

Private and Confidential

20 October 2025

Deputy Hilary Jeune

Chair, Environment, Housing & Infrastructure Panel

BY EMAIL

Dear Chair,

Re: Scrutiny Proposed Budget 2026-2029 Review - Private Aircraft Decarbonisation Charge

Thank you for your letter regarding the Decarbonisation Charge which applies to private and business aviation aircraft at Jersey Airport. The introduction of the charge followed dialogue with Government and a review process with the Jersey Competition Regulatory Authority (JCRA), which included a consultation process with stakeholders.

Addressing each of the questions raised in your letter:

How will revenue from the decarbonisation charge be used?

As agreed with Government and the JCRA, the revenue from the decarbonisation charge will solely be used to decarbonise Ports of Jersey operations.

In line with Government's Carbon Neutral Roadmap, Ports of Jersey's sustainability strategy (Decarbonisation Roadmap) incorporates a goal of becoming Net Zero (Scope 1 and 2 emissions) by 2030 and identifies key areas of its operations that need to be decarbonised to meet the Net Zero target, such as:

- Transitioning oil heating and diesel power generation (stationary combustion) to hydrogenated vegetable oil (HVO)
- Transitioning vehicles and equipment (mobile combustion) to HVO or electric
- Ensuring efficient consumption of energy and increasing the generation of renewable energy
- Initiatives have also been identified to support the decarbonisation of the operations of key business partners that operate at Jersey Airport

To confirm, all of the money raised by the Decarbonisation Charge will solely be used to support decarbonisation initiatives. For example, the amount raised in 2025 will be used to support:

- The transition to HVO for Jersey Airport heating and PoJ vehicles
- Introduction of SMART meters across the Airport, to provide data for energy reduction
- Two new electric vehicles for the Airport Rescue & Firefighting Service small vehicle fleet
- The transition to HVO of vehicles and equipment operating in the airfield at Jersey Airport.

How will Ports of Jersey measure whether the charge results in measurable carbon reduction?

Ports of Jersey tracks and reports on the Scope 1 and 2 emissions in line with the Decarbonisation Roadmap, to ensure delivery against Net Zero targets. Ports of Jersey publishes its carbon footprint on an annual basis, which is audited externally on a biennial basis.

Ports of Jersey tracks the initiatives funded by the decarbonisation charge. In agreement with the JCRA and Government, the carbon savings from initiatives funded through the Decarbonisation Charge will be separately and transparently reported in Ports of Jersey's Annual Report.

Do you anticipate any administrative costs of implementing and enforcing the charge, and how will those costs be covered?

Ports of Jersey does not anticipate incurring significant additional costs of administering the charge. The charge has been incorporated into the regular billing runs for Jersey Airport's fees and charges.

The only administrative area where the resource requirement is unclear relates to the analysis of any submissions for a "sustainable behaviour" discount. Applications for the discount in 2026 will be opened in November, at which point a better understanding of the resource requirement will be possible, although it is not anticipated to be overly onerous.

Has any modelling been undertaken on potential impacts to connectivity or the island's aviation sector?

The Decarbonisation Charge was carefully developed to avoid undermining any of the other priorities within the Policy Framework for the Ports Sector, whilst encouraging sustainable behaviours. To confirm, the following areas are exempt from the charge:

- Commercial airline aviation
- Medical evacuation flights
- Search and rescue aircraft
- Aircraft under 3 tonnes

As mentioned earlier, Ports of Jersey undertook a stakeholder consultation process before introduction the charge. As part of the process, benchmarking was completed and the initial charge was set to ensure that Jersey Airport fees and charges for private aviation would remain in line or lower than the majority of UK airports.

Furthermore, Ports worked closely with the Local Economy and Treasury team within Government of Jersey to ensure the initial charge was set at a level that minimised the risk of negatively impacting the Island's aviation sector.

Under what conditions might the Decarbonisation Charge be extended to include other classes of aircraft, and what timeframe has been envisaged for any such decision?

At this moment, there are no plans to extend the scope of the Decarbonisation Charge on Private Aviation at Jersey Airport to include other classes of aircraft. The risk of doing and negatively impacting Jersey's air connectivity is considered high, which would impact other priorities in the Policy Framework for the Ports Sector. Ports of Jersey will however review and gather feedback on the governance around the charge on an annual basis, to ensure that it is achieving its intended purpose. Any future consideration of extending the scope of the decarbonisation charge would be undertaken with Government and the JCRA, recognising the potential significant consequences on Jersey's air connectivity.

I do hope this provides you with the information that you are looking for,

Yours sincerely,



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