**WRITTEN QUESTION TO THE MINISTER FOR TREASURY AND RESOURCES
BY DEPUTY H.L. JEUNE OF ST. JOHN, ST. LAWRENCE AND TRINITY
QUESTION SUBMITTED ON TUESDAY 7th MAY 2024
ANSWER TO BE TABLED ON WEDNESDAY 15th MAY 2024**

Question

"Will the Minister provide details on the Vehicle Emissions Duty (VED) income collected per annum for the period 2021 to 2023 and during 2024 to date, and confirm how much income has been transferred into the Climate Emergency Fund (CEF), broken down by vehicle type?"

Answer

Total VED revenue is included in the States of Jersey annual accounts; these figures are restated here with revenue for Q1 2024.

Year	VED collected (£000)
2021	2,511
2022	2,416
2023	3,083
Q1 2024	749

VED began being hypothecated into the CEF in April 2022. The amount of VED transferred into the CEF is the difference between VED rates prior to the establishment of the CEF and updated VED rates. The remainder goes into the General Reserves. The table sets out the amount transferred into the CEF by VED band.

Band	2022 (£)			2023 (£)				2024 (£)
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
501cc – 1400cc	<100	<100	100	<100	250	180	120	161
1401cc – 1800cc	110	190	<100	<100	100	<100	<100	<100
1801cc – 2000cc	3,560	3,840	<100	<100	120	<100	190	330
2001cc – 2500cc	3,340	4,320	1,380	400	890	590	300	200
2501cc – 3000cc	4,470	4,570	650	1,300	-	330	1,300	1,600
3001cc – 3500cc	6,590	18,440	1,290	330	330	980	-	-
<3500cc	76,630	94,420	-	4,100	1,370	53,370	2,740	1,370
CO_2 51-75gm/km	110	150	<100	<100	<100	<100	<100	<100

CO2 76-100gm/km	<100	<100	<100	<100	190	900	120	<100
CO2 101-125gm/km	<100	120	2,520	3,260	5,190	2,950	3,100	3,390
CO2 126-150gm/km	200	690	3,830	5,050	7,300	2,690	4,970	5,100
CO2 151-175gm/km	330	980	5,900	5,330	5,620	2,090	5,230	4,950
CO2 176-200gm/km	600	1,210	17,120	8,560	11,860	42,150	11,860	11,860
<CO2 201gm/km	2,740	8,210	97,160	98,530	84,840	4,100	69,790	64,320
Total	**98,800**	**137,270**	**130,210**	**127,200**	**118,080**	**110,540**	**99,850**	**93,507**

All figures rounded to nearest £10. Figures may not sum due to rounding.