

Ministerial Response

to the recommendations made by the
Citizens' Assembly on Climate Change



Introduction

The Citizens' Assembly was a group of 45 people of different ages, different genders, different backgrounds and places across Jersey with different views on climate change. The role of the Citizens' Assembly was to make recommendations to the States Assembly that answered the question: 'How should we work together to become carbon neutral?'

The group took part in 15 virtual meetings between March and May 2021. There was an introduction to climate change and the issues facing Jersey. They talked to experts, read information and took part in discussions. As a group they came up with ideas and considered the costs and implications so they could make recommendations. The focus was on the two biggest sources of the Island's greenhouse gases:

- Transport,
- heating, cooling and cooking.

At the end of these sessions, the group were asked to:

- vote on the date Jersey should be carbon neutral,
- work together and come up with recommendations on how to be carbon neutral,
- decide which recommendations to focus on first.

The recommendations were published in a report by States Greffe, *Achieving Carbon Neutrality – Report of Jersey's Citizens' Assembly on Climate Change*¹.

They made 14 high-level recommendations:

- seven recommendations on transport - supported by supplementary recommendations,
- seven recommendations on heating, cooking and cooling - supported by supplementary recommendations.

They also made a statement on sustainable finance made up of five recommendations.

¹ [Achieving Carbon Neutrality – Report of Jersey's Citizens' Assembly on Climate Change](#)



Consultation on the draft Carbon Neutral Roadmap

The draft Carbon Neutral Roadmap was written bringing in the ideas and thoughts of Islanders, including the Citizens' Assembly on Climate Change. A consultation on the draft Carbon Neutral Roadmap ran from 17 December 2021 to 31 March 2022. The purpose of the consultation was to hear Islanders views on the 5 strategic policies; including the policy programme set out in strategic policy 4. The Consultation Report² details the findings of the consultation.

The consultation was promoted across local media channels including radio adverts and social media, a shop window display, and was sent to stakeholders and through email distribution lists.

The consultation included:

- a survey (completed by 1,925 people),
- 28 engagement events (online and in person),
- 5 focus independently run groups (detailed outcomes are in a separate report),
- inviting written submissions (50 organisations sent through written submissions and 14 individuals).

The Consultation Report was be used to update the final published version of the Carbon Neutral Roadmap, including updating the strategic policies and the policy programme detailed in strategic policy 4.

Final response to the recommendations made by the Citizens' Assembly on Climate Change following the completion of the Carbon Neutral Roadmap

The Minister has accepted the majority of the recommendations and hope to accept more as further work progresses. The detailed responses includes the original response published in the Carbon Neutral Preferred Strategy³ and the updated response following the consultation on the draft Carbon Neutral

² [Carbon Neutral Roadmap Consultation Report](#)

³ [Carbon Neutral Roadmap Preferred Strategy \(gov.je\)](#)



Roadmap⁴. There are also recommendations made by the Citizens' Assembly on Climate Change regarding Sustainable Finance. These recommendations were not included in the Carbon Neutral Roadmap Preferred Strategy as they needed to be considered in consultation with the Government of Jersey Financial Services team and Jersey Finance. The categories of response, and number of responses in each category, are set out in the table below.

| Response | Explanation | Number of responses in this category |
|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Accept | The recommendation is broadly accepted. The accompanying comments may indicate if some minor variation from the specified wording is required to accommodate the action. Not all recommendations that are accepted will be actioned immediately; some will be actioned in the first stage of the Carbon Neutral Roadmap and others may be planned to take place in later stages. | 13 high-level recommendations 64 sub-level recommendations* 3 sustainable finance recommendations Total: 80 |
| Reject | The recommendation is rejected. A reasoned justification is offered as required by the Mandate for the Citizens' Assembly on Climate Change. Rejecting a recommendation at this stage does not mean the idea might not be considered in future if new evidence or other changes emerge. | 0 high-level recommendations 6 sub-level recommendations* Total: 6 |
| Under consideration medium/long term plans or Sustainable Transport Roadmap | Some actions relate to policies that require consideration over a longer time period, in order to be assessed in line with strategic policy 4. This might require further evaluation or the completion of other foundation work first. | 1 high-level recommendation 22 sub-level recommendations 2 sustainable finance recommendations Total: 25 |
| Not for government | A small number of recommendations were made in respect of the actions of non-government organisation. | 0 high-level recommendations 3 sub-level recommendations Total: 3 |

* Recommendation T5:c has been split into two separate recommendations for the purposes of this updated response to the Citizens' Assembly as it is partly accepted but partly rejected.

⁴ [Draft Carbon Neutral Roadmap](#)



The Minister's initial response to the recommendations as published in the Carbon Neutral Roadmap Preferred Strategy in November 2021

A response to each recommendation was outlined, firstly, at the high level, and then the response to each supplementary recommendation. The Minister's response was published as an appendix in the Carbon Neutral Roadmap Preferred Strategy⁵. The table below details the Minister's response to the recommendations.

| Response | Explanation | Number of responses in this category |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| Accept | Ministers broadly accept the recommended action. The accompanying comments may indicate if some minor variation from the specified wording is required to accommodate the action. Not all recommendations that are accepted will be actioned immediately; some will be actioned in the first stage of the Carbon Neutral Roadmap and others may be planned to take place in later stages. | 9 high-level recommendations 47 sub-level recommendations Total: 56 |
| Reject | Ministers reject the recommendation. Where this is the case, a reasoned justification is offered as required by the Mandate for the Citizens' Assembly on Climate Change. Rejecting a recommendation at this stage does not mean the idea might not be considered in future if new evidence or other changes emerge. | 0 high-level recommendations 5 sub-level recommendations Total: 5 |
| Under active consideration – Carbon Neutral Roadmap | Some actions relate to policies that are still under active consideration for inclusion in the Carbon Neutral Roadmap, published in December 2021. There are still being developed, refined, and assessed in line with the detailed policy development process established by strategic policy 4 of the Carbon Neutral Roadmap. | 5 high-level recommendations 31 sub-level recommendations Total: 36 |
| Under consideration – medium/long term plans | Some actions relate to policies that require consideration over a longer time period, in order to be assessed in line with strategic policy 4. This might require further evaluation or the completion of other foundation work first. | 0 high-level recommendations 9 sub-level recommendations Total: 9 |
| Not for government | A small number of recommendations were made in respect of the actions of non-government organisation. | 0 high-level recommendations 2 sub-level recommendations Total: 2 |

⁵ [Carbon Neutral Roadmap Preferred Strategy](#) Published November 2021



1. Detailed Responses to the Transport Recommendations

Transport recommendation from the Citizens' Assembly on Climate Change (T1):

The Government should introduce and financially support currently available new carbon reduction technologies for all modes of transport immediately. All Jersey appropriate future transport carbon reduction technologies should also be introduced immediately as they become viable.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low carbon technologies. On-going consideration will be given to new technologies as they emerge. A review of the Roads Law is underway, informed by the Sustainable Transport Policy¹, that will include ensuring that appropriate legal provision is made for future low carbon forms of transport. The Sustainable Transport Roadmap will be published in 2022.



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T1: a | Government should provide funding to subsidise and facilitate the new technologies and investigate carbon reduction systems for fossil fuel vehicles. | Accept | Accept | In line with the financing strategy, (strategic policy 3) the Climate Emergency Fund will be used to provide a programme of incentives for low carbon technologies. The nature of these incentives has been set out in the Carbon Neutral Roadmap. |
| T1: d | Reintroduce car tax (yearly) for certain types of vehicles based on emissions and size. | Accept | Accept | In line with the financing strategy (strategic policy 3), government will bring forward in 2022, in time for potential inclusion in the Government Plan 2023, proposals for new economic instruments that generate income ring-fenced to the Climate Emergency Fund (in whole or in part) in the following areas. This is likely to be levied on an annual basis. |
| T1: c | Introduce green fuel vouchers | Under active consideration – Carbon Neutral Roadmap | Accept | <p>The recommendation suggested introducing a 'green fuel voucher'. The Carbon Neutral Roadmap builds on that recommendation, policy TR3 brings forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel. By subsidising the fuel at point of purchase the need to develop a voucher scheme is negated.</p> <p>Policy TR3b – Investigate the potential for renewable content fossil fuels in Jersey. -Carry out research and market analysis on the implications and options regarding the suitability of renewable content fuels for the Island.</p> <p>The role that vouchers might play in incentivising uptake of low-carbon technologies is under consideration and may be revisited in the future as a mechanism that can be introduced to assist with the Just Transition.</p> |



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
|-------------|---------------------------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T1: e | Source electric minibuses and introduce a bus mobility app. | Under active consideration – Carbon Neutral Roadmap | Under active consideration as part of the Sustainable Transport Roadmap | <p>Policy TR9 – Bus service development trials commits the government to implementing a programme of bus service development trials 2022-2024. This includes commitments to exploring demand responsive service options and increased frequency on some routes.</p> <p>The bus service development trials will be informed by work on the Bus Service Development Plan, which is required by the Sustainable Transport Policy (STP) and will be published in 2022.</p> <p>These suggestions are being actively considered as part of the bus service development plan and the Mobility as a Service (MaaS) framework plan, both of which are required by the Sustainable Transport Policy⁶ agreed by the States Assembly in 2020 (P.128/2019). Funding for the proposals would be accessed on a prioritised basis. in line with strategic policy .4.</p> |
| T1: g | Investigate introduction of hydrogen powered vehicles. | Under active consideration - Carbon Neutral Roadmap | Under consideration medium/long term plans | Hydrogen technologies, including vehicles, are being investigated, as set out in the energy market policy (strategic policy 2). |
| T1: b | No General Sales Tax or import duty on electric vehicles including bikes. | Reject | Reject | In line with the financing strategy (strategic policy 3) ministers are pursuing a Just Transition. Removing Goods and Services Tax and import duty uses the limited available funds to provide an untargeted and marginal incentive that would primarily benefit households with the existing means to invest in new technologies. This is likely to have a negative effect on the distributional impact of carbon neutral policies. Administrative costs for such variations are also likely to be high relative to their impact on peoples' behaviour. |

⁶ [Sustainable Transport Policy 2019 \(gov.je\)](https://www.gov.je/SustainableTransportPolicy2019)



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
|-------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T1: f | Investigate glass/solar roads (roads that generate renewable energy, as used in Denmark) for the main arterial roads. | Reject | Reject | Solar roads are very specific nascent technology. Early trials are mixed but suggest the technology is difficult to commercialise in an efficient and effective way yet, so this is unlikely to be a priority for Jersey. Nevertheless, we remain open to all forms of emerging technology. The new research and advisory partnership with energy systems experts proposed in the energy market policy (strategic policy 2) will be well placed to help assess Jersey's suitability for new technologies. Utility scale renewable energy options will be considered as part of the strategic review of Jersey's long-term energy requirements, as set out in the energy market policy (strategic policy 2). Current evidence suggests that, should investment in utility scale renewables become a priority, other technologies (including wind and tidal) are likely to prove the most effective for us in the medium-term. |



Transport recommendation from the Citizens' Assembly on Climate Change (T2):

An immediate and just transition to low-carbon transport by 2030 that ensures financial support for both low-income households and small businesses.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

The vision established by the Sustainable Transport Policy¹ is that, by 2030, our transport system will make our everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener. In line with the financing strategy (strategic policy 3), ministers will ensure a Just Transition.



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T2: c | Ensure an extensive Island-wide network of electric vehicle charging points by 2023. | Accept | Accept | <p>Currently, electric vehicle chargers are in all public car parks and the network is being expanded across the Island each year. In line with strategic policy 4.</p> <p>Within the Carbon Neutral Roadmap policy TR1 – speeding up the adoption of electric vehicles includes a government commitment to work with Jersey Electricity to agree a scale-up plan for electric vehicle charging infrastructure that: subsidises the cost of domestic electric charging infrastructure continues to deliver off-street electric vehicle charging points across the Island trials on-street charging infrastructure to identify the right solution for Jersey, including exploring consequential amendments to planning regulation where appropriate improves the visibility of charger availability across the Island.</p> |
| T2: e | Implement means-tested grant and/or tax relief system for low-income families and small businesses to purchase electric vehicles or other low carbon transport from 2022/3. | Accept | Accept | <p>In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies. Policy TR1 – Speeding up the adoption of electric vehicles sets out a commitment to 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). The subsidy will only be available for vehicles with a purchase price under £30,000. This aims to exclude high-value vehicles from the subsidy ensuring that those who are looking to buy lower priced vehicles (including second-hand) benefit from the incentive. This maximum purchase price limit for the subsidy means that the administration costs and processes that would be involved in means testing are negated.</p> <p>The detailed policy design will take into consideration the further distributional impacts of the policies with close consultation with key stakeholders so not to cause further income inequality.</p> |
| T2: a | Ban registration of new petrol/diesel vehicles (all personal and | Under active consideration - Carbon | Accept | The Carbon Neutral Roadmap includes policies which address this recommendation. |



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| | commercial vehicles) from 2025 that includes a scrappage scheme for diesel/petrol vehicles with particular emphasis on higher polluting vehicles. Introduce a special licence fee for "collector" vehicles that funds carbon-free future projects. | Neutral Roadmap | | <p>Policy TR5 – End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030. This policy commits the government to Bring into force legislation that prohibits the importation and registration of petrol and diesel cars and small vans that are new to the Island in 2030 at the latest and will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040. Setting the date to 2030 ensures that we will have phased out the use of all petrol and diesel vehicles from the Island’s roads by 2050. This puts Jersey on the same pathway as the UK. The UK has announced a ban on the manufacture and sale of petrol and diesel vehicles from 2030 (with hybrids from 2035) and the EU an effective ban from 2035 The legislation change is supported by financial incentives and disincentives set out in other policies that will accelerate the natural transition away from petrol and diesel cars.</p> <p>The detailed policy design undertaken in 2022 will take into consideration the criteria by which classic vehicles can be made exempt from the legislation.</p> <p>A full disability impact assessment to ensure that provision is allowed under the legislation to ensure that people with disabilities are not detrimentally impacted by the policy</p> <p>Policy TR1 – Speeding up the adoption of electric vehicles. For every electric vehicle subsidised, a petrol or diesel vehicle must be deregistered from the Island.</p> |
| T2: b | Ban all petrol/diesel vehicles (all personal and commercial vehicles) on the road by 2050 and build a secondary market of | Under active consideration - Carbon Neutral Roadmap | Accept | The Carbon Neutral Roadmap states that in order to meet Jersey’s ambition to have net-zero greenhouse gas emissions by 2050 we need to phase out the use of all petrol and diesel vehicles from the Island’s roads by 2050. However, this policy does not seek to ban all petrol / diesel vehicles on the road by 2050. To do this we need to stop vehicles that are new to the Island coming in well in advance of this date, bearing in mind that a car may have a useful life |



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| | electric vehicles to support availability and affordability from now. | | | <p>of over 15 years in the Island. Policy TR5 - End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030 aims to achieve this ambition.</p> <p>Policy TR1 – Speeding up the adoption of electric vehicles aims to facilitate and accelerate the shift from petrol and diesel vehicles to electric vehicles. In order to achieve a 68% reduction in the Island’s total carbon emissions by 2030 the target is to shift 67% of the Island’s fleet away from fossil-fuels by 2030, recognising that the majority of this shift will be achieved through an increase in use of electric vehicles, alongside investment in sustainable transport to support Islanders to travel in other ways. The TR1 incentives in themselves are likely to support the development of the secondary electric vehicle market on-Island. The subsidy is applied at the point that an electric vehicle is first registered on the Island for both new and second-hand vehicles.</p> |
| T2: f | Mandate the most fuel-efficient alternative for heavy goods vehicles where there is no electric vehicle alternative by 2025. | Under active consideration – Carbon Neutral Roadmap | Accept | <p>It is recognised in the Carbon Neutral Roadmap that there are vehicles, such as heavy goods vehicles, where electric or other fuel alternatives are not currently available.</p> <p>Policy TR3 – supporting transitions fuels brings forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel. The purpose of this is to replace traditional fossil-fuel diesel with second-generation renewable diesel (SGRD) in road transport.</p> <p>Policy TR3b - Investigate the implications for the Island of renewable content fossil fuels. The policy commits the government to carrying out research and market analysis on the implications and options regarding the suitability of renewable content fuels for the Island and to producing a policy position paper by the end of 2023. It</p> |



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| | | | | <p>recognises the changes in the EU and UK as they move towards adopting revised standard grades of petrol and diesel e.g. E10 and B7 as part of the EU and UK net zero strategies.</p> <p>Although policy TR11– Emissions from aviation and maritime Transport is not directly related to this recommendation in that it is not designed to consider heavy goods vehicles it is important to recognise the objectives of this policy. Government will work with the Ports of Jersey to reduce emissions from aviation and marine transport, in line with the Jet Zero scenario 2 emissions targets and obligations under the MARPOL treaty.</p> |
| T2: d | Remove import taxes and other applicable taxes for electric vehicles in 2022. Introduce punitive import taxes on second-hand petrol and diesel vehicles. | Reject | Reject | <p>In line with the financing strategy (strategic policy 3), Ministers are pursuing a Just Transition. Removing Goods and Services Tax and import duty uses the limited available funds to provide to provide an untargeted and marginal incentive that would primarily benefit households with the existing means to invest in new technologies. This is likely to have a negative effect on the distributional impact of carbon neutral policies. Administrative costs for such variations are also likely to be high relative to their impact on peoples' behaviour.</p> |



Transport recommendation from the Citizens' Assembly on Climate Change (T3):

Decarbonise the current public transport in Jersey by 2025, as well as making it more accessible and affordable, so that more people use public transport as their primary mode of transportation on the Island.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

This recommendation is accepted and will be incorporated into the bus service development plan required by the Sustainable Transport Policy. A decarbonised service will feature as a requirement in the re-contracting of the public bus service due to be undertaken by 2025.



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| T3: a | Working with public transport contractors to decarbonise their fleets by 2025, with contracts making sure that low-emission technologies are mandatory and that all vehicles are updated to cleaner technologies. | Accept | Accept | <p>These suggestions are being actively considered as part of the bus service development plan required by the Sustainable Transport Policy⁷ agreed by the States Assembly in 2020 (P.128/2019). The principle of a decarbonised public transport system is accepted and will feature as a requirement in the re-contracting of the public bus service.</p> <p>Second Generation Renewable Diesel is now being used in double deck buses and policy TR9 – Bus service development trials ensures that funding will be used to enable this to continue. The policy also looks at the use of low-carbon energy solutions for the remaining fleet. In addition to this, policy TR3b – Investigate the implications for the Island of renewable content fossil fuels - will carry out research and market analysis on the implications and options regarding the suitability of renewable content fuels for the Island.</p> |
| T3: b | Government to subsidise public transport fares so that there's an affordable rate for all passengers (e.g., £1 or incentivisation) and that young people and students can travel for free (and making sure | Accept | Accept | <p>A ticketing review is being undertaken as part of the Bus Service Development Plan which will be incorporated into the new bus franchise contract.</p> <p>The existing AvanchiAccess scheme provides unlimited free travel for Islanders who have a long-term disability preventing them from driving. In September 2021 it was announced that the new AvanchiAccess+ scheme would include free travel for carers or companions who need to assist those Islanders who cannot travel alone on the bus some or all of the time.</p> |

⁷ [Sustainable Transport Policy 2019 \(gov.je\)](https://www.gov.je/SustainableTransportPolicy2019)



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| | that people know about it through effective promotion). | | | The Government Plan 2022-2025 ⁸ includes a commitment to provide funding for a bus pass scheme for all people eligible to pay fares aged 18 years or under. Data will be used from this U19 free bus travel initiative to inform potential future fare subsidies and the appetite for people to shift journeys onto bus services. |
| T3: c | Serving all communities with the help of new accessible electric minibuses which provide more bus routes and more frequent services, especially in rural parishes, regardless of the immediate viability of each individual route. | Accept | Accept | <p>These suggestions are being actively considered as part of the bus service development plan required by the Sustainable Transport Policy agreed by the States Assembly in 2020 (P.128/2019). The principle of an Island-wide decarbonised public transport system is accepted and will feature as a requirement in the re-contracting of the public bus service, although other energy options and technologies might in practice provide an earlier means to achieve this. Funding would be accessed on a prioritised basis in line with strategic policy 4.</p> <p>Policy TR9 – bus development trials sets out a commitment to implement a programme of bus service development trials 2022-2024. This includes trials to increase frequency on some routes. Bus service frequency of under 30 minutes are categorised as ‘turn up and go’ services that provide a viable alternative to motor vehicle travel. Data will be collected on services that currently operate at a frequency of 30 minutes or more, with feasibility studies carried out to identify the level of unmet demand for increased frequency service in order to target trials to areas with the greatest potential for developing a bus culture.</p> <p>The policy also commits to exploring demand responsive service options and low-carbon energy solutions.</p> |
| T3: e | Bus and minibus services to be designed around Islanders’ needs | Accept | Accept | These suggestions are accepted and are reflected in the design principles for the bus service development plan required by the Sustainable Transport Policy ⁹ agreed by the States Assembly in 2020 (P.128/2019). |

⁸ [Government Plan 2022-2025](#)

⁹ [Sustainable Transport Policy 2019 \(gov.je\)](#)



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| | such as connecting to ferry, school times, church services, night shifts, hospital visits, flights, hospitality, etc. | | | Policy TR9 – bus development trials sets out a commitment to implement a programme of bus service development trials 2022-2024. Trials include demand modelling based on population and trip attractors (such as places of work, leisure, shopping and tourism) will be undertaken to establish existing unmet passenger demand. |
| T3: f | Making information about public transport (as well as other sustainable transport options such as walking/cycling) available to everyone through public promotion, an integrated mobility app, and working with schools and others. | Accept | Accept | <p>The value of making information available in this way is accepted. Through the Carbon Neutral Roadmap there is a commitment to developing and delivering an education programme to help islanders reduce their emissions and to move to low-carbon lifestyles.</p> <p>Policy TR8 – Sustainable Transport Roadmap states that the government will complete the rapid plans required by the Sustainable Transport Policy and will use these to develop a Sustainable Transport Roadmap in 2022. The Mobility as a Service (MaaS) framework plan will specifically consider the potential for an integrated mobility app. Funding would be accessed on a prioritised basis in line with strategic policy 4.</p> |
| T3: d | Commit to an investigation into the viability of introducing trams. | Under consideration medium/long term | Under consideration medium/long term | In line with the mobility hierarchy established in the Sustainable Transport Policy agreed by the States Assembly in 2020 (P.128/2019), the priority for fixed infrastructure investment is walking and cycling. Nevertheless, the role that mass transit systems could play in Jersey may prove to be a part of the long-term redesign of our public transport system and will remain under consideration. |



Transport recommendation from the Citizens' Assembly on Climate Change (T4):

A change in mindset and culture causing a reduction in the demand for travel particularly commuting, car usage, air travel and freight.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

Each of the plans required by the Sustainable Transport Policy, as well as associated projects and actions will seek to support this change in mindset. The Jersey mobility hierarchy establishes that single-occupancy car travel is the least sustainable form of transport, and the Bridging Island Plan includes policies to support reduced demand for travel and increased provision of safe walking and cycling infrastructure.

| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| T4: c | Increase the self-sustainability of the Island to reduce the need for air and sea freight of goods. | Accept | Accept | <p>The principle of increased self-sustainability is accepted and as set out in strategic policy 4. The Carbon Neutral Roadmap includes policies to support a reduction in the Island's global emissions, many of these policies are in the OE - Other on and off-Island emissions policies.</p> <p>OE1 Promoting low-carbon lifestyles</p> <ul style="list-style-type: none"> Awareness raising and practical solutions to reduce Jersey's scope 3 (off-Island) emissions |



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| | | | | <p>OE2 Construction sector emissions</p> <ul style="list-style-type: none"> • Sets an expectation of steps to decarbonise construction, including work on Island Plan policies, building bye-laws and modern methods of construction <p>OE3 Agricultural sector emissions</p> <ul style="list-style-type: none"> • Reduce emissions from operational agricultural activities in line with the Rural Economy Strategy <p>OE4 Emissions from waste and water management</p> <ul style="list-style-type: none"> • Sets an expectation of a decarbonised waste management system from 2038 or earlier (date of Energy Recovery Facility obsolescence) and steps needed to deliver this, starting with a waste strategy review • Development of a net-zero water management strategy <p>OE5 F-Gas emissions</p> <ul style="list-style-type: none"> • Explains emissions from F-gases (HFCs, PFCs, SF6) and industry assumptions about this • Commits to reporting on NF3 in line with the Paris Agreement <p>OE6 Delivering a sustainable finance framework</p> <ul style="list-style-type: none"> • Continue to develop a sustainable finance framework within the Government of Jersey |



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| | | | | Applying the principle in practice requires redesign of major public service and economic systems that will be given effect through a wide range of strategies and plans for example developing an new net-zero Rural Economy Strategy. These plans will need to recognise that, as an Island, Jersey will always make use of off-Island supply chains and as such the decarbonisation of these supply chains is a policy objective; and that are sometimes competing policy objectives that mean importation can, overall, be preferable to local production in some circumstances. Policy EN3 - Developing supply chains and on-Island skills for a sustainable economy will address this issue. |
| T4: d | Education that emphasises wider benefits of a reduction in travel to achieve a change in mindset and culture. | Accept | Accept | As set out in strategic policy 4, the Carbon Neutral Roadmap includes policies to support community engagement and a reduction in the Island's global emissions. These are detailed in the response to T4: c above. |
| T4: e | Ensure that all essential services are within safe walking distance to reduce the need for travel. This could include shops, gyms, nurseries, and social | Accept | Accept | The current Island Plan ¹⁰ and Bridging Island Plan ¹¹ have strategic policies that seek to locate new development and the provision of public and local services near to existing areas population clusters (although the range of local services that can be economically supported varies across different population centres). The Bridging Island Plan proposes policies to increase the provision of services in the Les Quennevais area for a range of reasons, including reducing the need for travel from the west of the Island to town. |

¹⁰ [Revised 2011 Island Plan \(gov.je\)](https://www.gov.je/Revised-2011-Island-Plan)

¹¹ [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| | opportunities at a parish level. | | | |
| T4: a | Business to allow and support their workforce to work from home with consideration for wellbeing, practicality, and expenses. | Not for government | Not for government | This is a recommendation to Jersey businesses, rather than the Government of Jersey. However, the benefit of business-led activity in this area is entirely supported by government. Policy EN2 – Create a Carbon Neutral Alliance includes a commitment to create a network of businesses and community groups to drive forward decarbonisation. The creation of this network will include promoting this sort of sustainable practice. |
| T4: b | Reduce the number of personal air travel trips targeting frequent flyers using a quota system that gets more expensive the more you do it. This applies to fossil-fuelled aircraft. | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | In strategic policy 3 – Financing Strategy sets out that in the medium term, government will bring forward proposals for new economic instruments that generate income ring-fenced to the Climate Emergency, this includes introducing a travel duty. The principle of an increased charge for more frequent flyers will be considered as part of this. Government will bring this forward in 2022, in time for potential inclusion in the Government Plan 2023. Policy TR11 – Emissions from aviation and maritime transport commits the government to working with the Ports of Jersey to reduce emissions from aviation and marine transport. recognises that air connectivity is critical to Jersey's economy and the quality of life for Islanders. The detailed policy design will take into consideration the further distributional impacts of the policies and economic instruments so not to cause further income inequality. |



Transport recommendation from the Citizens' Assembly on Climate Change (T5):

Encourage walking and cycling by making Jersey a safe and enjoyable environment for cyclists and pedestrians through investment in infrastructure and education. We want legislation to ensure a walking and cycling first transport model.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

The Jersey mobility hierarchy – which promotes safe walking and cycling ahead of motor vehicle use – is already established as a non-statutory policy principle adopted by the States Assembly in the Sustainable Transport Policy and in the updated Highway Code. The Climate Emergency Fund is already investing in new cycling and public transport infrastructure. As set out in strategic policy 4, the Carbon Neutral Roadmap includes further policies to support increased use of sustainable transport.



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| T5: a | Immediately invest in our infrastructure - fix roads and create cycle lanes and pavements, ensuring an extensive connected network of walking and cycling routes across the Island (including connected green lanes in all parishes) and free safe, secure storage for bikes. Where appropriate, introduce separate cycle lanes and safe crossings, creating signage and a map (like the London tube map) and an app of all the walking and cycling routes across the Island. | Accept | Accept | <p>The Climate Emergency Fund / already investing in new cycling and public transport infrastructure. The second interim report on the Sustainable Transport Policy¹² updates on the Government of Jersey's commitments to the principles outlined in the Sustainable Transport Policy, which was adopted by the States in early 2020. The report includes updates on the strategic issues and on delivery. The report includes a summary of 5 completed cycling infrastructure improvement projects and 7 completed pedestrian infrastructure improvements projects.</p> <p>The report also highlights two pieces of research that were published alongside this report. The research offers new insights in the scale and nature of the sustainable transport challenges and opportunities on the Island. These includes the Active Travel Plan – Primary Evidence Base¹³. The Active Travel Plan includes an Island Cycling and Walking Infrastructure Plan and a St Helier Mobility Plan.</p> <p>As set out in in strategic policy 4, the Carbon Neutral Roadmap includes further policies to support increased use of sustainable transport, and work is underway in each of the suggested areas as part of the Bus Development Plan, Active Travel Plan and Mobility as a Service Framework Plan. An exploratory study into Mobility as a Service¹⁴ has been carried out. The study looks at how we can use different types of technology to help inform how we choose to travel. So, it might be it works out cheaper to get the bus than to drive and pay for parking. Or it might be that the journey would be quicker by bike.</p> |

¹² [Second interim report on the Sustainable Transport Policy](#)

¹³ [Active Travel - Primary Evidence Base](#)

¹⁴ [Mobility as a Service Exploratory Study](#)



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| T5: e | By 2027, introduce monthly car free Sundays across the Island - designed to change the mindset of the population to establish Jersey as a walking and cycling Island. To be enforced by the police but with exceptions e.g., for emergencies, workers, and people with disabilities. | Accept | Accept | <p>The value of car free events is accepted and the Sustainable Transport Policy Strong Start¹⁵ already provided for a programme of traffic-free events in the town centre. The second interim report on the Sustainable Transport Policy¹⁶ includes updates on the strategic delivery. This includes a case studies of two traffic free events:</p> <ul style="list-style-type: none"> • St Luke Primary School play street event • Tackling Transport event in Broad Street <p>An Island-wide ban on car use with state enforcement is not considered proportionate or necessary to secure the benefits of the proposal and might potentially be counter-productive in helping change peoples' behaviours.</p> |
| T5: b | By 2025, implement cycling education and training for all road users, starting within schools accompanied by courses for people of all ages and abilities. On | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | <p>The value of cycling education is recognised, and the Climate Emergency Fund already makes funding available for <i>Bikeability</i>¹⁷ projects in all schools, and for a dedicated cycling officer in government.</p> <p>The detailed policy design of policy TR8 – Sustainable Transport Roadmap will take into consideration the further value of universal training and free cycling insurance. The further distributional impacts of this policy will be considered with close consultation</p> |

¹⁵ [Sustainable Transport Strong Start Delivery Plan 2020 \(gov.je\)](#)

¹⁶ [Second interim report on the Sustainable Transport Policy](#)

¹⁷ [Bikeability.org](#)



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| | completion of training participants receive free registration and cycle insurance. | | | with key stakeholders so not to cause further income inequality and to ensure equality of access. |
| T5: d | By 2025, provide free access to bikes, including e-bikes, to incentivise use. | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | In line with strategic policy 3 – Financing Strategy, the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies. The detailed policy design may include support to reduce the cost to cycle. However, universal free access to bikes is not under consideration at this point. The further distributional impacts of the Carbon Neutral Roadmap will be considered during detailed policy development with close consultation with key stakeholders so not to cause further income inequality and to ensure equality of access. |
| T5: f | By 2027, Government to restrict the size of cars in Jersey and the number of cars allowed. | Under active consideration – Carbon Neutral Roadmap | Accept | The principle of disincentivising larger and more polluting cars is accepted. The Government Plan 2022-25 ¹⁸ proposes an increase in vehicle emissions duty of over 70% for vehicles with CO ₂ mass emissions of over 201 grams. Policy TR4 – Vehicle Emissions Duty Incentive commits the government to increasing Vehicle Emissions Duty (VED) on all domestic petrol and diesel cars each year until at least 2030. It also commits of ensuring zero carbon vehicles have no level of Vehicles Emissions Duty applied. Policy TR1 – Speeding up adoption of elective vehicles might include motorbikes in detailed policy design |

¹⁸ [Proposed Government Plan 2022-25 \(gov.je\)](https://www.gov.je/Proposed-Government-Plan-2022-25)



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| | | | | Detailed policy development will include further consideration to be given to the principles of a Just Transition and the potential impact on social inequality. |
| T5: c | By 2025, legislate for a walking and cycling first transport model (aligned with the education programme). | Reject | Accept | The Highway Code (non-statutory guidance) was changed in 2022. A new hierarchy of road users has been introduced to make sure those who can do the greatest harm, have the greatest responsibility to reduce the danger or threat they may pose to others. The Jersey mobility hierarchy ¹⁹ is already established as a non-statutory policy principle in the Sustainable Transport Policy ²⁰ . |
| | Ambition for St Helier to be car free by 2035. | | Reject | Ambition for St Helier to be car free by 2035 is rejected. While the Bridging Island Plan ²¹ proposes significant reuse of road space for cycling and walking in town, as set out in the Public Realm and Movement Strategy ²² , the objective of an entirely 'car free' St Helier is not supported and would have unworkable aspects for Islanders (particularly the mobility impaired), town residents and businesses. |

¹⁹ [Sustainable Transport Policy 2019 \(gov.je\) \(Appendix 3\)](#)

²⁰ [Sustainable Transport Policy 2019 \(gov.je\)](#)

²¹ [Bridging Island Plan \(gov.je\)](#)

²² [Public Realm and Movement Strategy \(gov.je\)](#)



Transport recommendation from the Citizens' Assembly on Climate Change (T6):

Phase out fossil-fuelled private cars and reduce overall car use through the provision of safe, convenient, and affordable alternative modes of transport for all.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

The need to phase out fossil-fuelled private cars is recognised and as set out in strategic policy 4; the Carbon Neutral Roadmap includes further policies to support increased use of sustainable transport. In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives to increase the uptake of low-carbon transport technologies.



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| T6: c | Work towards pedestrianisation of the centre of St. Helier by 2025 (with access for disabled, business deliveries etc.). | Accept | Accept | The Bridging Island Plan ²³ proposes policies around space and place making which support the Carbon Neutral Strategy ²⁴ and Roadmap. These are informed by the Public Realm and Movement strategy which proposes a significant increase in pedestrianised areas in the town centre, as well investment in cycle routes. |
| T6 a | Phase out fossil fuel cars. Ban registration of new petrol and diesel cars by 2025. Bring in emission-based MOTs and phase out the worst polluters. Replace fossil fuel diesel with biodiesel (HVO). Introduce appropriate financial support/ incentives for low-income households to make their next car an electric vehicle. Hire car | Under active consideration – Carbon Neutral Roadmap | Accept | <p>The notion of phasing out fossil fuelled cars is widely accepted. Policy TR5 - End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030 will bring into force legislation that prohibits the importation and registration of petrol and diesel cars and small vans that are new to the Island in 2030 at the latest. It will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040. In order to meet Jersey's ambition to have net-zero greenhouse gas emissions by 2050 the Carbon Neutral Roadmap accepts that we need to phase out the use of all petrol and diesel vehicles from the Island's roads by 2050.</p> <p>The principle of disincentivising larger and more polluting cars is accepted, Policy TR4 – Vehicle Emissions Duty incentive will apply an increase of Vehicle Emissions Duty on all domestic petrol and diesel vehicles each year until at least 2030.</p> <p>The Government Plan 2022-25²⁵ will increase in vehicle emissions duty of over 70% for vehicles with CO₂ mass emissions of over 201 grams.</p> |

²³ [Bridging Island Plan \(gov.je\)](#)

²⁴ [Carbon Neutral Strategy \(gov.je\)](#)

²⁵ [Proposed Government Plan 2022-25 \(gov.je\)](#)



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| | fleet to transition to electric vehicles by 2022. | | | <p>Periodic inspections are in the process of being introduced.</p> <p>Policy TR3 - Supporting transition fuels will bring forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel, by approximately 32ppl. The purpose of this is to support the faster adoption of non-fossil hydrocarbons such as second generation renewable diesel. Policy TR3b – Investigate the implications for the Island of renewable content fossil fuels sets out a commitment to carry out research and market analysis on the implications and options regarding the suitability of renewable content fuels for the Island and to produce a policy position paper by the end of 2023.</p> <p>Policy TR1 - Speeding up adoption of electric vehicles proposes the provision of a subsidy of 35% of the purchase costs of the electric vehicle, or £3,500 (whichever is lower) at the point that it is first registered on the Island (for both new and imported second-hand vehicles, and for both domestic and commercial vehicles). The subsidy will only be available for vehicles with a purchase price under £30,000.</p> <p>A transition plan for the hire car fleet will be developed is a recommendation to Jersey businesses, rather than the Government of Jersey.</p> |
| T6: b | Provide safe, convenient, and affordable alternatives. Trial and then introduce on-demand | Under active consideration – Carbon Neutral Roadmap | Accept | <p>These suggestions are accepted are recognised in policies:</p> <ul style="list-style-type: none"> • TR8 - Sustainable Transport Roadmap • TR9 – Bus service development trials • TR10 – Active travel |



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| | transport services to reduce car dependence. Support car-sharing to support reduction in single-passenger car journeys (e.g., through car sharing app, businesses incentivising employees to car share). Invest in the best possible public transport service we can provide (in terms of routes, frequency, cost, clean technology). | | | <p>The detailed policy design will take into consideration the further in the bus service development plan and the Mobility as a Service (MaaS) framework plan, both of which are required by the Sustainable Transport Policy²⁶ agreed by the States Assembly in 2020 (P.128/2019). The importance of 'Integrated delivery is identified in the 'Second Interim Report on the Sustainable Transport Policy which recognises that historically transport delivery in Jersey has been reactive, responding to a localised problem or need.</p> <p>Policy TR8 - Sustainable Transport Roadmap commits to developing and publishing a Sustainable Transport Roadmap in 2022 that:</p> <ul style="list-style-type: none"> • Pulls together available evidence and views from Islanders and stakeholders • Describes the long-term shifts needed to achieve the States Assembly's vision that, "By 2030, our transport system will make our everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener" • Identifies new funding streams to support investment in new sustainable transport infrastructure • Provides a clear programme of delivery |
| T6: d | Decarbonise school transport by 2022. Provide free shared transport to and from | Under active consideration – Carbon | Under active consideration – Sustainable | These suggestions are being actively considered as part of the bus service development plan required by the Sustainable Transport Policy ²⁷ agreed by the States Assembly in 2020 (P.128/2019). A number of trails looking at improvements to the bus services are captured in policy TR9 – Bus service development trails |

²⁶ [Sustainable Transport Policy 2019 \(gov.je\)](https://www.gov.je/SustainableTransportPolicy2019)

²⁷ [Sustainable Transport Policy 2019 \(gov.je\)](https://www.gov.je/SustainableTransportPolicy2019)



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| | school for children from all parishes, coupled with car-free zones outside schools during drop-off and pick-up times. Provide free Evie bike and scooter hubs at secondary schools and parish halls. | Neutral Roadmap | Transport Roadmap | <p>A transition plan for the school bus fleet will be developed but it is not considered practical to fully transition this fleet by 2022.</p> <p>The Government Plan 2022-2025²⁸ includes a commitment to provide funding for a bus pass scheme for all people eligible to pay fares aged 18 years or under. Data will be used from this U19 free bus travel initiative to inform potential future fare subsidies and the appetite for people to shift journeys onto bus services.</p> <p>Funding for the proposals would be accessed on a prioritised basis in line with strategic policy 4.</p> |
| T6: e | Introduce a limit on the total number of private cars (including electric cars) on the Island and cars per household (as population increases.) This measure to be used if other policies fail to deliver a significant reduction in car use by 2025. | Under consideration medium/long term | Under consideration medium/long term | <p>The principle of disincentivising the use of fossil fuel cars is accepted. Transport policies within the Carbon Neutral Roadmap seek to reduce the number of fossil fuelled vehicles. for example, policy TR5 - End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030; sets out the need to phase out the use of all petrol and diesel vehicles from the Island's roads by 2050 in order for Jersey to meet its net-zero emissions target by 2050.</p> <p>The detailed policy design will include measures and steps to disincentivise car use alongside the development of incentive schemes.</p> |

²⁸ [Government Plan 2022-2025](#)



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| | | | | A cap on the number of private cars on the Island is not supported at this time. Such a step would require new primary law as well as significant investment in tracking and enforcement of the vehicle fleet and it is thought that other more proportionate policy levers can currently be used to achieve a reduction of the overall number of cars on the road. |

Transport recommendation from the Citizens' Assembly on Climate Change (T7):

Jersey will achieve a phased transition to (all) green transport, with no new registration of fossil fuel vehicles after 2025.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Under active consideration – Carbon Neutral Roadmap

Comments / Justification:

Although this recommendation is accepted, the suggested date for no new registration of fossil fuel vehicles after 2025 is not accepted. Instead, the Carbon Neutral Roadmap will bring into force legislation that phases out the importation and registration of petrol and diesel cars and small vans that are new to the Island from 2030 at the latest and will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040.



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| T7: a | <p>Government transport</p> <p>No longer buy or lease fossil fuel vehicles after 2024, technology permitting. A Government budget for green transport agreed by 2022. All diesel vehicles transition to lowest carbon alternative, where a no carbon alternative is not yet available. Have appropriately sized vehicles for purpose. Apply logistics to reduce unnecessary journeys. Limit number of cars within fleet.</p> | Accept | Accepted | <p>A Government of Jersey fleet review has been undertaken as part of the Sustainable Transport Policy²⁹ and will inform future fleet contract reviews, including transitioning away from fossil fuels and fossil fuel vehicles. The Second Interim Report on the Sustainable Transport Policy includes the high-level findings from the review. The report investigates where carbon savings can be made within the fleet operation, and how renewing the fleet could be best undertaken to maximise opportunities to reduce emissions.</p> <p>Policy EN1 - Decarbonising Government of Jersey commits the Government to developing a comprehensive action plan. It sets out the ambition to decarbonise Government of Jersey in line with the emissions trajectory set in strategic policy 1. The detailed policy design and the action plan will set quantified emissions reduction targets in Departmental Operational Business Plans from 2023. Jersey Fleet Management will lead work to develop a decarbonisation programme from the recommendations from this review to accelerate decarbonisation of the government fleet. Financial support and expertise will also be provided by the Government of Jersey Decarbonisation Unit proposed in the draft Carbon Neutral Roadmap.</p> <p>The commitment of RN1 includes phasing second generation renewal diesel (SGRD) into the Government of Jersey fleet from 2022. This is supported by policy TR3 – supporting transitions fuels brings forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel. The purpose of this is</p> |

²⁹ [Sustainable Transport Policy 2019 \(gov.je\)](https://www.gov.je/SustainableTransportPolicy2019)



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| | | | | <p>to replace traditional fossil-fuel diesel with second-generation renewable diesel (SGRD) in road transport.</p> <p>Regarding green transport budget measures: in line with strategic policy 2, the Carbon Neutral Roadmap includes policies to support the faster adoption of non-fossil hydrocarbons such as second-generation renewable diesel.</p> <p>In line with strategic policy 3, government will bring forward proposals for road user charges, car parking charges and a modest travel duty in 2022 (as part of the Government Plan 2023-26).</p> |
| T7: c | No longer buy or lease fossil fuel vehicles after 2024. | Accept | Accept | See T7: a (this is assumed to refer to the Government of Jersey fleet). |
| T7: d | All diesel vehicles transition to lowest-carbon alternative, where a no-carbon alternative is not yet available. | Accept | Accept | See T7: a (this is assumed to refer to the Government of Jersey fleet). |



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| T7: e | Encourage flexible working hours to reduce congestion and high carbon emissions at peak times. | Accept | Accept | <p>The value of flexible working hours is recognised in the Carbon Neutral Roadmap and is currently promoted as part of the eco active programme.</p> <p>EN1 - Decarbonising Government of Jersey states that initial actions are expected to focus on a number of areas including developing workplace travel plans that encourage sustainable travel; and advise on energy efficient heating in the home office when working remotely. In response to the Covid-19 pandemic many government employees needed to work more flexibly or from home. Flexible and home working proved to be a successful and positive experience for many, as a result of this the government has issued flexible working guidance for flexible working³⁰. The government has also set out safe working guidance for Government of Jersey home workers³¹.</p> <p>The Carbon Neutral Network established through EN2 - Create a Carbon Neutral Network will support businesses and organisations to decarbonise their activities. This include sharing best practice. Issues such as flexible working and developing workplace travel plans will support the uptake of this sort of practice across employers in consultation with trade unions or other employee organisations.</p> |

³⁰ [Requests for flexible working \(guidance\)](#)

³¹ [Safe working guidance for Government of Jersey home workers](#)



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| T7: f | Commercial building bye-laws to provide for green fuelling needs. | Accept | Accept | The Bridging Island Plan ³² proposes new policies to support the Carbon Neutral Strategy ³³ and Roadmap. Necessary steps can be taken in both building-bye laws and supplementary Planning Guidance. |
| T7: g | No longer buy or lease new fossil fuel vehicles after 2025. | Accept | Accept | See T7: a. This is assumed to refer to the Government of Jersey fleet. |
| T7: i | Residential building byelaws to provide for green fuelling needs for new builds | Accept | Accept | The Bridging Island Plan proposes new policies to support the Carbon Neutral Strategy and Roadmap. Necessary steps can be taken in both building-bye laws and supplementary Planning Guidance. |
| T7: j | Government facilitating a viable second hand electric vehicles market. | Accept | Accept | In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies, that will help to enhance both primary and secondary markets. The key aim of policy TR1 – Speeding up adoption of electric vehicles is to facilitate and accelerate the shift from petrol and diesel vehicles to electric vehicles. In order to achieve a 68% reduction in the Island’s total carbon emissions by 2030 the target is to shift 67% of the Island’s fleet away from fossil-fuels by 2030, recognising that the majority of this shift will be achieved through an increase in use of electric vehicles, alongside investment |

³² [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)

³³ [Carbon Neutral Strategy \(gov.je\)](https://www.gov.je/Carbon-Neutral-Strategy)



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| | | | | in sustainable transport to support Islanders to travel in other ways. It is widely accepted that a second hand electric vehicle market is an important part of delivering these reduction targets and the detailed policy design will include measures and steps to address this. |
| T7: I | Encourage community car ownership or sharing. | Accept | Accept | <p>The Jersey mobility hierarchy³⁴, established in the Sustainable Transport Policy, encourages car sharing. Government support (in the form of redesignated public parking spaces) has also been provided for car share services. Policy TR8 – Sustainable Transport Roadmap commits the Government of Jersey to publishing a Sustainable Transport Roadmap in 2022 that describes the long-term shifts needed to achieve the States Assembly’s vision that, ‘By 2030, our transport system will make our everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener’.</p> <p>The Carbon Neutral Roadmap commits to completing the Mobility as a Service Rapid Plan³⁵. The Mobility as a Service Exploratory Study³⁵ considered global best practice, to implement technology solutions to incentivise more sustainable transport use, and better understand what Mobility as a Service might mean for Jersey. The study has assessed the existing conditions, drivers and trends that are relevant to the development of Mobility as a Service in Jersey, including those within regulation and legislation to enable its use. The Mobility as a Service Rapid Plan refers to the integration of transportation services into a single mobility service that is accessible on demand. It recognises that our transport</p> |

³⁴ [Sustainable Transport Policy 2019 \(gov.je\) \(Appendix 3\)](#)

³⁵ [Mobility as a Service Exploratory Study](#)



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| | | | | <p>system needs to be able to adapt to take advantage of such opportunities and to plan for future technologies as they are developed, including a legislative framework that can support mobility innovation.</p> <p>The detailed policy design within the Carbon Neutral Roadmap and the Sustainable Transport Roadmap will further develop an understanding of demand drivers for, and constraints to, Mobility as a Service in Jersey. Develop a framework plan, set out in the Sustainable Transport Roadmap, to encourage expansion of existing services (such as shared e-bikes and vehicles) and integrate other modes of transport, such as taxis and buses to provide a mobility solution for all.</p> |
| T7: m | Provide an Island-wide network of designated routes for walking and cycling. | Accept | Accept | <p>This will be set out as part of the Active Travel plan, required by the Sustainable Transport Policy.</p> <p>The Sustainable Transport Strong Start delivery plan has delivered a range of active travel improvements; including covered cycle parking, extensions to and adjustments to existing cycle lanes; provision of new cycle lanes; and safe routes to school enhancements. Policy TR10 – Active Travel commits the government to Implement further active travel initiatives in 2022, ahead of development of the full Sustainable Transport Roadmap.</p> |
| T7: n | Encourage flexible working to enable greener transport choices to be made. | Accept | Accept | See T7: e |



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| T7: p | Island-wide network of charging points for commercial vehicles. | Accept | Accept | Policy TR1 – Speeding up adoption of electric vehicles commits the Government of Jersey to working Jersey Electricity to agree a scale-up plan for electric vehicle charging infrastructure, including exploring consequential amendments to planning regulation where appropriate. |
| T7: q | Government to facilitate the conversion of fossil fuel stations to green fuelling stations. | Accept | Accept | Where such conversion required changes to planning or other regulatory policies, these would be positively considered. |
| T7: r | Government must develop legislation and regulation to support the development and maintenance of a green transport infrastructure. | Accept | Accept | <p>The new Bridging Island Plan³⁶ provides policies to support the development of green infrastructure and proposes the development of a long-term infrastructure roadmap that will identify any areas that require changes to law and regulation. A review of the Roads Law is underway, informed by the Sustainable Transport Policy³⁷.</p> <p>The Bridging Island Plan will set the means to facilitate the island’s positive future growth and provides a new framework against which planning decisions will be made. The plan is key to ensuring that we can deliver sustainable development that will meet the needs of the community, as we balance the future economic, environmental and social needs of the island in a way that is best for Jersey and which reflects the vision and aspirations of islanders. The Bridging Island Plan applied to further the purpose of the Planning and Building (Jersey) Law 2002. The Bridging Island Plan seeks to ensure that new</p> |

³⁶ [Bridging Island Plan](#)

³⁷ [Sustainable Transport Policy 2019 \(gov.je\)](#)



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| | | | | development protects and improves green infrastructure and networks; and integrates the new Sustainable Transport Policy to strengthen to support for bus services and to deliver new walking, cycling and wheeling infrastructure as part of new developments. |
| T7: s | Review of bus routes and timetables to provide a comprehensive network fit for purpose. | Accept | Accept | <p>The Carbon Neutral Roadmap commits the Government of Jersey to complete a bus service development plan, the plan is also a requirement of the Sustainable Transport Policy. This recommendation will be fully addressed as part of this plan.</p> <p>The bus development plan will involve a systematic and whole-system analysis of the options, opportunities and challenges associated with making changes to:</p> <ul style="list-style-type: none"> • the optimum distribution, design, and frequency of routes, including existing routes; • infrastructure, including where improvements could make it quicker and more convenient to get the bus; • the size and types of vehicle used e.g., smaller buses, wheeled trams etc; • allocation of space, including for priority bus lanes, junctions, and bus stops; • the ticketing and fare structure, concessions, and the government subsidy; • the school bus network and service; and • the long-term investment plan for the bus fleet, acknowledging the move to ultra-low emissions technologies. <p>The plan will be based on detailed quantitative modelling, and qualitative analysis, of where, when, and why people do (and don't) want to travel.</p> |



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| | | | | <p>Policy TR9 – Bus service development trials also commits the government to implementing a programme of bus service development trials 2022-2024. Trials might include:</p> <ul style="list-style-type: none"> • increased frequency services on some routes • Changes to pricing and/or ticketing • Promotion of bus use within workplace travel plans • Exploration of demand responsive service options • Use of low-carbon energy solutions |
| T7: k | 'Emissions' tax for visitors bringing fossil-fuelled cars to the Island from 2024. | Accept | Accept | In line with strategic policy 3, government will bring forward proposals for road user charges, car parking charges and a modest travel duty in 2022 (as part of the Government Plan 2023-26). |
| T7: b | No longer buy or lease bus or coach fossil fuel vehicles after 2024, technology permitting. Company owned and privately owned taxis to transition by 2025. All diesel vehicles transition to lowest-carbon alternative, where a no- carbon alternative is not yet | Under active consideration - Carbon Neutral Roadmap | Under consideration medium/long term | <p>These suggestions are being actively considered as part of the bus service development and Mobility as a Service Framework plans required by the Sustainable Transport Policy agreed by the States Assembly in 2020 (P.128/2019). The Carbon Neutral Roadmap commitment to completing these plans is included in policy TR8 – Sustainable Transport Roadmap</p> <p>Policy TR3 - Supporting transition fuels brings forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel, by approximately 32ppl from 2023. The policy aims to encourage replacing traditional fossil-fuel diesel with second-generation renewable diesel in road transport. Government will also consider fuel duty in respect of other renewable content fuels, marine and aviation fuels in line with policies TR3b and TR11.</p> |



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| | available. Look at and learn from other successful electric bus services. Encourage regulated ride sharing schemes. Introduce bike taxis. | | | Funding for the proposals would be accessed on a prioritised basis in line with strategic policy 4. |
| T7: h | Free installation of domestic charge points where necessary by the Government to encourage a transition to electric vehicles. | Under active consideration - Carbon Neutral Roadmap | Accept | <p>Policy TR1 – Speeding up adoption of electric vehicles includes a commitment to working with Jersey Electricity to agree a scale-up plan for electric vehicle charging infrastructure that:</p> <ul style="list-style-type: none"> • subsidises the cost of domestic electric charging infrastructure • continues to deliver off-street electric vehicle charging points across the Island • trials on-street charging infrastructure to identify the right solution for Jersey, including exploring consequential amendments to planning regulation where appropriate <p>Additionally, the installation of private charge points will be required by building regulations.</p> |
| T7: o | Every other Government, Parish, and commercial parking space to have an electric charging point. | Under active consideration – Carbon Neutral Roadmap | Reject | <p>Policy TR1 – Speeding up adoption of electric vehicles includes a commitment to working with Jersey Electricity to agree a scale-up plan for electric vehicle charging infrastructure. The policy recognises that most drivers will be looking to charge where they are parked overnight. For around 65% of the Island this could be in off-street parking areas at private domestic or commercial properties. However, this will not be an option for all Islanders or for those visiting the Island, and the network of public charging points will</p> |



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| | | | | <p>need to be increased to support this. The optimum distribution of electric charging infrastructure is informed by a number of factors, including evolution of charging technology and changes in travel patterns over time. Given the expected use of 'charge at home' solutions it is not considered likely that half of all available public parking spaces will require a charging point.</p> |



2. Detailed responses to the heating, cooling and cooking recommendations

Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H1):

Ensure Building Standards and Planning Law specify carbon neutral standards for all buildings by 2023.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Under active consideration – Carbon Neutral Roadmap.

Comments / Justification:

The need to ensure planning policy and building bye-laws require enhanced energy efficiency standards is recognised in the Carbon Neutral Roadmap. This includes a review of building bye-laws which is currently being scoped.



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| H1: b | Amend planning restrictions to promote the early adoption of renewable energy (e.g., solar panels) and carbon reduction measures (e.g., new windows). | Accept | Accept | <p>Installation of domestic solar and wind technologies can already be undertaken without planning permission. The Bridging Island Plan³⁸ proposes new policies to support larger solar installations, installation of thermally efficient windows, and off-shore utility scale renewables. Within strategic policy 2- Island Energy Market – there is a commitment to a strategic review of Jersey’s long-term energy requirements to inform a future government-led energy strategy. This work will consider, amongst other things, economic, regulatory infrastructure and land use requirements linked to future energy use; and will provide a process – and appropriate political governance – to develop energy market policy in a joined-up and evidence-based way.</p> <p>Building regulations will be reviewed to enhance this area.</p> |
| H1: d | Monitor and update standards continually to reflect technological developments. | Accept | Accept | <p>Relevant planning policy and building byelaws are reviewed periodically to ensure they reflect technological developments. HT2 - Update building bye-laws brings into force legislation that updates current building regulations and sets increased energy efficiency and carbon emission standards of new and existing domestic and commercial buildings. The Bridging Island Plan seeks to introduce a 20% reduction in Target Energy Rate beyond existing building bye-laws, as an interim measure whilst further changes to the building bye-laws are undertaken.</p> |
| H1: c | Introduce by January 2023 a mandatory Energy Performance Certificate Scheme for all buildings which | Accept | Accept | <p>In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies. The role that energy certification will play in providing evidence of need as part of that incentive programme is recognised. Policy HT3 – Energy Performance Certificates commits the Government of Jersey to developing and introducing legislation to make</p> |

³⁸ [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)



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| | must be completed by 2025, or on the sale or rental of the property, if earlier. Use the scheme to ensure carbon neutrality across all buildings by 2030. | | | both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026. |
| H1: e | Immediately revise Planning Law to encourage the redevelopment of property that is no longer fit for purpose. Ensure existing properties are used and not allowed to stand empty for want of investment to make them carbon neutral, with the Government of Jersey leading by example. | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | The Island Plan ³⁹ proposes policies to support redevelopment of buildings where that is more carbon efficient with regard to the embodied energy of an existing building. Work on vacant homes is underway as part of delivering the Creating Better Homes action plan ⁴⁰ , published by the Minister for Housing and Communities. This includes an assessment of the number homes currently empty, and work to gather up to date data on the locations of these homes and the reason they are vacant. Planning law does not directly affect the use of buildings, other than as the legal foundation for relevant planning policies. |

³⁹ [Revised 2011 Island Plan \(gov.je\)](https://www.gov.je/Revised-2011-Island-Plan)

⁴⁰ [Creating better homes: an action plan for housing in Jersey](#)



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| H1: a | Immediately revise the Jersey Building Standards to ensure that all new builds are carbon neutral by 2023. | Under active consideration – Carbon Neutral Roadmap | Accepted | <p>A review of building bye-laws will be carried out in 2022. Policy HT2 - Update building bye-laws brings into force legislation that updates current building regulations and sets increased energy efficiency and carbon emission standards of new and existing domestic and commercial buildings. To reach net-zero emissions HT2 aims is for all buildings to require no external input of energy through fossil fuel consumption by 2050. This means that new buildings must meet this requirement as soon as possible. Under the new Future Homes standards, the UK has set the target of new domestic buildings being 'zero-carbon ready' by 2025. Jersey's building standards will be updated to match this requirement – with the aim that all new buildings should be required to be zero-carbon by 2025.</p> <p>The review will need to work with stakeholders and industry operatives to ensure that any changes to established practice are introduced with enough time for skill sets and supply chains to adjust.</p> |
| H1f | Immediately revise residential tenancy law to ensure that costs of energy efficiency measures may not be passed on to the tenant and to ensure that the tenant does not have legal powers to oppose | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | <p>The Minister for Housing and Communities is considering issues related to the Residential Tenancy (Jersey) Law 2011⁴¹ and will consider whether any steps are needed to protect tenants from unreasonable transfer of costs associated with improving energy efficiency of residential buildings. It is noted that tenants will also derive a benefit from improved energy efficiency.</p> <p>Policy HT1 - Supporting low carbon heating systems and home insulation will provide a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. The Distributional Impact Report suggests that a greater</p> |

⁴¹ [Residential Tenancy \(Jersey\) Law 2011](#)



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| | energy efficient refurbishment. | | | <p>proportion of lower income groups are resident in rental properties subject to decisions made by the landlords. These landlords may not have sufficient incentive to make the necessary updates which could negatively impact lower income groups, e.g. through rent increases. Landlords should be incentivised to invest in their properties through appropriate access to financial subsidies and targeted support provided to lower income households as required.. The detailed policy design will consider tenants and landlords to redress this issue and ensure the Just Transition.</p> <p>Through policy HT3 – Energy Performance Certificates the Government of Jersey will develop and introduce legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026.</p> |



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H2):

Reduce carbon emissions from rental properties, both residential and commercial, by implementing a system of Energy Performance Certificates by the 1st of January 2025.

Updated Carbon Neutral Roadmap response:

Accepted

Preferred Strategy response:

Under active consideration – Carbon Neutral Roadmap

Comments / Justification:

In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low carbon technologies. The Carbon Neutral Roadmap commits to introducing mandatory Energy Performance Certificates for both domestic and commercial properties at the point of sale or rental by the end of 2024.

| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| H2: d | Government buildings should be the example for landlords to follow, | Accept | Accept | Policy EN1 - Decarbonising Government of Jersey commits the government to Reduce its operational emissions in line with the Paris Agreement trajectory established by strategic policy 1. |



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| | by setting the standard and conducting surveys of their own buildings. | | | EN1 details a commitment for a new decarbonisation unit will be established in 2022 to develop a comprehensive action plan, which will set quantified emissions reduction targets in Departmental Operational Business Plans from 2023. This will include integrating sustainability and emissions into the estate management building condition survey in 2022 to identify a priority action plan to inform the programme of planned maintenance and capital works. Necessary investment identified in the report will be included in Government Plan 2024-2027. |
| H2: e | Educate landlords to help them understand the aim and what can be achieved. | Accept | Accept | The eco active programme already provides advice on residential energy efficiency. As set out in strategic policy 4, the Carbon Neutral Roadmap will include policies to support community and business engagement. |
| H2: a | The Government of Jersey to devise an asset survey to be included within the annual rates return. The survey should include: Is it a rental property, what fuels are used for heating/cooking and the type of glazing/insulation etc. To be distributed with the next parish rates return | Under active consideration medium/long term | Under active consideration medium/long term | <p>Information provided to a parish is only collected to provide parishioners with a service or for the administrative needs of the parish. It is unlikely that acquiring this data as an extension of the annual rates return is the best approach and if that was the case data protection impact assessment would be required for each parish. However, the value of securing data on the energy use and efficiency of residential properties is recognised and accepted. Options to improve the data available to plan and administer retrofit schemes are being considered.</p> <p>HT3 – Energy Performance Certificates involves developing and introducing legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024. Policy design will establish the detail of the certification programme and the role that energy certification will play in providing evidence. Data collected from this is likely to fulfil this function.</p> |



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| | and collated by June of 2022. To provide the Government of Jersey with a comprehensive database. | | | |
| H2: b | <p>Legislation for rental properties to include Energy Performance Certificate (EPC's) with properties required to meet a minimum grade before being leased. EPC's to be implemented for both commercial and residential properties. All rental properties to have this in place by 2025. Penalties for non-conformity to the legislation. Penalties to be ring-fenced for use to upgrade/ retrofit Island owned heritage/</p> | Under active consideration – Carbon Neutral Roadmap | Accepted | <p>The Carbon Neutral Roadmap fully addresses this recommendation. Through policy HT3 – Energy Performance Certificates Government of Jersey will develop and introduce legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026.</p> <p>Government will also ensure that Energy Performance Certificates are displayed on public buildings by 2025.</p> <p>Between 2022 and the point in which the legislation comes into force the government will:</p> <ul style="list-style-type: none"> • Review the existing home energy audit and Energy Performance Certificate process • Continue to provide a £250 subsidy for home energy audits • Complete the development of commercial energy audit tool in 2022 • Deliver on-Island training for commercial energy auditors in 2022 • Introduce a commercial EPC subsidy of around £500 towards the cost of an EPC |



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| | historic buildings. Legislation to ensure costs are not passed on to tenants, as well as legislation to ensure tenants are not unduly prejudiced. | | | Policy development will take into consideration tenants of both domestic and commercial premises to make sure that the policy does not cause further income inequality as agreed in the Carbon Neutral Strategy. |
| H2: c | The Government provides subsidies and incentives (e.g., grants, low-cost loans, tax breaks) to be implemented on a time sensitive sliding scale, to help pay for attaining at least the minimum standard required for the Energy Performance Certificate (EPC). Once the EPC is completed the incentive value starts high then decreases as time passes. | Under active consideration – Carbon Neutral Roadmap | Accepted | In line with the financing strategy (strategic policy 3) the Climate Emergency Fund will be used to provide a programme of incentives for low carbon technologies. Policy HT3 – Energy Performance Certificates will continue to deliver 250 home energy audits/domestic Energy Performance Certificate subsidies (£250 per subsidy) per year until Energy Performance Certificates become mandatory. Policy HT1 - Supporting low carbon heating systems and home insulation commits the Government of Jersey to providing a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. The aim of the incentive is to assist Islanders with the costs of the new equipment to encourage them to choose the lower carbon option when needing to replace their heating system and to encourage people to make this switch earlier than they may have chosen to. Differentiated incentives are being considered and form part of the detailed policy design. The current working design gives an increased subsidy to those on lower incomes for eligible work. |



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H3):

To educate and support Jersey consumers and Island suppliers to transition to carbon neutral ways of studying, living and working so Jersey and its environment are protected and improved by 2030.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

The importance of education is recognised and as set out in the strategic policy 4. The Carbon Neutral Roadmap includes enabling policies (EN) to support community and business engagement so that Jersey can meet its net-zero targets set out in strategic policy 1.

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| H3: a | Educate the residents in 2022, or sooner, on the costs and benefits of | Accept | Accept | The eco active programme already provides advice on low carbon living for Islanders and businesses. |



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| | <p>studying, living, and working in a carbon neutral community, starting with young people. Organise accessible multi-generational events on different platforms to reduce fear and increase understanding.</p> | | | <p>Policies set out in the Carbon Neutral Roadmap includes policies to increase education and awareness to support community and business engagement.</p> <p>Policy OE1 - Promoting low-carbon lifestyles recognises the need to raise awareness and provide practical solutions to reduce Jersey's scope 3 (off-island) emissions.</p> <p>Policy EN4 - Delivering COP26 education pledge provides resource to support enhances climate education in schools.</p> <p>Policy EN2 - Create a Carbon Neutral Network establishes the commitment to create a network of businesses and community groups to drive forward decarbonisation> it also establishes the network will have allocated resource to provide small grants to stimulate local networks and innovation.</p> |
| H3: b | <p>a) Immediately incentivise those with limited funds to speed up change.</p> | Accept | Accept | <p>In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies. At each stage, work to develop the financing strategy will:</p> <ul style="list-style-type: none"> • accord with Principle 5 of the Carbon Neutral Strategy, so that carbon neutrality policies do not overall increase income inequality • ensure that those most affected by the transition are included in the process, and that the impacts of all carbon neutral policy options are assessed to ensure a just transition, and • proceed within established governance and Treasury and Exchequer systems and processes. <p>The delivery plan 2022-2025 includes new incentive schemes which have been created to speed up change. Policy TR1 - Speeding up adoption of electric vehicles provides several incentives with the key aim of facilitating and acceleration the shift from petrol and diesel vehicles to electric vehicles. The policy accepts the need to incentivise those on lower incomes so for example, the electric vehicle subsidy is only available on vehicles with a</p> |



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| | | | | <p>purchase price under £30,000 and includes new to Jersey second hand vehicles. Likewise, the current working design for policy HT1 - Supporting low carbon heating systems and home insulation offers an incentive to cover 50% of the costs of eligible work to a maximum grant of £5,000 where the gas or oil boiler is being replaced with a qualifying renewable technology or electric heating system. However, it proposes a controlled system so that those on lower incomes will not be required to meet the 50% match funding criteria and that they will be able to claim up to a maximum incentive of £10,000 for eligible work.</p> |
| | <p>a) Publicise carbon-neutral approved changes that are tax-deductible for property owners and for rental investments: projects such as solar panels/electric boilers and setting up a pioneering Jersey Carbon Neutral Fund. Eliminate Goods and Services Tax on eco-friendly improvements.</p> | | | <p>b) The first part of this recommendations mentions incentives for 'those with limited funds' which suggests a recognition of the need to best target available funding. However, as noted in response to policy T1: b, the Carbon Neutral Roadmap seeks to deliver a Just Transition. Removing Goods and Services Tax (GST) is not supported as it uses the limited available funds for an untargeted incentive that would primarily benefit households with the existing means to invest in new technologies.</p> |



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| H3: e | Immediately identify the gap in key skills and stay up to date with new technologies to enable a carbon neutral Jersey. Government to provide funding for apprenticeships and upskilling existing work force on a continuing basis for any age during the transition period and beyond. Partner apprentices from Highlands College with existing and new contractors. | Accept | Accept | <p>The Carbon Neutral Roadmap fully recognises the gaps in key skills and policy EN3 - Developing supply chains and on-Island skills for a sustainable economy puts the development of on-Island skills at the heart of future economic and skills strategy. The level of this gap needs to be better understood so that new support and training programmes can be designed and delivered, working with training providers, including Highlands College, and with input from industry.</p> <p>The policy recognises that there is significant lead in time from gap analysis, design of range of interventions, training through to a mature skill set. As such, the develop of future skills policy and of resulting skills programmes will run in parallel with the Carbon Neutral Roadmap.</p> <p>EN3 seeks to include integrating green skills into the Future Economy Programme and Further Education and Skills white paper. Government will also support the development of low carbon and sustainable supply chains.</p> <p>Providing training and reskilling opportunities is an important aspect of the Just Transition, especially for those currently employed in carbon-heavy industries.</p> |
| H3: g | Introduce regulations that eliminate old, outdated building practices by 2025. | Accept | Accept | <p>The need to encourage the market to transition to lower impact construction methods is recognised. Policy OE2 – Construction sector emissions commits the government to work closely with the Jersey Construction Council, Association of Jersey Architects, and others in the industry to drive-down the whole life carbon impact of the Island’s construction sector, including considering the use of all available policy levers. Government will also adopt higher construction standards for all public construction projects.</p> <p>A range of regulatory frameworks are due to be strengthened to require lower-carbon construction methods and reduced whole-life carbon from buildings, including:</p> <ul style="list-style-type: none"> • Changes to building-by-laws (Carbon Neutral Roadmap policy HT2) |



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| | | | | <ul style="list-style-type: none"> • A 20% reduction in Target Energy Rate, beyond existing building bye-laws as an interim measure whilst formal changes to the building bye-laws are developed (Bridging Island Plan policy) • Introduction of Energy Performance certificates (Carbon Neutral Roadmap policy HT3) • BREEAM standards for larger non-residential buildings (Bridging Island Plan policy) • Making better use of embodied carbon, with a renewed focus on the retention of existing building fabric, stronger site waste management requirements and the use of whole-life carbon assessments (Bridging Island Plan policies GD5 and WER1). <p>The measures in the Bridging Island Plan will be reviewed in light of changes to the building bye-laws by 2024, to form the updated Island Plan policies for the period 2025-2035</p> |
| H3: c | Give fuel suppliers until 2025 to change to a renewable energy supply. Current oil customers have to change to Hydrotreated Vegetable Oil (HVO) fuel by 2025 as an interim measure until their heating/cooking/boiler needs replacing. | Under active consideration medium/long term | Under active consideration medium/long term | <p>As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. This work will include soliciting decarbonisation transition plans and market insights from all current Island energy providers.</p> <p>The Carbon Neutral Roadmap recognises that there are a number of currently available heating technologies that are energy efficient and compatible with net-zero with a decarbonised electricity supply. These includes biomass and liquid biofuels, heat pumps and hybrid heat pumps, electric flow boilers and solar technologies. This rapidly evolving field will be closely monitored and evaluated over the coming years to ensure that the right solutions are found for the Island and no future options are discounted before they become viable.</p> |



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| | | | | Due to the evolving nature of this technology, it is very challenging to achieve this transition at full scale by 2025. |
| H3: d | Immediately set up a rental scheme, interest free loans or partial grants for all types of solar/thermal panels for old and new buildings. New builds have to generate an agreed percentage of their own energy needs. | Under active consideration – Carbon Neutral Roadmap | Agree | <p>In line with the financing strategy (strategic policy 3), the Carbon Neutral Roadmap sets out a number of incentives to provide a programme of incentives for low-carbon technologies using the Climate Emergency Fund. For example, policy TR1 – Speeding up the adoption of electric vehicles provides a range of incentives including a subsidy on the cost of an electric vehicle at the point that it is first registered on the Island and a subsidy for the cost of domestic electric charging infrastructure. HT1 - Supporting low carbon heating systems and home insulation provides a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. Within this policy energy efficiency measures will also be eligible for funding under the domestic scheme.</p> <p>The financial services market is itself best place to advise its customers on the sustainability profiles of investments, as it does at present with risk profiles. As an international consensus develops around Environmental, Social, and Governance taxonomies, Jersey will look to ensure it can be applied effectively to Jersey-based investments to guide evaluation of green products.</p> <p>Policy OE6 - Delivering a sustainable finance framework sets out the government commitment to continuing to develop a sustainable finance framework that supports decarbonisation initiatives in Jersey and around the world, recognising that the way in which Jersey can deliver the biggest impact to global climate change is through its finance sector. Within that policy there is an objective to enhance consumer choice - engage and support the natural evolution of local market in the provision of green loans and green financing.</p> <p>Policy HT2 – Update building bye-laws brings into force legislation that updates current building regulations and sets increased energy efficiency and carbon emission standards of new and existing domestic and commercial buildings. To reach net-zero emissions this</p> |



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| | | | | <p>policy aims is for all buildings to require no external input of energy through fossil fuel consumption by 2050. This means that new buildings must meet this requirement as soon as possible. Under the new Future Homes standards, the UK has set the target of new domestic buildings being 'zero-carbon ready' by 2025. Jersey's building standards will be updated to match this requirement – with the aim that all new buildings should be required to be zero-carbon by 2025.</p> <p>The Bridging Island Plan⁴² includes policies (ME1, ME2 and ME3) that require enhanced energy efficiency from new development., a review of building bye-laws is being scoped currently as noted in response to H1: a.</p> |
| H3: f | <p>Establish, by 2022, a Goods and Services Tax-exempt building works framework for contractors - existing and new - to support refurbishment and to take on apprentices with additional incentives. Partial tax break on carbon neutral refurbishments.</p> | Reject | Reject | <p>As noted in response to T1: b, Ministers are pursuing a Just Transition and removing Goods and Services Tax is not supported as it uses the limited available funds for an untargeted incentive that would primarily benefit households with the existing means to invest in new technologies. Furthermore, it is considered prohibitively difficult to assess and enforce such a scheme.</p> |

⁴² [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H4):

Government to enable and empower communities to become carbon neutral by creating policy and funding frameworks for communal power generation and energy efficiency measures related to heating, cooling and cooking. This will be underpinned by an Island-wide feasibility study and energy audits.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

The value of greater community energy generation is recognised, and Government currently offer a subsidy towards the home energy audit and the Carbon Neutral Roadmaps commits to continuing this until legislation brings in mandatory Energy Performance Certificates. . In line with the financing strategy (strategic policy 3), the Climate Emergency Fund will be used to provide a programme of incentives for low-carbon technologies, including energy efficiency measures related to heating, cooking and cooling. As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy, and the value of providing funding for communal power generation will be considered as part of this.



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| H4: a | Government to immediately fund energy audits to determine options for shared measures and economies of scale. | Accept | Accept | The Government already offer a subsidy towards the home energy audit. Through policy HT3 – Energy Performance Certificates the government will develop and introduce legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026. The policy commits to delivering 250 home energy audits/domestic Energy Performance Certificates subsidies being carried out each year until Energy Performance Certificates become mandatory. |
| H4: b | Government to commission a feasibility study to explore the potential for shared community micro-renewables across Jersey (including a survey of willingness to participate in community schemes) - to be complete by end of 2022. | Under active consideration medium/long term | Under active consideration medium/long term | As set out in strategic policy 2 and agreed in the Government Plan, a strategic review of Jersey’s energy market will be undertaken to inform a future government-led energy strategy. This will include consideration of community micro-renewables schemes. Responding to these related challenges requires a clear and long-term government led energy strategy with clear and accountable political leadership. A new ministerial portfolio for energy and climate change is recommended to oversee the planned energy market review, which will need to ensure our statutory and regulatory framework remains fit-for-purpose in a new energy future to balance security, energy affordability, sustainability, and security of supply issues, but this is unlikely to complete by the end of 2022. |
| H4: c | Immediately require all new developments to have community | Under consideration | Under active consideration | Installation of domestic solar and wind technologies can already be undertaken without planning permission. The Bridging Island Plan ⁴³ proposes new policies to support larger solar installations, installation of thermally efficient windows, and off-shore utility scale |

⁴³ [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)



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| | renewables built in through updates to building regulations. | medium/long term | medium/long term | renewables; as well as policies (ME1, ME2 and ME3) that require enhanced energy efficiency from new development. However, policies to immediately mandate the installation of community renewable generation schemes are not supported as these systems can add cost to development and in many instances will not contribute directly to carbon abatement. |
| H4: e | Require all community Government/Parish-owned buildings to include renewables. | Under consideration medium/long term | Under consideration medium/long term | <p>Installation of domestic solar and wind technologies can already be undertaken without planning permission. The Bridging Island Plan proposes new policies to support larger solar installations, installation of thermally efficient windows, and off-shore utility scale renewables; as well as policies (ME1, ME2 and ME3) that require enhanced energy efficiency from new development.</p> <p>Through policy EN1 - Decarbonising Government of Jersey the Government of Jersey will reduce its operational emissions in line with the Paris Agreement trajectory established by strategic policy 1. A new decarbonisation unit will be established in 2022 to develop a comprehensive action plan, including delivery of a range of exemplar projects. The policy sets to integrate sustainability and emissions into the estate management building condition survey in 2022 to identify a priority action plan to inform the programme of planned maintenance and capital works.</p> |
| H4: f | Government to appoint paid Community liaison officers (one per Parish) to lead implementation, building trust, supporting | Under consideration medium/long term | Accept | Policy EN2 – Create a Carbon Neutral Alliance sets out a commitment to support the development of a Carbon Neutral Network of businesses and voluntary, community, social enterprise and faith sector organisations. This network will provide a focal point for the vast amount of support and energy for decarbonisation that exists in the Island including with parishes and the wider community. Policies such as OE1 - Promoting low-carbon lifestyles seek to raise awareness and practical solutions to reduce Jersey's scope |



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| | communities, education and promoting opportunities. They should act as a bridge between community and technical experts. | | | 3 (off-Island) emissions and that includes delivering a comprehensive outreach and engagement programme. |
| H4: d | Parishes to incentivise community energy generation through a link to residential rates and by supporting community initiatives, with Parish Halls acting as an information hub to showcase what's possible to motivate others. | Not for government | Not for government | This is a recommendation to Parishes rather than the Government of Jersey, however the benefit of Parish-led activity in this area is entirely supported by government. Policy EN2 – Create a Carbon Neutral Alliance includes a commitment to establish an appropriately constituted community impact fund to support the development and delivery of grass roots climate action and innovation through the provision of small grants. |



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H5):

Appointing a Minister for Energy as soon as possible but no later than 2022 (when a new Government is installed), advised by an independent expert panel, to take overall responsibility for the transition to becoming zero-carbon by 2045 or sooner and with biofuels having a temporary role until we can achieve this with the help of a variety of local renewable energy sources.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Accept

Comments / Justification:

strategic policy 2 recommends that the incoming Council of Ministers in 2022 allocate a new ministerial portfolio for energy and climate change. strategic policy 1 establishes a minimum net-zero transition pathway for Jersey, which provides for a transition to net-zero by 2050 but with very minimal emissions in the final years of this period. The Carbon Neutral Roadmap includes policies to support the faster adoption of non-fossil hydrocarbons such as second-generation renewable diesel.



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| H5: b | Immediately ensuring the availability of domestic and other building infrastructure that has been adapted to work with Hydrotreated Vegetable Oil instead of high-carbon fuels and that it's affordable to people (e.g., subsidy to encourage uptake). | Accept | Accept | <p>As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. This work will include soliciting decarbonisation transition plans and market insights from all current Island energy providers.</p> <p>The Carbon Neutral Roadmap includes policies to support the faster adoption of non-fossil hydrocarbons such as second-generation renewable diesel in policy TR3 – supporting transition fuels. Policy TR3b - Investigate the potential for renewable content fossil fuels in Jersey, commits to carrying out research and market analysis to produce a policy position on renewable content fossil fuels by the end of 2022.</p> <p>The Carbon Neutral Roadmap recognises that there are a number of currently available heating technologies that are energy efficient and compatible with net-zero with a decarbonised electricity supply. These includes biomass and liquid biofuels, heat pumps and hybrid heat pumps, electric flow boilers and solar technologies. This rapidly evolving field will be closely monitored and evaluated over the coming years to ensure that the right solutions are found for the Island and no future options are discounted before they become viable.</p> |
| H5: c | Government using its powers (e.g., taxation and incentives) to enable the transition to sustainable biofuels such as Hydrotreated | Accept | Accept | <p>As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. Policy TR3 – supporting transition fuels aims to encourage Islanders to replace traditional fossil-fuel diesel with second-generation renewable diesel in road transport supports the faster adoption of non-fossil hydrocarbons such as second-generation</p> |



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| | Vegetable Oils in as short a time as possible and no later than by 2025 (e.g., upgrading systems when they are serviced and supporting the industry to be ready for this). | | | <p>renewable diesel. It will do this by subsidising the rate of fuel duty charged on second generation renewable diesel, by approximately 32ppl.</p> <p>As set out in response to recommendation H5: b, The Carbon Neutral Roadmap recognises that there are a number of currently available heating technologies that are energy efficient and compatible with net-zero with a decarbonised electricity supply. The Roadmap commits to monitoring and evaluating this over the coming years to ensure that the right solutions are found for the Island and no future options are discounted before they become viable.</p> |
| H5: a | An end to importing high-carbon diesel by 2030 or sooner and ensuring that there is sufficient Hydrotreated Vegetable Oil for the Island’s energy needs. | Under consideration – Carbon Neutral Roadmap | Under consideration medium/long term | <p>As set out in strategic policy, a strategic review of Jersey’s long-term energy requirements will be undertaken to inform a future government-led energy strategy.</p> <p>Policy HT1 - Supporting low carbon heating systems and home insulation which provides a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. This policy establishes that a key priority is to accelerate the switch from fossil fuel to low-carbon property heating.</p> <p>Policy HT2 – Update building bye-laws will bring into force legislation that updates current building regulations and sets increased energy efficiency and carbon emission standards of new and existing domestic and commercial buildings and prohibits new fossil fuel boilers being installed in any property after 1 January 2026. This policy has an assumption that alternative heating fuels (e.g., second generation biofuels, hydrogen, synthetic fuels etc) will come onto the market over the next 10 years providing a range of non-fossil fuel boiler types for consumers. It relies on the ability of the local market to be able to adapt to supply and maintain new types of boiler/heating system as they come onto the market. The detailed policy design will take into consideration the further distributional impacts of the policies with close consultation with key stakeholders so not to cause further income inequality.</p> |



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| | | | | The role that ending the importation of fossil fuels for heating systems might play is under consideration and may be revisited in the future as a mechanism to decarbonise heating sector emissions. |
| H5: d | Government must seriously and regularly explore the prospect of Jersey-based renewable energy generation infrastructure (including tidal energy infrastructure) and work with energy companies to invest in it - cost should not be an excuse. | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. |
| H5: f | Plan for diversification of energy sources through competition and collaboration. | Under active consideration – Carbon Neutral Roadmap | Under consideration medium/long term | As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. |
| H5: e | Promoting self-sustainability from renewable energy sources to reduce dependency on French grid - becoming a world leader (perhaps together with other Channel Islands). | Under consideration – medium/long term | Under consideration medium/long term | As set out in strategic policy 2, a strategic review of Jersey's long-term energy requirements will be undertaken to inform a future government-led energy strategy. |



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H6):

All new and existing government and commercial properties to become carbon neutral by 2030, with the Government leading the way immediately through the introduction of legislation, standards, and practical assistance.

Updated Carbon Neutral Roadmap response:

Under active consideration – long/medium term

Preferred Strategy response:

Under active consideration – Carbon Neutral Roadmap

Comments / Justification:

The Carbon Neutral Roadmap recognises the objective of retrofitting commercial properties. In line with the financing strategy (strategic policy 3) the Climate Emergency Fund will be used to deliver heating policies that aim to decarbonise existing properties with the aim that all new buildings should be required to be zero-carbon by 2025. The principle of government leading the way is accepted, and the Bridging Island Plan includes policies that require enhanced energy standards in all government back new developments. Significant additional market capacity would need to be created to provide the hardware, skills and labour to fully retrofit all commercial properties by 2030, and as such the suggested target date remains under active consideration.



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| H6: a | Government to immediately adopt globally recognised best practice and standards for all new and existing government and commercial buildings to achieve carbon neutrality. | Accept | Accept | <p>The Bridging Island Plan⁴⁴ includes policies (ME1, ME2 and ME3) that require enhanced energy efficiency from new development that are based on a review of international best practice. The Bridging Island Plan seeks to introduce a 20% reduction in Target Energy Rate beyond existing building bye-laws, as an interim measure whilst formal changes to the building bye-laws are developed.</p> <p>Policy HT2 – Update building bye-laws will bring into force legislation that updates current building regulations and sets increased energy efficiency and carbon emission standards of new and existing domestic and commercial buildings.</p> <p>Under the new Future Homes standards, the UK has set the target of new domestic buildings being ‘zero-carbon ready’ by 2025. HT2 states that Jersey’s building standards will be updated to match this requirement – with the aim that all new buildings should be required to be zero-carbon by 2025.</p> <p>In most cases existing buildings can be effectively retrofitted to improve their thermal efficiency, but often not to the highest modern energy efficiency standards. HT2 sets the commitment to reviewing the current building regulations with the aim of identifying how best to increase the energy efficiency (including consideration of standards such as Passivhaus) and reduce the number of oil and gas heating systems as rapidly as possible, and to ensure that no new fossil fuel boilers will be installed in any building from 2026.</p> |

⁴⁴ [Bridging Island Plan \(gov.je\)](https://www.gov.je/Bridging-Island-Plan)



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| H6: d | The Government to provide means-tested incentives as soon as possible to encourage and support people to make their properties carbon neutral. The Government to consider a full range of options such as grants, loans, subsidies, taxation measures, stamp duty and private finance such as green bonds. | Accept | Accept | <p>Strategic policy 3: financing strategy and it sets out short-term; medium-term and longer-term stages to decarbonising Jersey's economy. Principle 5 of the Carbon Neutral Strategy ensures that the policies within the Carbon Neutral Roadmap do not overall increase income inequality</p> <p>Through policy HT1 - Supporting low carbon heating systems and home insulation the Government of Jersey will provide a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. Detailed policy development will continue to consider the Just Transition. The current working design gives an increased subsidy to those on lower incomes for eligible work.</p> <p>Policy OE6 - Delivering a sustainable finance framework sets out the government commitment to continuing to develop a sustainable finance framework that supports decarbonisation initiatives in Jersey and around the world. Within that policy there is an objective to enhance consumer choice - engage and support the natural evolution of local market in the provision of green loans and green financing.</p> |
| H6: b | All existing commercial properties to be retrofitted to be carbon neutral by 2030, with offsets where this is not possible, and with grants provided for small business owners | Under consideration – medium/long term | Under consideration medium/long term | The Carbon Neutral Roadmap will recognise the objective of retrofitting commercial properties, and in line with the financing strategy (strategic policy 3). HT1 - Supporting low carbon heating systems and home insulation includes a subsidy to enable commercial businesses to transition to low carbon heating systems. The current working design for the commercial programme of HT1 states that leaseholders who own the heating system can apply for the subsidy. |



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| | on a means-tested basis to enable retrofitting. | | | <p>HT3 – Energy Performance Certificates will develop and introduce legislation to make commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026. This will require complete design of the Jersey-specific commercial Energy Performance Certificate tool in 2022. An introductory subsidy (around £500 per subsidy) for commercial Energy Performance Certificates to 75 commercial buildings.</p> <p>Significant additional market capacity would need to be created to provide the hardware, skills, and labour to fully retrofit all commercial properties by 2030, and as such the suggested target date remains under active consideration.</p> |
| H6: c | <p>The Government to introduce legislation banning new carbon heavy heating systems with the ban to come into force by 2025.</p> <p>Ensure the transition to less heavy heating systems is efficient and sustainable by the use of Hydrotreated Vegetable Oils, green gas or similar fuels as an alternative until the</p> | Under active consideration – Carbon Neutral Roadmap | Accept | As set out in strategic policy 2, a strategic review of Jersey’s long-term energy Policy HT2 – Update building bye-laws will bring into force legislation including legislation that prohibits new fossil fuel boilers being installed in any property after 1 January 2026. |



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| | end of the life of the current heating system. | | | |
| H6: e | Make compulsory energy certificates that include both energy performance and carbon footprint by 2025 on all buildings. | Under active consideration – Carbon Neutral Roadmap | Accept | <p>HT3 – Energy Performance Certificates will develop and introduce legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026.</p> <p>This policy will include the design of a Jersey-specific Energy Performance Certificate tool in 2022.</p> <p>Government will also ensure that Energy Performance Certificates are displayed on public buildings by 2025.</p> |



Heating, cooling and cooking recommendation from the Citizens' Assembly on Climate Change (H7):

Government to develop a strategy for retrofitting of residential buildings to ensure optimal energy efficiency and share their recommendations with Islanders by the end of 2022. This will include financial options, education programmes and incentive schemes, prior to enforcement commencing in 2030.

Updated Carbon Neutral Roadmap response:

Accept

Preferred Strategy response:

Under active consideration – Carbon Neutral Roadmap

Comments / Justification:

It is recognised that significant government support for a scaled up retrofit programme will be required, and in line with strategic policy 4, the Carbon Neutral Roadmap sets out policies to decarbonise heating and cooling as well as education and awareness programmes. The recommendation to develop a retrofit strategy is accepted but to have this in place by the end of 2022 is unlikely.

| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| H7: c | Government of Jersey to provide a range of | Accept | Accept | Strategic policy 3: financing strategy and it sets out short-term; medium-term and longer-term stages to decarbonising Jersey's economy. Principle 5 of the Carbon Neutral |



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| | <p>different financial options and incentives which are means tested based on income, such as grants and loans (regulated lenders). Packages in place to help vulnerable people. Government of Jersey approved lenders for retrofit projects, targeted loan products for retrofit projects. Tax breaks for retrofit projects to incentivise builders and owners to prioritise this work. Contribution towards home energy audit, free for those on low incomes.</p> | | | <p>Strategy ensures that the policies within the Carbon Neutral Roadmap do not overall increase income inequality</p> <p>The Carbon Neutral Roadmap sets out a range of policies that offer different incentives. For example, through policy HT1 - Supporting low carbon heating systems and home insulation the Government of Jersey will provide a subsidy to enable both householders and commercial businesses to transition to low carbon heating systems. Detailed policy development will continue to consider the Just Transition. The current working design gives an increased subsidy to those on lower incomes for eligible work.</p> <p>Policy HT3 – Energy Performance Certificates commits to delivering 250 home energy audits/domestic Energy Performance Certificates subsidies (£250 per subsidy) per year until Energy Performance Certificates become mandatory. It also commits to running an introductory subsidy (around £500 per subsidy) for commercial Energy Performance Certificates to 75 commercial buildings</p> <p>Policy OE6 - Delivering a sustainable finance framework sets out the government commitment to continuing to develop a sustainable finance framework that supports decarbonisation initiatives in Jersey and around the world. Within that policy there is an objective to enhance consumer choice - engage and support the natural evolution of local market in the provision of green loans and green financing.</p> |
| H7: e | Government Trading Standards and Building Control to promote, educate and enforce on | Accept | Accept | <p>The eco active programme already provides advice on residential energy efficiency. Delivery of policy HT3 – Energy Performance Certificates will establish the energy and carbon performance of a building and will drive forward the continual improvement in standards through the introduction of minimum standards. The policy includes</p> |



| Rec. Number | Recommendation | Preferred Strategy Response | Updated Response | Comments / Justification |
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| | quality of products and workmanship to avoid inferior retrofitting. | | | <p>developing a Jersey-specific commercial tool and reviewing the domestic home energy audit and that includes providing training for 50 accredited auditors.</p> <p>The requirement for a suitably skilled workforce is addressed in policy EN3 - Developing supply chains and on-Island. The main aim of this policy is to ensure that the local market supply chain and skills base has resource and capacity to compliment carbon reduction policies. Currently, there is both a skills gap and a lack of access to the low-carbon goods and services necessary to the successful delivery of the Carbon Neutral Roadmap. The level of this gap needs to be better understood so that new support and training programmes can be designed and delivered, working with training providers, including Highlands College, and with input from industry. A local market supply chain audit will be carried out including a gap analysis to identify supply chain issues which may limit implementation of the policies in the Carbon Neutral Roadmap. The results of this will feed into the development of a plan to overcome barriers, where possible, in the supply which will enable the local market supply chain to offer low-carbon goods or services.</p> |
| H7: d | Employers to pay for continued professional development. Government of Jersey to lead training of professionals, like Highlands College and other providers (such as Jersey Gas, Jersey Electricity) to offer | Under active consideration – Carbon Neutral Roadmap | Accepted | <p>Strategic policy 2 sets out that the Carbon Neutral Roadmap will include policies in the first stage of delivery that invest in the skills needed in the future decarbonised economy. The requirement for a suitably skilled workforce is accepted and is addressed in policy EN3 - Developing supply chains and on-Island.</p> <p>The main aim of EN3 is to ensure that the local market supply chain and skills base has resource and capacity to compliment carbon reduction policies. The level of skills gap needs to be better understood so that new support and training programmes can be designed and delivered, working with training providers, including Highlands College and industry to ensure there we have a suitably trained workforce.</p> |



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| | courses. Leading to registration of approved trade persons. | | | |
| H7: a | All residential houses to have an Energy Performance Certificate from an approved supplier, together with a costed action plan by 2025 to achieve carbon neutrality. Clear guidance to be provided for all types of construction materials, including listed buildings. | Under active consideration – Carbon Neutral Roadmap | Accepted | <p>The existing home energy audit scheme identifies how energy efficient a property is. It considered energy consumption and makes recommendations for home improvements to improve energy efficiency and suggested behaviour changes that can reduce energy use.</p> <p>Support for Energy Performance Certificates is accepted. HT3 – Energy Performance Certificates government will develop and introduce legislation to make both domestic and commercial Energy Performance Certificates mandatory at the point of sale and rental by the end of 2024, with minimum standards being brought in sequentially from 2026.</p> <p>Between 2022 and the point in which the legislation comes in to force HT3 commits to reviewing the existing home energy audit and Energy Performance Certificate process and continuing the subsidy delivering 250 home energy audits/domestic Energy Performance Certificates subsidies (£250 per subsidy) per year until Energy Performance Certificates become mandatory</p> |
| H7: b | Government of Jersey to manage the roll-out of the retrofit programme of residential properties | Under active consideration – Carbon Neutral Roadmap | Under active consideration medium/long term | It is recognised that significant government support for a scaled up retrofit programme will be required. The Carbon Neutral Roadmap sets out policies to decarbonise heating and cooling. The role of government in the direct delivery of such a programme remains under active consideration, recognising that there are significant skills and experience in the commercial market that may be better placed to make progress in this area. |



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| | (including allocation of a budget and employing experts), leveraging the successful model used for the roll-out of fibre-optic cabling. | | | |



3. Detailed responses to Citizens' Assembly recommendations on sustainable finance

Following a presentation on sustainable finance, and an opportunity to pose questions to the speaker (and others), Citizens' Assembly members developed high level messages that they wished to send to the Government of Jersey.

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| SF1 | Jersey establishes itself as a sustainable finance hub | Under consideration medium / long term plans | <p>"Jersey for Good - A Sustainable future" is a cross agency initiative seed funded by Government and led by its industry representative body, Jersey Finance Limited (JFL) to develop with Jersey's finance industry a 10-year vision and an initial two-year plan for Sustainable Finance is already underway and was launched on 3 March 2021. This collaboration aims to catalyse stakeholder action and accelerate Jersey's transition into being a leading sustainable (rather than just 'green') international finance centre aligned with the goals of Paris and the UN Sustainable Development Goals (UN SDGs) and to support the global transition to carbon net zero. Captured within its scope are the following objectives: (i) to encourage product innovation and quality of delivery by local finance providers by accelerating the adoption of international standards; (ii) to deliver awareness, education and training to the private sector (iii) to create an enabling environment with both incentives and a robust supportive regulatory framework (iv) to communicate action and impact to embed and encourage behavioural change (v) to foster and enable collaboration locally and internationally.</p> <p>The appropriate standards by which financial companies should operate will be considered in the context of Jersey's role as an international hub. We will adopt international standards that work in a global context to avoid conflicting or duplicating requirements for participants operating across a number of jurisdictions.</p> |



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| | | | The Government of Jersey will consider within its Sustainable Finance strategy the Government's role in promoting and / or incentivising particular types of industry to come to the Island. |
| SF2 | Jersey as a pioneer and global leader in sustainable finance | Accept | <p>In December 2021 the Minister for Financial Services published the Financial Services Policy Framework which includes Strategic Priority 2 to 'Enable Jersey to be a leading international financial centre for sustainable finance'.</p> <p>Further, within the Carbon Neutral Roadmap Policy OE6 on Delivering a sustainable finance framework, makes a commitment to develop a Public Finance Sustainable Financing Framework as an overarching framework under which Government of Jersey investment and debt financing decisions are made. This will ensure consideration of the carbon impact of Government of Jersey investments and debt.</p> |
| SF3 | Jersey introduces the legislation required for sustainable finance | Under consideration medium / long term plans | <p>In June 2021 the Jersey Financial Services Commission made changes to its regulations in response to their sustainable investments consultation to put measures in place to prevent greenwash (www.jerseyfsc.org/news-and-events/sustainable-investments-consultation-leads-to-codes-of-practice-and-jersey-private-fund-guide-changes/).</p> <p>Government of Jersey does not consider mandatory carbon or ESG reporting of private companies to be appropriate at the current time, given the lack of an international standard. However, it supports voluntary carbon reporting and is proposing mechanisms to support businesses to monitor, report on and reduce their carbon footprint within the Carbon Neutral Roadmap. The requirement for further legislation / regulations will be kept under review.</p> |
| SF4 | Jersey provides education and awareness on sustainable finance | Accept | <p>Government of Jersey agrees that education about the impact of financial products is necessary, which will be delivered in collaboration with Jersey Finance under the "Sustainable Future" initiative.</p> <p>The impact of finance will also be covered under the proposed Carbon Neutral Roadmap policies around awareness on scope 3 emissions and delivering the COP26 Education Pledge.</p> |



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| | | | <p>Jersey's finance industry is best placed to educate consumers about the green products which are on offer. The international market will deliver global standards and guidance for portfolio management and Jersey will seek to align itself to this market.</p> <p>While the Government considers that it is for industry providers to determine what products to make available, it will work with providers to ensure that Jersey is not putting in place any unnecessary barriers that prevent the distribution and take-up of green products. The Government will also be undertaking a wider review of banking policy in 2022 that will ensure that Jersey is able to best support new banking applications.</p> |
| SF5 | Investors should have choices | Accept | <p>As an international consensus develops around ESG taxonomies, Jersey will look to ensure it can be applied effectively to Jersey-based investments to guide evaluation of green products. The financial services market is itself best place to advise its customers on the sustainability profiles of investments, as it does at present with risk profiles.</p> |

