

## **STATEMENT TO BE MADE BY THE MINISTER FOR THE ENVIRONMENT ON TUESDAY 24th FEBRUARY 2026**

### **The Carbon Neutral Roadmap and the phase-out of petrol and diesel vehicles from 2030**

Members will be aware that my official responsibilities include implementation of the Carbon Neutral Roadmap, a document that was agreed by this Assembly in April 2022. The Roadmap has its roots in the decision we took in this Assembly when we declared a Climate Emergency in 2019, and its adoption demonstrated our commitment to reduce the Island's greenhouse gas emissions, and was instrumental in securing the extension of the Paris Agreement to Jersey.

Between early November last year, and the end of January this year, a public consultation was held on transport policy five – 'TR5' - of the Carbon Neutral Roadmap to:

"End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030."

To be clear, the intended scope of TR5, agreed in 2022, included both new and used vehicles.

This policy was designed to serve as the principle means of decarbonising the Island's fleet through a managed phase-out of petrol and diesel vehicles in the period leading to 2050, starting with cars and small vans. The policy also recognised the direct impact of decisions made by the UK Government on the types of new vehicles that will be available to purchase in the Island.

The recent consultation set out what a full implementation of the policy agreed in the Roadmap would look like, with respect to the vehicles affected in 2030, and in 2035. It also identified some proposed exemptions for any used vehicles that might be imported. Respondents were invited to comment on this model before any steps were taken to agree our final approach. I stressed a number of times, at meetings that I attended, that nothing had been decided, and that the views of consultees were really important.

This has been a significant consultation on a major decision for the Island. Over two thousand individuals and businesses completed the consultation survey. We have also received dozens of written responses, and seen hundreds of Islanders at consultation events.

We are now carefully analysing all submissions received but it has already become very clear that there is overwhelming support to modify the approach envisaged in the Carbon Neutral Roadmap. In particular, the inclusion of used vehicles in the scope of this policy has been something that is clearly not widely supported. I have therefore concluded that, as we proceed with the phase-out, in whatever form, we will not be looking to universally restrict the importation and registration of used vehicles.

However, it is not just public sentiment that has led me to this initial conclusion. Having now also received an early briefing on the economic impact assessment that has been undertaken in parallel with the consultation, I think there are other compelling reasons to announce this shift. Retaining the flow of used petrol and diesel vehicles into the Island will help enable a more just transition for Islanders, ensuring the burden of change does not unnecessarily impact on those worst off. We must take steps to ensure affordability both at the point of purchase and for vehicle servicing and repairs. This is critical to preserving customer choice and ensuring that Islanders can manage the

costs associated with day-to-day motoring. Further, it's essential that any changes in Jersey take account of and are aligned with the markets that serve us to avoid significant costs.

I must stress, this is only a preliminary announcement intended to provide the early clarity I promised to motorists and the motor trades. In removing used vehicles from the policy scope, we are still left with some key choices about how we best reflect and formalise the UK's planned phase-out, which is due to come into effect in 2030. I am continuing to consider a number of other matters, and will be announcing the final position on this in the coming weeks, in conjunction with the publication of the consultation report and economic impact assessment.

Whilst this change will be reassuring to many, and is the right choice for the Island at the present time, we will also need to carefully consider its impact on our road transport emissions. The second four-year delivery plan for the Roadmap is now under development for delivery from 2027 to 2030. It is vital that we take a cohesive and pragmatic approach to decarbonising our largest single source of greenhouse gas emissions, whilst protecting those who depend on fossil fuel vehicles for their day to day mobility or livelihoods, as we transition to a low carbon economy.