WRITTEN QUESTION TO THE MINISTER FOR THE ENVIRONMENT, AGRICULTURE AND FISHERIES
BY DEPUTY M.B. ANDREWS OF ST. HELIER NORTH
QUESTION SUBMITTED ON MONDAY 16th 2026
ANSWER TO BE TABLED ON MONDAY 23rd 2026

Question

"Further to her response to Written Question 186/2026, will the Minister advise how she intends to achieve the target of Net Zero by 2050 and whether she anticipates that this work will require future growth bids; and, if so, to what extent does she consider it might be necessary to increase her Department's funding?"

Answer

The Minister for the Environment is currently working on the revised Carbon Neutral Roadmap and delivery plan for 2027-2030. This will be published by the end of Q1 2027.

Delivery of the Carbon Neutral Roadmap is paid for through the Climate Emergency Fund. Departmental funding for this work is limited to permanent Cabinet Office and Infrastructure and Environment staff costs to deliver environmental policy and climate change engagement. It is not currently considered necessary to increase Departmental funding.

The policies identified in the revised Roadmap, for delivery in this term of government, will be achievable within the current Climate Emergency Fund envelope. The Fund is forecast to receive transfers of approximately £4m per year income from agreed portions of fuel duty and vehicle emissions duty (VED). For 2027, it is proposed that fuel duty will be frozen and that VED will be indexed by RPI.

Our response to the climate emergency needs to be practical and affordable. In the Common Strategic Policy, we restated our "commitment to keep Government fees, duties and charges as low as possible to help Islanders with the cost of living." Our approach over the next four years is to deliver this important work with minimal additional cost to the public.

The Proposed Budget 2027 to 2030 identifies plans to develop a replacement for fuel duty. This recognises that fuel duty receipts are decreasing due to the transition to electric and hybrid vehicles and increasing use of sustainable transport. Fuel duty is a key source of general revenue and the primary funding source for the Climate Emergency Fund. Over time, additional sources of income for the Climate Emergency Fund will need to be identified, most likely through new polluter pays measures or other mechanisms, in order to maintain current funding levels.

As the transition to net zero is a long-term programme extending to 2050, future governments will need to consider what additional measures are required and what resources may be necessary to deliver them, based on the technologies and resources available at that time. It would be premature to specify the extent of any future increase in departmental funding that may be required between now and 2050, as this will be influenced by future policy choices.