

Corporate Services Scrutiny Panel - Proposed Government Plan 2024 – 2027 Review

Written Submission – EVie – 5th November 2022

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Response to specific questions detailed below -

1. Increasing duties on fuels by indexing it to the growth of the Retail Price Index (RPI) of 10,9%.

no comment

2. Reducing fuel duty on specific biofuels to support the transition to greener transportation.

While this initiative to reduce fuel duty on specific biofuels is commendable and supports the transition to lower-carbon fuels, it should be integrated within a comprehensive package of incentives. This package must consistently champion the transition to zero-emissions alternatives. It is crucial that such measures are not seen as mere quick fixes that could potentially decelerate overall progress towards greener transportation.

3. Increasing Vehicle Emissions Duty charges for nearly all vehicles.

This measure to increase Vehicle Emissions Duty charges for nearly all vehicles is a positive step towards incentivising the transition away from high-emission vehicles. However, it would be prudent to undertake a review of the duty's parameters to also take into account the size and mass of vehicles. Prioritising the reversal of the trend towards larger and heavier vehicles is essential. Such vehicles are inherently less efficient, exacerbate traffic congestion, diminish safety for other road users, and impose greater costs on road infrastructure maintenance. A more comprehensive approach could enhance the effectiveness of this policy in achieving our environmental goals.

4. Subjecting certain electric and hybrid vehicles to a Vehicle Emissions Duty charge in support of fairer tax contributions for all emitting vehicles.

Any vehicle that relies predominantly on combustion for propulsion should rightly be included within the Vehicle Emissions Duty framework. However, at this juncture, imposing such a duty on battery electric vehicles (BEVs) would appear to be counterproductive in relation to the Government's long-term ambitions for carbon neutrality and achieving net zero targets. Levying VED on BEVs at this stage could potentially inhibit the encouraging progress made thus far. It is imperative to carefully balance fair tax contributions with strategic incentives to support the widespread adoption of truly emission-free transportation options.

5. The impact of the Government Plan proposals on the Climate Emergency Fund, Jersey Car Parking Trading Fund and Jersey Fleet Management Trading Fund.

The escalation in fuel duty, with the explicit commitment to earmark 9p from every litre for the Climate Emergency Fund, is a commendable move. It is imperative that this ring-fenced funding is utilised to directly facilitate islanders' transition to more sustainable mobility solutions. There should be a visible correlation between the contributions made and the benefits received. Priority should be given to funding shared active transport services and the necessary upgrades to routes, positioning these as a public service. This approach could deliver a degree of interconnectedness and accessibility that surpasses what is achievable through traditional public transport systems alone.