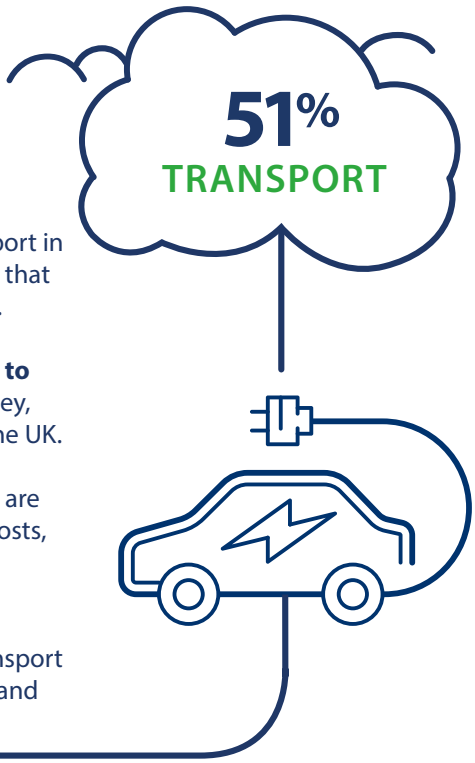
CLIMATE ASSEMBLY SESSION:

Key emission source - transport

JERSEY ELECTRICITY SUBMISSION PAPER:

Our drive to zero carbon



- **Transport accounts for 51% of Jersey's overall carbon emissions.** Road transport in particular, is a huge carbon reduction opportunity in a jurisdiction such as Jersey that already benefits from a low-carbon electricity supply and short driving distances.
- **Recent research shows average 'lifecycle' emissions from electric cars are up to 70% lower than petrol cars** in countries like Sweden and France where, like Jersey, most electricity comes from renewables and nuclear, and around **30%** lower in the UK.
- **Electric cars have an overall efficiency of around 80%** where petrol and diesel are around **15%** efficient. So, going electric reduces energy consumption, running costs, noise and emissions at the same time.
- **Of course, there should also be a significant focus on getting people out of personal vehicles completely** – walking, cycling and using public or shared transport but there will still be a need for some electric cars (such as transporting children and shopping and travelling during poor weather or at night).

Electric transport improves health

The World Health Organisation calculates air pollution is responsible for seven million premature deaths a year

- **As well as helping to reduce carbon, the electrification of road transport would also benefit our health.** The World Health Organisation calculates air pollution is responsible for seven million premature deaths a year largely because of increased mortality from stroke, heart disease, chronic obstructive pulmonary disease, lung cancer and acute respiratory infections.
- In it's Framework for a Sustainable Transport System 2020-2030, published at the start of 2020, the Government of Jersey said: 'The 2013 [Air Quality Monitoring in Jersey] report concluded that air quality in Jersey was generally good. **Nevertheless, the greatest proportion of air pollution in Jersey is from road traffic emissions.** This problem is seen most in rush-hour where there is congestion or where cars are idling, for example around schools at drop-off and pick-up times.'
- **Jersey Electricity has taken great strides to encourage electric transport by establishing a public charging infrastructure without Government subsidy** as well as helping organisations such as Jersey Post and Jersey Police to electrify and decarbonise their fleets. As demand for EV charging increases we are ready to invest in more chargers and at a faster rate but at the moment, public charging infrastructure is greatly under-utilised.
- **We are also developing domestic charging products** and services to encourage home overnight charging on separate tariffs when there is lots of spare network capacity and power prices are lower.

Policies to speed transition

- **Progress on EV uptake is currently slow. Of Jersey's 126,000 registered vehicles, only 1.4% are ultra-low emission.** This is well below the Government target of 10% by 2020 set out in the 2014 Energy Plan. We would need 11,000 a year to convert every year to meet the 2030 carbon neutral target. At the current rate (263 last year) it would take 376 years.

- We need policies that will positively influence car buying behaviour in favour of zero or ultra-low emission vehicles. This could include, for example, vehicle scrappage, grant support, GST exemptions and vehicle emission charges. We also need a clear commitment from Government on when fossil fuel powered vehicles will be banned as has been done in many other countries. The consequence of not doing so risks Jersey becoming a 'dumping ground' for second hand fossil fuel vehicles that have no residual value elsewhere.

- **Jersey could reduce transport emissions further by:**

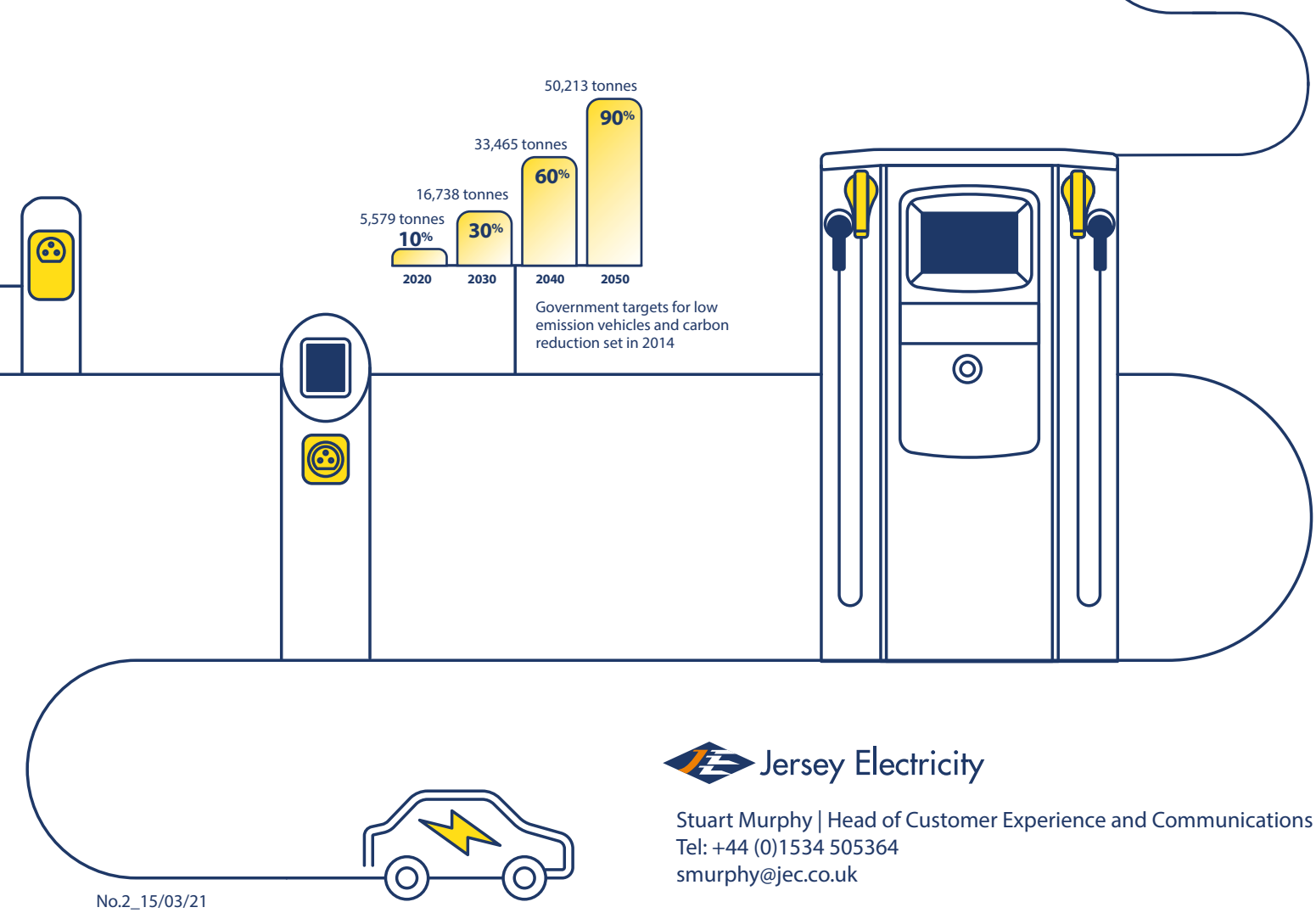
    - Building on the lockdown cycling boom (using both conventional and electric bikes) by investing in a more ambitious off-road cycle network.

    - Converting selected green roads to prioritise walkers and cyclists over cars (e.g. 'purple cycle roads'). We would be open to funding charging infrastructure on these trails as needed for e-mobility, bike storage etc.

    - Electrifying the public bus fleet and consider extending the service using 'hub-and-spoke' system that connects smaller bus routes to larger ones to reduce car ownership, congestion and pollution.

    - Support the continued development of e-car clubs to allow users to rent EVs on the street which would also reduce space needed for parking (allowing for more homes and recreational space).

- With our experience, market knowledge and resources, Jersey Electricity would be happy to share our expertise and be part of any process to develop ideas and help produce practical plans.



Jersey Electricity

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