place for domestic, commercial and public buildings New regulations would make EPCs mandatory at point of sale or re-rental, from 2024 minimum standards being brought in sequentially from 2026 Energy Performance Certificates displayed on public buildings by 2025.

Other On & Off Island Emissions Policies

#	Policy	Summary
OE1	Promoting low-carbon lifestyles	<ul style="list-style-type: none"> Awareness raising and practical solutions to help Islanders to reduce Jersey's scope 3 (off-Island) emissions
OE2	Construction sector emissions	<ul style="list-style-type: none"> Work closely with industry to drive-down the whole life carbon impact of the Island's construction sector, including considering the use of all available policy levers. The policy sets an expectation of steps to decarbonise construction, including work on Island Plan policies, building bye-laws and modern methods of construction Government will adopt higher construction standards for all public construction projects.
OE3	Agricultural sector emissions	<ul style="list-style-type: none"> Work closely with the agricultural sector to develop and implement a new net-zero Rural Economy Strategy in 2022. The Rural Economy Strategy will support the agricultural sector to continue to reduce emissions from their activities, and to adapt to the effects of climate change. The Rural Economy Strategy will address both agriculture and aquaculture. reduce emissions from operational agricultural activities in line with the Rural Economy Strategy

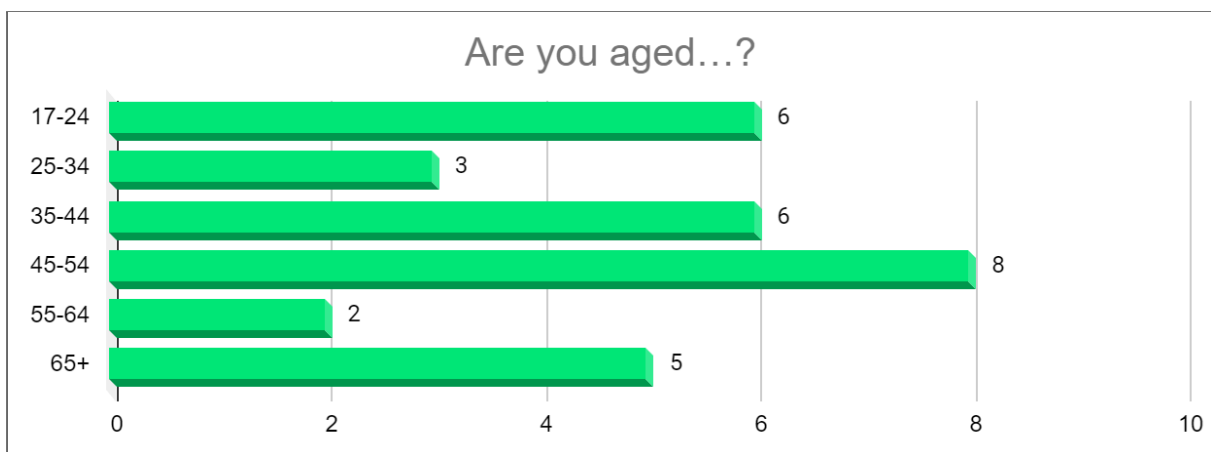
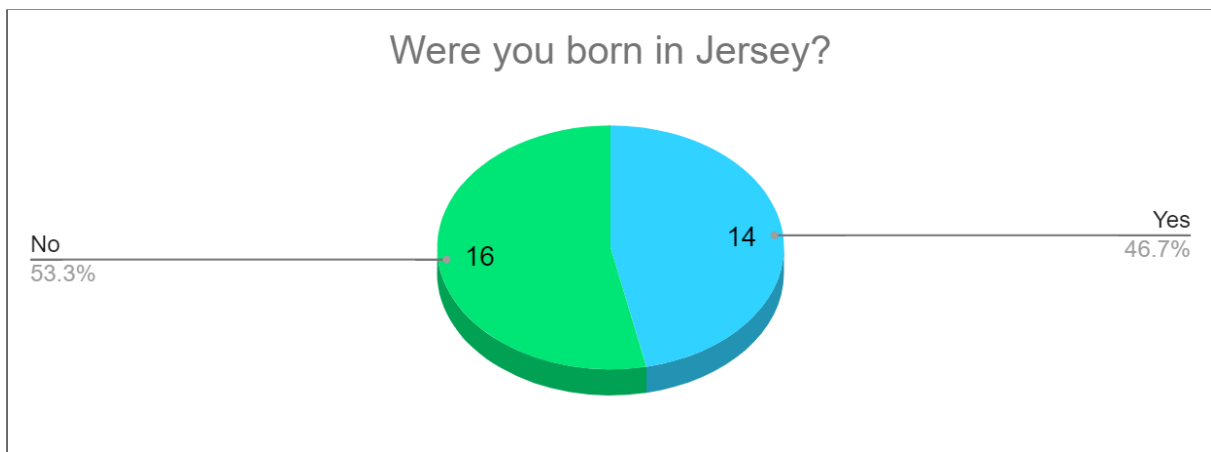
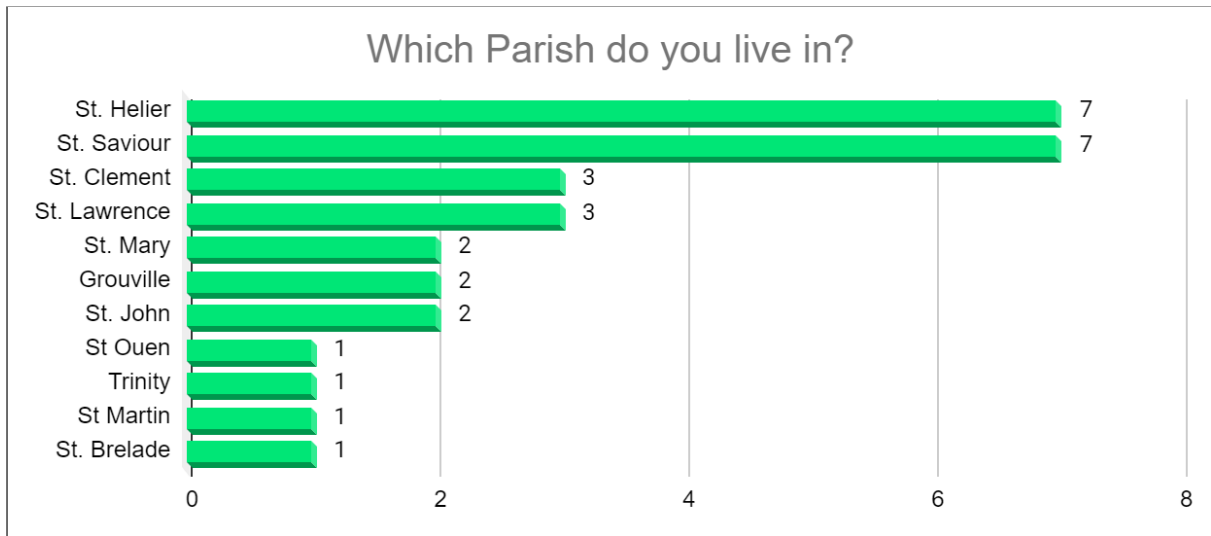
#	Policy	Summary
OE4	Emissions from waste and water management	<ul style="list-style-type: none"> Make on-Island solid waste disposal net-zero by 2040. To achieve this: <ul style="list-style-type: none"> a net-zero waste strategy will be developed by 2025. decarbonised waste management system from 2038 or earlier (date of Energy from Waste obsolescence) Work to explore opportunities for carbon capture from the existing electricity from waste plant will begin in 2022. Development of a net-zero water management strategy Work with Jersey Water to prepare a net-zero water management strategy by 2024, which incorporates existing planned work, in order to inform the next Island Plan
OE5	F-Gas emissions	<ul style="list-style-type: none"> Explains emissions from F-gases (HFCs, PFCs, SF6) and industry assumptions about this Commits extension of Kigali Amendment* and reporting on NF3 in line with Paris
OE6	Delivering a sustainable finance framework	<ul style="list-style-type: none"> Recognise that the biggest impact Jersey can have is through its finance sector Review Government of Jersey investments Work with industry to continue to develop Jersey's sustainable finance offer

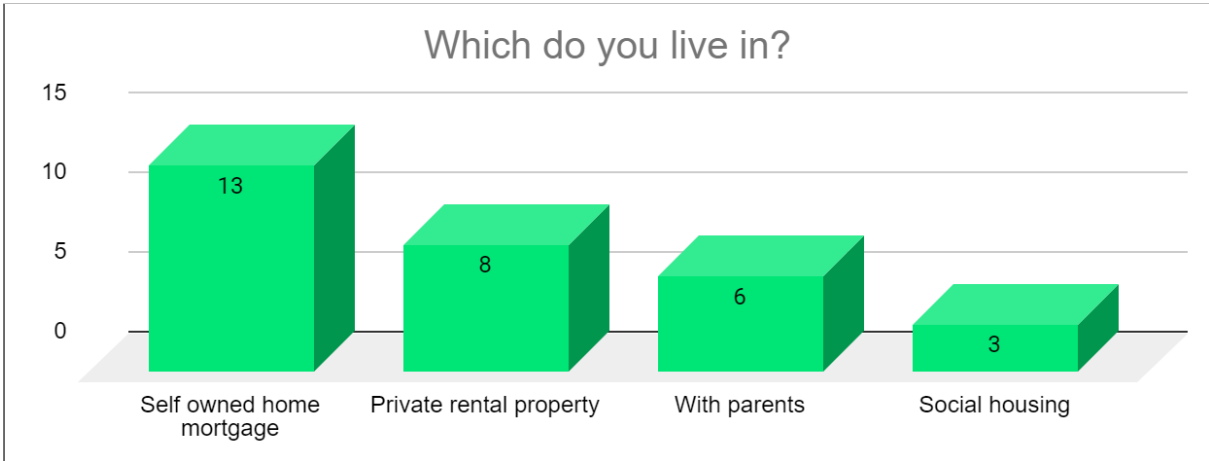
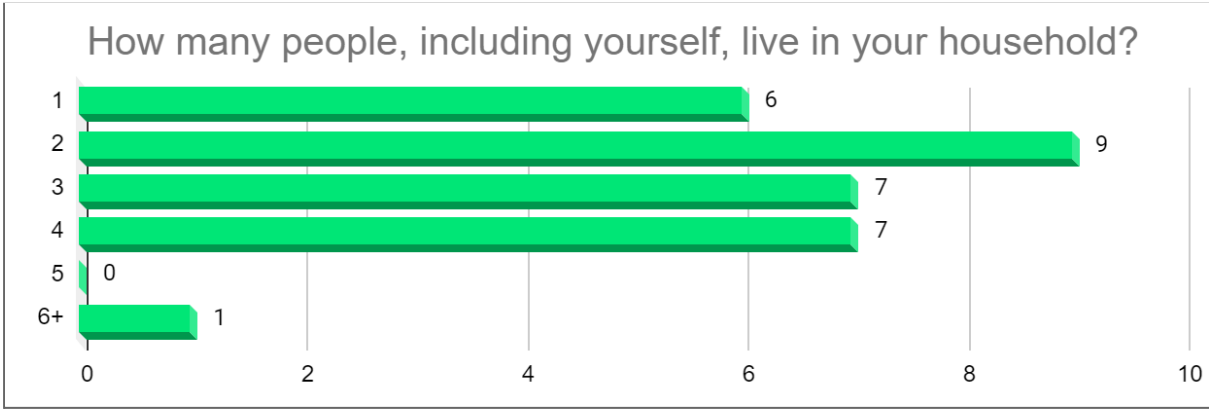
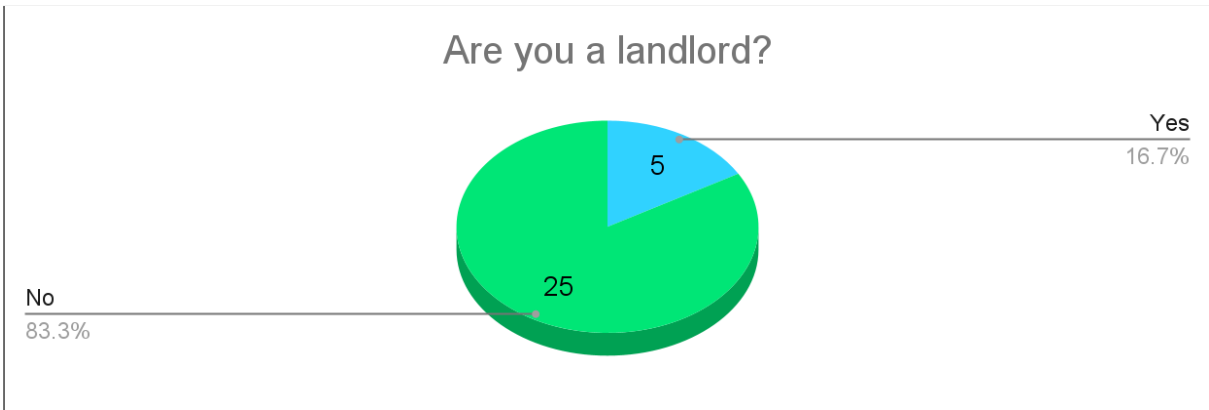
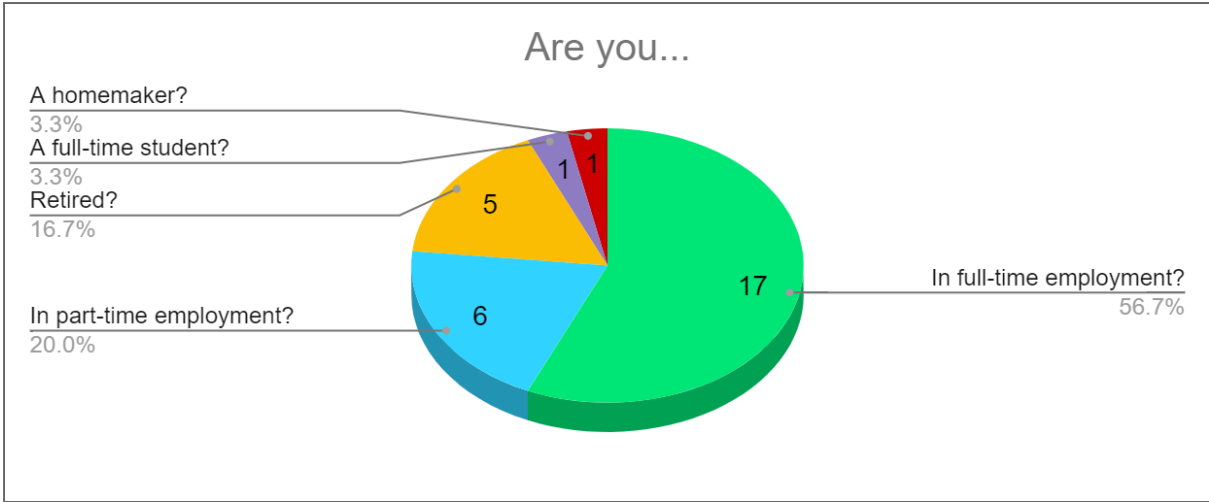
Enabling Policies

#	Policy	Summary
EN1	Decarbonising government	<ul style="list-style-type: none"> Reduce its operational emissions in line with the Paris Agreement Creation of a decarbonisation unit within government that will set quantified emissions reduction targets from 2023. Second Generation Renewal Diesel will be phased into the government of Jersey fleet from 2022 A range of exemplar projects undertaken.
EN2	Create a Carbon Neutral Alliance	<ul style="list-style-type: none"> Create an alliance of businesses and voluntary, community, social enterprise and faith sector organisations to drive forward decarbonisation establish a £500k Climate Action Fund to support grassroots projects to tackle the climate emergency
EN3	Supply chains and skills for a sustainable economy	<ul style="list-style-type: none"> Work with Highlands, industry and others to design targeted training programmes and identify routes to market for key technologies to support delivery of the Carbon Neutral Roadmap development of on-Island skills, including integrating green skills into the Future Economy Programme

#	Policy	Summary
EN4	COP26 education pledge	<ul style="list-style-type: none"> Deliver the COP26 education pledge by embedding high quality climate education into education and learning. Includes resource to support enhanced climate education in schools
EN5	Blue carbon, biodiversity and sequestration	<ul style="list-style-type: none"> Promote Jersey as a centre of excellence for blue carbon sequestration An ambition to double the extent of sea grass beds Tackling the climate emergency using nature-based solutions that address biodiversity crisis Develop a carbon sequestration framework Develop a Marine Spatial Plan
EN6	Carbon offsets	<ul style="list-style-type: none"> Develop a policy position on carbon offsets Undertake the necessary work to ensure Jersey can become carbon neutral by 2030, through the delivery of ambitious carbon reductions policies, balanced with purchased offsets. A decision on becoming carbon neutral will be taken no later than 2028.

Appendix 2: Demographics





What gender do you identify as?

