



Cabinet
Office

Carbon Neutral Roadmap Progress report

August 2024



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Background

In May 2019, the States of Jersey Assembly declared a climate emergency. The Carbon Neutral Strategy 2019 was published to pursue a wide-ranging programme of public deliberation and planning in the journey to becoming carbon neutral.

This strategy included Jersey's first large-scale citizens' assembly, who would make recommendations to the States Assembly based on the question: 'How should we work together to become carbon neutral?' The Citizens' Assembly on climate change was a group of 45 people of different ages, genders, and backgrounds from across the Island with varied views on climate change.

The Government of Jersey and States Assembly carefully considered the recommendations of the Citizens' Assembly, ideas gathered from islanders, and detailed technical studies to create the Carbon Neutral Roadmap (CNR).

The CNR was approved by the States Assembly in April 2022. It outlined the strategic policies required over the long-term to achieve decarbonisation and also proposed policies to start the Island's journey to net zero in the first phase of delivery from 2022 to 2025.

On 1st March 2023, the States Assembly approved P.117/2022 on the Establishment of a Climate Council. The objective of the independent council would be to *'present to the States, a report at the end of every four-year delivery phase for the term of the Roadmap, prepared autonomously by the council which reports on and evaluates the Government of Jersey's progress on reducing carbon emissions, and the climate change policy initiatives being delivered by the Carbon Neutral Roadmap'*.

Purpose of this Report

This report provides a high-level progress update against each of the Carbon Neutral Roadmap policies. The aim is to present a reminder of the original policy commitment, a summary of progress that has been made since May 2022, and the intended next steps for each policy.

This progress report does not aim to evaluate progress on reducing carbon emissions, which is the role of the Climate Council. Rather, this report will provide an update on all that has been done on the delivery policies within the plan and explains where progress hasn't been as hoped.

To illustrate this, a traffic light model has been applied to the phase 1 policies. Utilising the original objectives published in the CNR, an indication of the status or progress of the initiative has been given as follows:

- Green: on track or completed
- Amber: at risk or delayed
- Red: off track or cancelled

Please note that some policies within the delivery plan do not have objectives, or the objectives are under review. In these cases, a traffic light model has not been provided.



Strategic policy 1: Jersey's net-zero emissions pathway

Strategic policy 1 aimed to ensure the international integrity of Jersey's environmental targets. As part of the Carbon Neutral Roadmap, Jersey committed to the ambitious emissions reduction trajectory of reducing emissions by 68% by 2030, 78% by 2035 and reaching net zero emissions by 2050. These targets are measured against a 1990 baseline. The UK ratification of the Paris Agreement of the United Nations Framework Convention on Climate Change was extended to Jersey in May 2022.

The most recent greenhouse gas emissions data for the Island is for 2022 (note that it is typical across jurisdictions for emissions data to be published two years in arrears). In 2022, Jersey emitted 350,532 tCO₂eq. This is roughly 3.4 tCO₂eq per person. Between 1990 and 2022, emissions in Jersey have decreased by 47%.

Jersey's greenhouse gas data is available as open source data here: [Greenhouse gas emissions - Datasets - Government of Jersey Open Data](#). An explanation as to how the greenhouse gas emissions data is calculated is available here: [Guide to the Jersey Greenhouse Gas Inventory \(May 2024\) \(gov.je\)](#)

Strategic policy 2: Island's energy market

Since the agreement of the Carbon Neutral Roadmap, policy development work on the Island's energy market has progressed in several different areas.

Ministers and officers continue to work closely with local energy providers. The Energy Suppliers Group, chaired by the Minister for Environment, provides a forum for regular engagement with the energy industry locally.

The change in Government saw the new Minister for the Environment affirm the importance of the energy portfolio. Whilst the Future Energy group, established under the previous government, was not continued, the Minister continues to work closely with all the relevant stakeholders to capture the synergies arising from their joint consideration of the complex and multi-dimensional issues in this space. This is most obvious in respect of offshore wind (further details below), but other work continues particularly in relation to energy security, resilience, and affordability.

Two key reports from Q2 2024 that the Minister will consider are:

- A review undertaken by the Controller and Auditor General on Critical National Structure with a focus on energy ([Critical-Infrastructure-Resilience-Energy.pdf](#) (jerseyauditoffice.je)).
- A Jersey Competition Regulatory Authority study on electricity markets ([M-008 Electricity Market Study | JCRA](#)).

Strategic policy 3: Financing strategy

The net zero financing strategy – formerly long-term financing strategy – will set out how the Government expects to raise the money it needs to successfully achieve Jersey's net zero transition.



In 2023 the States Assembly approved 12 principles¹ which will inform the development of the net zero financing strategy. The first phase of this strategy will address the projected expenditure profile for the second CNR delivery period. New 'polluter pays' measures, including a fuel duty replacement policy, will be developed to generate additional revenue for the Climate Emergency Fund. Options for the second delivery period and net zero financing strategy are in development.

Strategic policy 4: Policy programme and development

A Carbon Neutral Roadmap Programme Office consists of a Programme Manager and Assistant Policy Officer. They oversee the delivery of each CNR policy and project that make up the programme. This involves the co-ordination of progress reporting, ensuring that the appropriate project governance is in place and tracking spend against budget. The Carbon Neutral Roadmap Sponsoring Group and Carbon Neutral Programme Board continue to provide governance oversight within the Government of Jersey.

Strategic policy 5: Becoming carbon neutral

The primary focus in the initial delivery period of 2022-2025 is on achieving on-Island greenhouse gas emissions reductions. Having committed to a science-led emissions trajectory, becoming carbon neutral in 2030 (or at a different date) remains a legitimate step on the pathway to net-zero. Work regarding carbon sequestration and carbon offsets, under policies EN5 and EN6, will continue to inform the future decisions that will be needed to achieve carbon neutrality.

TR1 - Speeding up adoption of electric vehicles

Policy TR1 made a commitment to establish a subsidy for electric vehicles and to introduce an incentive for households and businesses to put towards the cost of chargers and their installation. It also committed to developing a scale-up plan for electric vehicle charging infrastructure.

An e-bike grant scheme was launched in January 2023 under the TR1 funding stream. 1,800 vouchers were issued under the scheme, with 655 (36%) redeemed as of July 2024. Due to continued low redemption rates, the Minister for the Environment has taken the decision to not do any further releases of the e-bike grants at the current time.

In Q3 2023, the Electric Vehicle Purchase and Electric Vehicle Charger Incentives were launched. The purchase incentive provides up to £3,500 towards the purchase of an electric vehicle that is new to Jersey (both new and second-hand vehicles), up to a maximum vehicle value of £40k. The target number of purchase incentives given in the Carbon Neutral Roadmap was 1,200.

The Electric Charger Incentive provides a grant of £350 towards the cost of the supply and installation of a home charger, completed by one of the approved electrical contractors. The target number of charger incentives given in the Carbon Neutral Roadmap was 1,000.

As of the end of July 2024, the two incentive schemes have had the following uptake:

- Total number of electric vehicle purchase incentive applications received – 755.
- Total number of electric vehicle purchase incentive applications redeemed – 691.
- Percentage of applications received for new vehicles – 21%.
- Percentage of applications received for used vehicles – 79%.

¹ See: [Government Plan 2024 to 2027.pdf](#) pp. 93 -95



- Ratio of applications by type of applicant – 89% private individuals; 11% from businesses.
- Average purchase cost of cars under the scheme – £24,036.
- Total number of electric charger incentive applications received – 75.
- Total number of electric charger incentive applications redeemed – 33.
- Average cost for supply and installation of the chargers – £1,413.

The joint working group between GoJ and Jersey Electricity continues to focus on the delivery of the increased charging infrastructure that will be required as the Island transitions to electric vehicles. Over the last 12 months, significant improvements in public charging provision and private charging options have been delivered.

| CNR objective | Traffic light colour |
|---|----------------------|
| Establish and commence subsidy for battery electric vehicle sales in Jersey in 2022. | Green |
| Stimulate the accelerated turnover of the Island's fleet from approx. 900 EVs registered in 2021. | Green |
| Develop a scale-up plan for EV charging infrastructure in 2022. | Green |
| In 2022, establish a register of Competent Person's Scheme for electric charger installers and/or a register of suitably qualified installers locally | Green |
| In 2022, introduce an incentive scheme offering £350 to householders towards the cost of chargers and their installation in their homes. | Green |

TR3 – Supporting transition fuels

This policy refers to the introduction of a 32ppl subsidy to cover the rate of fuel duty charged on second-generation renewable diesel to reduce cost and encourage uptake.

One of the assumptions within the published Carbon Neutral Roadmap for this policy was that the cost of second-generation renewable diesel would remain stable. This was not the case in 2022, or 2023, as unstable costs were a barrier to progression. It remains a continued concern in 2024, due to ongoing fluctuations in global energy prices.

This policy is on pause and research is currently underway to explore how the subsidy could be directed to support specific sectors of the economy to move to second-generation renewable diesel. Support for the use of 100% biodiesel on Island has continued through its use in the public bus network and Government of Jersey fleet.

From January 2024, second-generation renewable diesel was defined for the first time in the Customs and Excise (Jersey) Law 1999, as “hydrotreated vegetable oil” or ‘HVO’.² The creation of this definition enabled the Minister for the Environment to surrender the 9 pence per litre of fuel duty collected on HVO which has been hypothecated to the Climate Emergency Fund, thereby reducing the per litre cost to customers and supporting the increased adoption of this transition fuel.

| CNR objective | Traffic light colour |
|---|----------------------|
| By 2030, or before, all remaining diesel vehicles assumed to be using SGRD. | Yellow |
| By 2022, agree a subsidy level to increase affordability of SGRD to be applied through fuel duty. | Red |

² [Customs and Excise \(Jersey\) Law 1999 \(jerseylaw.je\)](https://www.jerseylaw.gov.je/Customs-and-Excise-Jersey-Law-1999) Schedule 1, Part 2, paragraph 7



| | |
|---|--|
| By 2023, implement changes to fuel duty, to be reviewed on an annual basis. | |
| Ahead of Government Plan 2026-2029, review efficacy of the subsidy. | |

TR3b – Investigate the implications for the Island of renewable content fossil fuels

This policy committed the Government to investigating renewable content fuels and the role that they could play in Jersey’s decarbonisation journey.

Research and market analysis into renewable content fuels and their use in Jersey has been completed and considered. As a result, the Minister for the Environment has taken the decision that mandating renewable content fuels and / or looking to reduce fuel duty proportionately from them will not be taken forward within the first delivery period of the Carbon Neutral Roadmap.

| CNR objective | Traffic light colour |
|---|----------------------|
| Carry out research and market analysis to produce a policy position paper by the end of 2022 | |
| The policy details and scope for the research will be worked up with industry stakeholders between April-July 2022. | |

TR4 – Vehicle Emissions Duty Optimisation

The CNR committed Government to apply no Vehicle Emissions Duty (VED) on zero carbon vehicles and increase VED on all domestic petrol and diesel vehicles each year until at least 2030.

For 2024, Ministers raised VED rates by 10% or 15% for most imported vehicles, and by 20% and 30% for the two most polluting categories. Two new VED bands were also created to establish a no-fee 0g band in line with the CNR and a new 1g to 50g band for vehicles with the lowest carbon dioxide emissions. As part of the Government Plan 2025, further increases in VED are being proposed and the intention is to replicate this in future Government Plans.

| CNR objective | Traffic light colour |
|---|----------------------|
| Substantial annual increases in VED to be set out in each Government Plan | |

TR5 – End the importation and registration of petrol and diesel vehicles from 2030

The CNR committed 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. It also looked to extend this to other categories of vehicle at subsequent dates between 2030 and 2040.

The work on drafting the legislation required to bring this into force will commence in 2025.



| CNR objective | Traffic light colour |
|---|----------------------|
| Prevent the new importation, sale and registration of petrol and diesel cars and small vans that are new to Jersey from 1 January 2030 at the latest | |
| Legislation to be expanded between 2030 and 2040 to cover the additional vehicle types (including hybrids) | |
| Ensure that Jersey does not become a dumping group for new petrol and diesel cars that cannot be sold in the UK or EU due to the bans brought in there. | |

TR6 – Review Roads Law

The CNR committed the Government to review the legal framework for Jersey's highways to ensure they are fit to safely enable low-carbon, sustainable and modern travel and transport.

This work is now well underway, including a programme of consultation to understand the issues relating to how changes to laws affect different stakeholders, such as the Parishes and the powers they hold within their roads committees, roads policing, road safety policy development and how laws currently differentiate between different road types. New legislation is expected to be adopted by the States in 2027/2028.

TR7 – “Green” number plates for electric vehicles

The CNR committed the Government to ensure that owners of electric vehicles have the option to display a number plate that features a green marker as a visible signifier of their contribution to tackling the climate emergency. This change was implemented on 01 January 2023.

| CNR objective | Traffic light colour |
|--|----------------------|
| To provide the option of number plate with a green signifier for every newly registered electric vehicle from 2023 | |

TR8 – Sustainable Transport Roadmap

The CNR committed the Government to publish a Sustainable Transport Roadmap in 2022. The delivery of this policy was postponed due to unexpected delays within the St Helier Mobility Plan.

The Sustainable Transport Roadmap was renamed the Sustainable Transport Policy: Next Steps and was published on 06 December 2023, following the completion of rapid plan evidence base work. The strategy includes planned infrastructure improvements and behaviour change programmes aimed at promoting health and wellbeing, and helping the Island improve its carbon emission performance.

The document prioritises six areas:

- Making the roads safer for all of us.
- Reallocating road space to prioritise cycling and walking.
- Raising the profile of public transport.
- Managing vehicle movement through parking measures.
- Supporting the Island's economy.
- Enabling future transport mobility and legislative change.



The strategy sets the overarching framework for the required work on sustainable transport for the next few years and marks the completion of policy TR8.

A delivery plan will be prepared to guide the future implementation of the priorities and associated policies outlined in the strategy using existing resources; or used to inform funding proposals to support implementation.

| CNR objective | Traffic light colour |
|--|----------------------|
| Publish Sustainable Transport Policy: Next Steps | |

TR9 - Bus service development trials

The CNR committed the Government to implement a programme of bus service development trials between 2022-2024.

Trials have started across five services to: increase the frequency; offer initial provision of a bus service in areas where there was limited service; or to improve the accessibility of key transport hubs (St Helier and the airport) early in the morning. A couple of these routes are utilising school buses after the students have been dropped at school (these would otherwise have just returned to depot without any passengers).

These five routes are:

- 1 – early morning service from Gorey; enables passengers to arrive at the airport 60 minutes before the first flight via public transport without changing onto another bus.
- 9 – utilises the Gorey bus to operate an early morning route from St Peters village (via the airport) arriving in St Helier at 6:45am.
- 24 – provides a route into St Helier which covers Oaklands (which was an area identified within the evidence base of the bus development plan).
- 1a – uses the existing school bus vehicle and driver to provide an additional service (term time only) along the inner road starting at Le Rocquier at 8:30am.
- 2 – uses an existing school bus vehicle and driver to operate an additional service (term time only) starting at Grouville Station at 8:25am to serve the Longueville corridor.

Discussions continue with the bus operator to understand where there are other opportunities to increase frequencies or service new routes, and to identify elements of customer journeys which could be improved. This policy also funds the use of second-generation renewable diesel in the double-decker fleet.

| CNR objective | Traffic light colour |
|---|----------------------|
| A programme of bus service development trials that will provide evidenced insights into what changes are likely to deliver the biggest improvements in the bus service, and corresponding increases in bus ridership, will be designed in 2022 and delivered by 2024. | |

TR10 – Active Travel

The CNR committed the Government to implement further active travel initiatives until 2026.

Progress has been made on infrastructure improvements to support cycling and walking. These include completing the work required to successfully obtain planning permission for the bus gate at Gloucester Street, bike shelters and scooter pods at various schools, the St Aubin's bay promenade widening and St Luke's School Street pilot projects. Further work is underway to provide additional covered cycle parking in town and the new Minister for Infrastructure is working on his walking and cycling delivery plan which aims to improve the availability of sustainable and safe modes of transport for all Islanders.

The 2023 behaviour change programme Love to Ride was successful, with 1,386 people riding a collective 732,771 miles. There were 215 people who identified themselves as new to riding. Of the new riders, 13% became occasional or regular riders. This is the highest percentage of riders anywhere in the UK per size of population. The work with Love to Ride is continuing in 2024 and 2025 with a focus on supporting the modal shift going forward and maintaining behaviour change rather than purely attracting new riders.

Eight engagement events were held in 2023, including World Car-Free Day and a 'helmet hair' pop up in the Royal Square, in partnership with the Highlands College Hair and Beauty Academy. Try-a-bike sessions have been running to allow Islanders to try out a variety of bikes (to assist them with building confidence and allowing them to see the different styles of bike available). Bike clinics have been popular working with local bike shops to provide free bike maintenance to Islanders.

The Walk Once a Week (WOW) Scheme has been launched in five primary schools, engaging 987 children. Initial data is being collected for this pilot project which allows children to self-report how they get into school every day using a simple interactive travel tracker. Children who travel sustainably (walk/wheel, cycle, or scoot) once a week for a month are rewarded with a badge.

| CNR objective | Traffic light colour |
|--|----------------------|
| Implement further active travel initiatives in 2022, ahead of development of the full Sustainable Transport Roadmap, to support the 7.5% modal shift to active travel by 2030. | |

TR11 – Emissions from aviation and maritime transport

The CNR committed the Government to work with the Ports of Jersey to reduce emissions from aviation and marine transport, in line with the 'Net Zero scenario 2' emissions targets and obligations under the MARPOL treaty.

The Government Plan 2024 - 2027 was amended by Ministers to include a commitment to investigate 'the introduction of an appropriate carbon tax or charge relating to the operation of private aircraft.' This work stream has now commenced in conjunction with Ports of Jersey.

HT1 – Supporting low carbon heating systems and home insulation

The CNR committed Government to launching a low carbon heating incentive. The incentive was launched on 15th May 2023 and provides up to £5,000 of match funding to replace oil or gas boilers with low carbon heating systems. After an initial period where it was open to owner-occupiers, the scheme has now been expanded to allow landlords and tenants to apply, as well as non-domestic

property owners. For those meeting the low-income eligibility criteria, £10,000 of funding is available without the need to match fund. The target number of incentives given in the Carbon Neutral Roadmap was 1000.

The current eligible low carbon technologies are air sourced heat pumps, electric flow boilers and electric panel and storage radiators. A valid EPC for the property is a prerequisite to applying for funding under this scheme. For those undergoing heating system changes, energy efficiency improvements can also be included within the funding envelope. A Contractor Quality Scheme has been developed to ensure the provision of high-quality advice, heating system design and installation work from contractors. Only contractors that are members of the Contractor Quality Scheme can complete grant funded work.

As of the end of July 2024 a total of 331 applications have been received, of which 280 have been successfully completed and the grants redeemed. Within the total number of applications, 27 have been processed from low-income households. The average value of the grants approved is £4,637. At present, four contractors are accredited through the Contractor Quality Scheme process. Recognising that this number is likely to be insufficient, further training of 11 delegates in the requisite heating design has been undertaken. As a result, four further firms are embarking on the accreditation process to join the scheme.

Over the coming months, work will continue to get more local contractors onto the Contractor Quality Scheme and to investigate the potential to expand the eligible technology list. Further marketing and publicity of the scheme will be carried out to encourage uptake.

| CNR objective | Traffic light colour |
|--|----------------------|
| Establish and commence an incentive scheme to subsidise the replacement of fossil fuel heating systems with non-fossil fuel heating systems in properties by end of 2022 | |

HT2 – Update building bye-laws

The CNR committed the government to bring into force updates to the current building bye-laws. These will set increased energy efficiency and carbon emission standards for new and existing domestic and commercial buildings; and will prohibit new fossil fuel boilers being installed in any property after 1 January 2026.

To progress the review, the Building Standard Review Project has been established with a project board and project steering team and work is ongoing to develop the terms of reference and scope. This is being led by the Regulation section of Infrastructure and Environment. Work is underway for the project board to ratify the aims and objectives of the review and the project team is currently working on developing the detailed scope of the project.

In May 2024, the Minister for the Environment announced his decision to delay the ban on replacement fossil fuel boilers in existing buildings from the original 2026 implementation date. No new date has been agreed on. Further work is underway to determine what support is needed by industry to ensure that the heating sector is prepared for the changes this will bring. The intention is that the new timetable to ban fossil fuel boiler installations will be detailed in the updated technical guidance documents published as a result of the building standards review.

| CNR objective | Traffic light colour |
|---|----------------------|
| Commission a Building Bye-Law review to be completed in 2022 | |
| From this review implement legislation by 2024 at the latest to support the review outcomes | |

HT3 – Energy Performance Certificates

The CNR committed the Government to developing and introducing legislation by the end of 2024 to make both domestic and commercial Energy Performance Certificates (EPCs) mandatory at the point of sale and rental, with minimum standards being brought in sequentially from 2026. The commitment was also made to ensure that EPCs would be displayed on public buildings from 2025.

In May 2024, the Minister for the Environment announced his decision to delay the legislation on EPCs. It was felt that the review of the building bye-laws ought to take place before any legislation changes and that staff resources would be reprioritised to delivering the Water Strategy. It is no longer the intention to bring forward the legislation within this term of government.

Technical reviews of EPCs were carried out in late 2023, focusing on the key differences between the Jersey and English approaches. A focused stakeholder engagement will take place to address the outputs of the two independent reviews in Q3 2024. The intention is to address the issues raised in the reviews and identify areas where improvements can be made to EPCs ahead of legislation.

The subsidy towards the cost of a home energy audit has received significant interest from Islanders and is ongoing. In March 2024, the value of the grant reduced by £100. As of the end of July 2024, 2,221 grants had been issued supporting islanders in obtaining energy performance certificates. A non-domestic EPC tool has been developed for Jersey and an on-Island subsidised training course was provided in the winter of 2022/23. The Commercial Energy Audit subsidy scheme was launched in February 2024.

Subsidised training for domestic energy assessors was provided in 2018. Jersey currently has 37 accredited domestic energy assessors offering this service to the public. As of June 2023, 12 non-domestic energy assessors have completed the training and five have completed and passed the coursework.

| CNR objective | Traffic light colour |
|--|----------------------|
| Deliver 250 home energy audits/domestic EPC subsidies (£250 per subsidy) per year until EPCs become mandatory | |
| Complete design of the Jersey-specific commercial EPC tool in 2022 | |
| Provide training for 50 accredited auditors by end of 2023 | |
| Run an introductory subsidy (around £500 per subsidy) for commercial EPCs to 75 commercial buildings | |
| Complete a review of the current Jersey Energy Performance Certificate system to ensure its accuracy and implement any required changes to the tool by the end of 2023 | |
| Energy Performance Certificate legislation to be drafted and brought back to the States Assembly by the end of 2024 | |



| | |
|---|--|
| Introduce legislation that requires that a valid EPC is mandatory at point of rental or sale for both domestic and commercial properties by the end of 2025 | |
| Legal requirement to reach minimum EPC standard at point of rental or sale by 2026 | |

OE1 – Promoting low-carbon lifestyles

The CNR made the commitment to various projects and activities aimed at increasing awareness of the wider impact of purchase and lifestyle choices on global greenhouse gas emissions. A full campaign plan was successfully delivered in 2023. Social media saw 17,692 engaged followers on Facebook as well as 692 new followers across our social media channels.

Work continues in 2024 with the focus more on face-to-face interactions and has included work with community groups and special events. The Great Big Green Week was hugely successful. The team have worked with a large number of organisations, reaching Islanders through a diverse series of events and activities.

The Royal Visit provided an opportunity to engage Islanders on Jersey’s journey to net zero, where local organisations showcased the work they are doing to improve and enhance Jersey’s environment and climate.

| CNR objective | Traffic light colour |
|---|----------------------|
| Sector analysis to identify sectors with particularly large scope 3 emissions by mid-2022 | |
| Implementation plan addressing key sectors and messages informed by sector analysis by end 2022 | |
| Develop a costed communications plan in 2022, to deliver educational and engagement messages and tools that can be used to reduce scope 3 emissions | |
| Identify if there is a suitable tool that can be used (or created) to measure reduction in scope 3 emissions for public by end 2022 | |
| Deliver initial programme of targeted sector education and awareness by end 2022 tackling priority sectors first | |
| Increase in locally sourced goods and services | |

OE2 – Construction sector emissions

The CNR committed the Government to work closely with the Jersey Construction Council, Association of Jersey Architects, and others in the industry to reduce the whole-life carbon impact of the Island’s construction sector, including considering the use of all available policy levers. The Government has also committed to adopting higher standards for all public construction projects. This work continues to develop, building upon efforts in 2023.

The February 2023 Nature Summit included keynote speeches on biodiversity net gain and bringing nature into our urban environments. The second Sustainable Construction Summit was convened in October 2023, continuing a strong and ongoing relationship with key stakeholders. Key outcomes from the first summit included looking more closely at waste management from the sector. As a

result of this, a working group with stakeholders was established to co-create a Routemap to Zero Avoidable Construction Waste for Jersey. To support this work, the second summit included a presentation from one of the authors of the UK Routemap to Zero Avoidable Construction Waste.

Over the next 12 months, work will continue, with the industry and internal stakeholders, to implement some of the recommendations from the previous summits (and subsequent working groups). A follow up summit has been agreed for September 2024.

| CNR objective | Traffic light colour |
|---|----------------------|
| Reduce emissions from the construction sector in line with international targets. | |

OE3 - Agricultural sector emissions

The CNR committed the Government of Jersey to work with key stakeholders from the agricultural sector to develop and implement a new net-zero Rural Economy Strategy (RES) by 2022. The ambition was to support the agricultural sector to continue to reduce emissions from their activities, and to adapt to the effects of climate change.

The Economic Framework for the Rural Environment was published in May 2022. The framework provides a structure within which Government interventions are directed in an accountable, measured, valued, and reported manner. The framework contributes fully to the delivery of a vibrant and sustainable rural sector, providing employment and economic opportunity, enhancing our natural capital, and maintaining rural life as an integral and valued part of the Island's identity.

The revised Rural Support Scheme (RSS) was launched in January 2023 (implemented through the Economic Framework for the Rural Environment). The scheme provides credits to industry per the Integrated Farm Management Plan (IFM). One aspect of an IFM is a net zero plan, which incentivises agricultural businesses to establish independently reviewed emission reduction plans (for each holding), with a view to establishing accurate baseline data and driving subsequent improvements. There are now 80 businesses on Island that have signed up to this scheme.

The first round of reporting from emissions analysts on individual dairy farms has now been received. This will enable farms to identify the required actions to reduce emissions further. Options may include better handling of slurry and more efficient feeding regimes. Support for technologies, such as slurry-collecting robots, is also available through the Agri-Support Scheme. During the next 12 months, Government will continue to investigate the feasibility of farm-scale Anaerobic Digestion plants. The installation of this technology would both reduce emissions from slurry and feed the energy back into the grid (to accommodate peak demand).

| CNR objective | Traffic light colour |
|---|----------------------|
| Reduce emissions from operational agricultural and aquaculture activities in line with the Rural Economy Strategy and Marine Economy Strategy | |
| Support the Rural Economy Strategy and Marine Economy strategy objectives to be implemented through the Government Plan process 2023-2026 | |

OE4 - Emissions from waste and water management

This policy has been split into two distinct delivery policies.

OE4a – Circular Economy Strategy

The CNR made a commitment to make on-Island solid waste disposal net-zero by 2040 and that to achieve this, a Circular Economy Strategy will be developed by 2025.

Work has commenced on this workstream, in line with the goal to publish the strategy by the end of 2025. Outputs of this will include a revised Solid Waste Strategy ahead of a full Circular Economy Routemap. Work across government departments has begun (to ensure coherence across other government policies) alongside external stakeholder engagement, for example: several workshops with the construction industry on the re-use of materials, and with parishes on recycling.

The CNR included the objective of exploring opportunities for carbon capture from the existing electricity from waste plant. This has not progressed due to the focus being on waste minimisation ahead of the replacement of this facility, which is due between 2030-2040. A decision on the technology of this replacement will be made in line with the commitment to net zero solid waste disposal by 2040.

OE4b – Water Strategy

The CNR made a commitment to prepare a net-zero Water Management Strategy by 2025. Previous climate and population projections have forecast an increasing deficit in terms of our capacity as an Island to meet daily demand over time.

The Minister for Environment confirmed that the delivery of a Water Strategy was a key priority within his term of office. The work programme of the Environment and Climate Team was reprioritised in Spring 2024 to deliver this. The scope for this strategy has now been agreed and the work programme has commenced to deliver the strategy by the end of 2025. This strategy will provide part of the robust technical evidence base to begin to prepare a new draft Island Plan for consideration by the next Minister for the Environment, post elections in mid-2026.

In addition to the consideration of carbon requirements, the Water Strategy will recommend independent short, medium and long-term measures to ensure that Jersey has a sustainable, resilient and well managed water resource to meet the challenges faced now and towards 2050.

| CNR objective | Traffic light colour |
|---|----------------------|
| Circular Economy Strategy will be developed by 2025 | Green |
| High-level specification for a net-zero facility to succeed the current energy from waste plant from 2040 | Green |
| Explore opportunities to carbon capture from the existing electricity from waste plant will begin in 2022 | Yellow |
| Research options for the introduction of commercial waste charges for some activities | Green |
| Produce net-zero Water Management Strategy by 2025 | Green |

OE5 – F-gas emissions

The Carbon Neutral Roadmap makes clear Jersey's intention to seek extension of the UK's compliance with the Kigali Amendment to the Island by 2025. The Kigali Amendment to the Montreal Protocol concerns the need to reduce hydrofluorocarbons (HFCs). Reducing these emissions is important due to the global warming potential of HFCs being much higher than carbon dioxide.

Work is ongoing to develop the framework which will enable the use of the gases to be controlled and reduced.

| CNR objective | Traffic light colour |
|---|----------------------|
| To reduce emissions from F-gases in line with targets set out in the Montreal protocol and amendments that have been extended to Jersey, including the Kigali Amendment | |
| Reduce consumption of HFCs by 85% between 2019 and 2036 | |
| To seek extension of the UK's compliance with the Kigali Amendment to Jersey by 2025 | |

OE6 – Delivering a sustainable finance framework

The Carbon Neutral Roadmap committed the Government 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. The policy has three distinct areas of delivery.

OE6.1 - Sustainable Government of Jersey investment

Establish a Public Finance Sustainable Financing Framework to improve the sustainability of the Government of Jersey's own investment and debt.

- The Investment Strategy includes a responsible investment policy which describes how the States, as responsible stewards of capital, seek to integrate environmental, social, and governance (ESG) considerations into the investment process and engage with underlying portfolio companies to meet our sustainability objectives.
- The States of Jersey employees' pension schemes also follow a similar sustainable investment strategy prepared by the Committee of Management in line with legislation and approved by the Minister for Treasury and Resources.
- These policies are expected to continue to adapt and evolve in this rapidly changing space to ensure we continue to meet our objectives effectively and efficiently.

OE6.2 - Climate finance

Develop options to increase the amount/impact of money the Island provides to support climate mitigation and adaptation measures overseas.

- The CNR commits Jersey to develop a Climate Finance Strategy for the Island by 2025. Under Article 9 of the Paris Agreement, signatories are required to provide financial resources to assist developing countries to mitigate and adapt to climate change. The scoping for this workstream is expected to commence in late 2024.

OE6.3 - Jersey as a sustainable financial centre

Continue to support the Island's finance industry to become a leading sustainable finance centre and support Islanders and local businesses to make informed decisions about how their money is invested. Progress in this area over the last 12 months has included:



- A Government of Jersey-led consultation³ on designing a policy and regulatory framework for sustainable finance in Jersey during March and April 2024. A response paper was published in June 2024, with next steps and an action plan expected in the autumn.
- Continued engagement with industry to understand consumer choice and demand in sustainable products.
- Contribution to the bi-annual UNDP Financial Centres for Sustainability (FC4S) audit, co-ordinated by Jersey Finance Limited (JFL).

Government is working closely with stakeholders across JFL, the JFSC and industry to ensure that the action plan properly reflects the ambition and competency of the Island in relation to its financial services sector.

EN1 – Decarbonising Government of Jersey

The CNR committed to the establishment of a strategic Decarbonisation Unit to support the Government in reducing its operational emissions. The Unit's objective is to develop a roadmap with departmental stakeholders, underpinned by cost-benefit analysis and funding options, to reduce emissions from Government vehicles and buildings and begin the decarbonisation process.

The Decarbonisation Unit was established in 2022, and the following has been achieved to date:

- 81 fleet cars have been replaced with EVs, resulting in an overall emissions reduction of 325,715 kgCO₂e.
- A further 394 diesel vehicles have been converted to biofuels, reducing overall emissions by 888,647 kgCO₂e.
- An e-bike pilot, intended to reduce emissions from office travel, was finalised. The pilot demonstrated the willingness of staff to make business trips by bike instead of by pool car.
- A pilot project converting heating systems on six Government sites from conventional fuel to biofuel was completed. Two further sites are currently being converted. Initial results show a reduction in heating emissions of over 90%.
- An initial cost/benefit modelling and funding requirement analysis to switch Government buildings and vehicles to electric has been completed and will be updated based on the pilot projects.
- A Carbon Literacy Training (CLT) pilot involving 67 employees was carried out in 2023. Now integrated into corporate training, approx. 150 employees have been certified Carbon Literate.
- A sustainability category has been added to the HR staff evaluation system to allow CLT pledges to be logged and other personal / team objectives to be set.
- Further employee engagement has been undertaken by launching an informative Decarb Newsletter and supporting travel to/from work with cycling initiatives such as Love to Ride and bike maintenance workshops.
- Regular environmental volunteering opportunities have been set up in line with requests from employees to undertake more voluntary activities.
- To further align Government activity, changes to the Public Finances Manual and business case process have been made to incorporate decarbonisation into decision-making.

Over the next 12 months the following is planned:

- Further improvements will be made to sustainability reporting to ensure closer alignment with international reporting standards.

³ [Sustainable Finance In Jersey \(gov.je\)](https://www.gov.je/sustainable-finance)

- A Government decarbonisation strategy and delivery plan for 2025-2030 will be drawn up. This will set out a series of actions to show how the Government plans to reach its carbon neutral target by 2030.

| CNR objective | Traffic light colour |
|---|----------------------|
| To decarbonise Government of Jersey in line with the emissions trajectory set in strategic policy 1 | Green |
| To set up a strategic decarbonisation unit, in 2022 | Green |
| To produce a detailed costed action plan by end of 2022 that identifies the emissions reduction actions required across the Government of Jersey property portfolio, activities, services and materials procurement | Green |
| To identify the long-term costs and benefits of decarbonisation to government by end of 2022. | Green |
| To deliver an initial programme of actions to begin to decarbonise government operations by end of 2025 | Green |
| To run a six-month pilot programme through the estate management strategy building condition survey in 2022 to identify highest emission properties and develop a programme of emissions reductions | Green |
| All public buildings to display Energy Performance Certificate by 2025. | Yellow |

EN2 – Create a Carbon Neutral Network

The CNR committed the Government to establishing a Carbon Neutral Network by 2023 and to overseeing the distribution of £100,000-£200,000 per year of grant funding to decarbonisation projects across the local community from 2023 onward.

Supporting businesses and organisations to decarbonise their activities:

- Peer-to-peer networking and best practice sharing. The eco active business network has been expanded to include quarterly breakfast networking sessions and monthly training opportunities.
- Certified Carbon Literacy Training is being offered to businesses, with 89 people undertaking Carbon Literacy Training.

Supporting and providing funding for community decarbonisation projects:

- Two events have been held for organisations involved in the circular economy.
- Work has begun supporting faith groups and sporting organisations. These will be a focus of 2024.
- Carbon Literacy training has been delivered to voluntary organisations as well as businesses; bespoke courses to be developed.
- Work is ongoing to establish the decarbonisation impact fund.

| CNR objective | Traffic light colour |
|--|----------------------|
| Establish a Carbon Neutral Network by 2023 | Green |
| Oversee the distribution of £100,000-£200,000 per year of grant funding to decarbonisation projects across the local community from 2023 onwards | Yellow |



EN3 – Developing supply chains and on-Island skills for a sustainable economy

This policy has been split into two distinct areas of delivery.

EN3a – Supply Chains

The CNR committed the Government to support the development of low carbon and sustainable supply chains, developing a local market supply chain for low-carbon goods and services by the end of 2024 and linking this to Government of Jersey procurement policies.

To meet the Government's commitment to sustainable wellbeing through ethical and sustainable commercial activity, and where social value is included as part of the procurement process, suppliers are asked for information on their environmental practices and adoption of policies designed to reduce carbon emissions. The subsequent response is evaluated during the tender process, with greater weighting given to those suppliers who share these values.

Work is ongoing on this policy, and it overlaps with the delivery of several other policies (including the electric vehicle purchase incentive, the low carbon heating incentive and decarbonising government). The product specification and standards of workmanship that are being demanded of suppliers also support the development of the local supply chains.

EN3b – Green skills

The CNR committed the Government to developing on-Island green skills.

Work in this area has been prioritised, in the first instance, to support the delivery of the incentive schemes. For example, a Contractor Quality Scheme has been developed, and launched, for local installers of low carbon heating equipment, such as heat pumps. As part of this, officers have worked closely with Highlands to ensure that local contractors were able to complete the required training courses on-Island on heating system design and heat pump installation. Since October 2023, one installation and two design courses have been provided through Highlands College, with 11 candidates passing the design courses and 12 completing the installation course.

The eco active business network continues to provide training and networking opportunities. Carbon Literacy Training has been developed for the Island and has been rolled out to Government of Jersey staff as well as members of the eco active business network. So far, 89 people from businesses registered with the eco active business network have completed training. Internally, 150 Government employees have completed Carbon Literacy Training, with sessions scheduled every six weeks until the end of 2024.

Green skills have now been incorporated into a broader work programme by Skills Jersey. Several workshops have been held to understand the skills gaps faced locally, including sessions with the construction/heating sector, energy suppliers and the Jersey Association of Sustainability Practitioners. Work will continue to produce a green skills gap assessment and to develop an overarching plan for filling those skills gaps by the end of 2024.



| CNR objective | Traffic light colour |
|--|----------------------|
| Identify skills base for low-carbon services and goods including a gap analysis by mid-2023 | Green |
| Begin to identify and build on existing good practice e.g., Highlands College electric vehicle course by mid-2022 | Green |
| Develop a plan for filling the skills gaps by the end of 2023 | Yellow |
| Develop a local market supply chain for low-carbon goods and services by end of 2024 and link this to Government of Jersey procurement policies. | Yellow |

EN4 – Delivering the COP26 education pledge

The CNR committed the Government to deliver the COP26 education pledge by embedding high quality climate education into education and training.

There has been plenty of progress to date, including:

- CYPES identified a Curriculum Manager to lead on the policy and the pledge.
- A review was carried out across key stages in 2022 by CYPES and the Climate Change Engagement team. A recommendations report was produced by CYPES.
- Good practice and recommendations were shared by the Curriculum Manager to schools and eco leads. This was presented to the Minister for Children and Education as well as the Assistant Minister for the Environment with responsibility for Energy and Climate Change. One of the key recommendations was to appoint an Officer to lead on the delivery of the COP26 education pledge objectives.
- A Climate Change Education Policy Officer was recruited in September 2023, following the recommendations of the curriculum review.
- The COP26 Environmental Educators Forum has been re-established and meets termly. This forum brings together local organisations to support schools in delivering environmental education.
- The COP26 Educators Group has been re-established and also meets termly, bringing together eco and sustainability leads from all schools, including the home educators' network. The purpose is to facilitate sharing best practice, understanding barriers and developing and disseminating climate education resources.
- Highlands College's Sustainability Roadmap has been redesigned to reflect Jersey's specific context and a student sustainability group has been established. The Climate Change Education Policy Officer is actively supporting its implementation for the remainder of the academic year, collaborating with the staff and student sustainability group.
- Several events focused on engaging young people with climate change have been held. These include an event for GCSE Geography students and a session at the Youth Service Curriculum Launch.
- New resources have been developed to support climate education, including a resource for Plastic Free July and an 'environmental resource guide' to help teachers adapt existing materials to Jersey's specific context.
- The development of key training plans and curriculum resources are an ongoing aspect of delivery.

Work is well underway concerning the future of this policy, namely:

- The Climate Change Education Policy Officer will continue researching best practices for embedding climate education into the curriculum.
- A Youth Climate Change Summit will be organised in collaboration with young people for secondary school eco teams.



- The ‘Climate Change in Schools’ Government webpages will be developed to become a robust resource for teachers, aiding in their delivery of climate education.
- A comprehensive CPD training course will be developed to support educators in delivering environmental education.
- A collaborative curriculum review will be conducted with young people, the COP26 Forum, and the COP26 Educators group to identify opportunities for integrating climate change education into the curriculum.
- Efforts will continue to develop and enhance resources to support educators in providing high-quality climate education.

| CNR objective | Traffic light colour |
|--|----------------------|
| Carry out an education review regarding the quality and effectiveness of climate change education across all educational settings at all key stages by July 2022 | Green |
| Share the best practice and recommendations with schools via Jersey Curriculum Council, Headteachers and ECO leads by October 2022 | Green |
| Identify key training resources required to support teaching and learning. Create the plan to address these by October 2022 | Green |
| Develop a training plan based on needs and share this with schools by December 2022 | Green |
| Appoint a Climate Curriculum Lead on a secondment by April 2023. | Green |

EN5 – Blue Carbon, biodiversity and sequestration

Blue Carbon

The CNR committed to promoting Jersey as a centre of excellence for blue carbon sequestration, with an ambition to double the extent of seagrass beds and recognise that tackling the climate emergency by using nature-based solutions that also address the biodiversity crisis provides multiple benefits for our land, air and sea. It also committed to completing further research and policy development to better understand the role natural sequestration could play in Jersey’s journey to carbon neutrality.

Following the publication of Jersey’s Phase I Blue Carbon report, the University of Plymouth was engaged to deliver a Phase II study of intertidal and shallow benthic sediments. This report is in the form of a scientific paper currently in review for publication. Phase III of the Blue Carbon project is underway with research in partnership with Exeter university and the CONVEX seascape project, coordinated by a local PhD candidate. Coring work of marine sediments and associated benthic surveys will be carried out in June 2024 with reporting to follow in 2025.

The Marine Spatial Plan (MSP) advises the island plan on the regulatory and consenting frameworks to manage marine activity and to support blue carbon sequestration. The MSP has been through two rounds of public consultation. A proposition was lodged on the 19th July 2024 (P.44/2024) for debate in the States Assembly. This is due to take place in Autumn 2024, after the MSP is reviewed by Scrutiny.

Sequestration

Work will commence on the development of a carbon sequestration framework in the next 6 months.



Biodiversity

Areas at Les Minquiers and Les Ecréhous have been designated as Areas of Special Protection, where terns have returned to breed this year. An officer has been employed to support the Wildlife Law, for which a licensing framework has been created and scoping work undertaken (with a view to placing the administration and issue of licences online). A review of the process to list Protected Trees under the Planning and Building (Jersey) Law 2002 is also underway.

A draft Bio Security Framework has been delivered, with a final version due to be completed by the end of 2024. A Risk Assessment of Established Non-Native Species in the Channel Islands is complete, and Jersey and Guernsey colleagues are working to deliver a 'Biosecure Bailiwick'. Species that have been profiled as at local risk have been added to the Wildlife Law. Action has been taken against Asian Hornets, Japanese knotweed, Nutrias (Coypus), Terrapins and Purple Dew plants. The Biosecurity Team will continue a Management Feasibility Study for each of the highest risk species, incorporating socio-economic factors which will strongly influence whether eradication of the species is feasible, or if a long-term, site-specific approach is better.

The Air Quality Reference site is being relocated alongside the procurement of an accurate particle analyser to provide a robust and flexible monitoring hub to support the wider air quality work and sensor network. Currently, there are 11 sensors collecting baseline data at various urban locations.

| CNR objective | Traffic light colour |
|---|----------------------|
| Complete further research and policy development to better understand the role natural sequestration could play in Jersey's journey to carbon neutrality: a. Develop a Carbon Sequestration Framework, including consultation, by end of 2023, | Yellow |
| b. Develop a Marine Spatial Plan by end of 2023 that provides the regulatory and consenting frameworks to manage marine activity to support blue carbon sequestration. | Green |
| Protect Jersey's existing carbon sinks to prevent stored greenhouse gases from being emitted back into the atmosphere and safeguard the estimated 60,000 tonnes of carbon dioxide sequestered annually. Maximise co-benefits for biodiversity where possible. | Green |
| If considered plausible, increase the level of greenhouse gas emissions sequestered by Jersey's natural resources, as reported within the UKs international greenhouse gas inventory. Nature-based solutions should be used, and biodiversity co-benefits maximised where possible. | Yellow |

EN6 – Carbon offset purchasing strategy

The CNR makes the commitment to develop a carbon offset purchasing strategy to be consulted on and published in 2025. A decision on the purchasing of carbon offsets will be taken no later than 2028. Work on this is planned to commence in Q1 2025.

| CNR objective | Traffic light colour |
|---|----------------------|
| A carbon offset purchasing strategy will be developed, consulted on, and published in 2025 | Green |
| A decision on the Island's carbon offset purchasing strategy will be taken no later than 2028 | Green |



Additional Policy - Offshore Wind

The Council of Ministers, on 20 June 2023, endorsed the development of offshore wind energy generation in Jersey's waters. The potential of utility scale offshore wind generation for Jersey has been recognised for many years and is reflected as a strategic opportunity in a number of adopted plans, including the Carbon Neutral Roadmap and Bridging Island Plan.

In April 2024, the States Assembly approved (by 40 votes to 1) the proposition⁴ to further investigate the opportunity to develop an offshore wind farm, of up to 1,000MW, in the southwest of Jersey's territorial waters. This followed the public consultation⁵, which ran from November 2023 to February 2024, to help States Members understand the current views of Islanders.

The next step will be to bring forward draft consenting legislation for a wind farm. Ministers are committed to the overriding principle of environmental protection, alongside any decision that might be taken to pursue offshore wind. The Council of Ministers has committed to returning to the States Assembly to set out their objectives for the project, and seek support to open a commercial leasing round, potentially before the end of 2025. This will be the point at which it is decided if, and how, Jersey might proceed with the development of an offshore wind farm.

Whilst this project was not proposed within the CNR, an update has been provided in recognition that the offshore wind project continues to develop in alignment with the objectives of the CNR.

Next Steps

Following the approval of P.117/2022, the States Assembly is due to receive the first report from Jersey's independent Climate Council in early 2026, prior to the general election. Work to establish the Climate Council will commence in Q4 2024. The Council's report will evaluate the Government of Jersey's progress in implementing the CNR during the 2022 - 2025 delivery period.

The CNR stipulates that, "an updated delivery plan be set out at the start of each new term of government." Accordingly, proposals for the second CNR delivery plan will be brought forward in 2026 for the new States Assembly to consider, alongside the Climate Council's findings and recommendations. To ensure alignment between the CNR and Climate Council cycles, 2026 will be treated as a continuation year for the first CNR delivery plan, with the second CNR delivery plan running from 2027 - 2030.

Proposals for the second CNR delivery period and accompanying net zero financing strategy are now under development. These will include additional sources of revenue and details of the policies prioritised for delivery.

August 2024

⁴ [p.82-2023.pdf \(gov.je\)](#)

⁵ [Offshore Wind consultation \(gov.je\)](#)