

## DEPARTMENT FOR INFRASTRUCTURE

### SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

The purpose of this form is to help you to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out, or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise, and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

Further advice on completion of this form and the screening process including relevant contact information can be accessed via the Department for Infrastructure (DfI) Intranet site.

### HUMAN RIGHTS ACT

When considering the impact of this policy you should also consider if there would be any Human Rights implications. Guidance is at:

- <https://www.executiveoffice-ni.gov.uk/articles/human-rights-and-public-authorities>

Should this be appropriate you will need to complete a Human Rights Impact Assessment. A template is at:

- <https://www.executiveoffice-ni.gov.uk/publications/human-rights-impact-assessment-proforma>

**Don't forget to Rural Proof.**

## Part 1. Policy scoping

The first stage of the screening process involves scoping the policy under consideration. The purpose of policy scoping is to help prepare the background and context and set out the aims and objectives for the policy, being screened. At this stage, scoping the policy will help identify potential constraints as well as opportunities and will help the policy maker work through the screening process on a step-by-step basis.

Public authorities should remember that the Section 75 statutory duties apply to internal policies (relating to people who work for the authority), as well as external policies (relating to those who are, or could be, served by the authority).

### Information about the policy

Name of the policy

Vehicle Emissions Trading Scheme Amendment Order 2024

Is this an existing, revised or a new policy?

New policy for NI, consulted on across the UK in 2023.

What is it trying to achieve? (intended aims/outcomes)

The key objective of this policy is to deliver substantial carbon savings, enabling the UK to transition to a zero-carbon economy by 2050, and supporting our industry in this transition. This will be achieved by increasing the share of new vehicle sales made up by zero emission vehicles. The policy requires manufacturers of cars and vans to sell a percentage of new vehicles as zero emission. This changes year on year up to 80% in 2030.

Are there any Section 75 categories which might be expected to benefit from the intended policy?

If so, explain how.

Everyone will benefit due to meeting Climate Change targets for CO2 emissions.

Who initiated or wrote the policy?

The policy is a UK wide policy jointly written by Scottish Gov, Welsh Gov, Department for Transport, and DfI.

Who owns and who implements the policy?

The legislation will be an Order in Council under the Westminster process and will be concurrently implemented across the UK from 01/01/2025.

## Background

In March 2022, the Northern Ireland Assembly passed the Climate Change Act (Northern Ireland) 2022, committing the region to net zero Greenhouse Gas emissions by 2050.

Net zero means not adding to the amount of greenhouse gases in the atmosphere. Achieving it means reducing emissions as much as possible, as well as balancing out any that remain by removing an equivalent amount - by planting more trees for example.

Greenhouse gases like carbon dioxide (CO<sub>2</sub>) are released from burning oil, gas and coal at home, in factories and transport. Methane is produced through farming and landfill. These gases increase the global temperature.

Climate change is an issue that affects everyone in Northern Ireland and requires people both at a global and local level to take action to ensure our environmental footprint becomes less significant.

The Department for Infrastructure is undertaking a range of actions to deliver substantial carbon savings i.e. reduce transport-produced carbon and provide support to the local transport sector by putting in place this policy - the Vehicle Emissions Trading (VET) Schemes Order 2024.

The key objective of this policy is to enable the NI to move to a zero-carbon economy by 2050 and support the vehicle industry in this move. This will be achieved by increasing the share of new vehicle sales made up by zero emission vehicles. The VET scheme sets sales targets for vehicle manufacturers in relation to the percentage of new zero emission vehicles they will have to sell. Certainty over zero emission vehicle uptake in Northern Ireland also helps to build the case for investment in the wider zero emission auto sector and economic ecosystem.

The legislation will set targets, requiring an increasing percentage of manufacturer's new car or van sales be zero emission each year. The aim of Vehicle Emissions Trading Schemes (Amendment) Order 2024 is to bring Northern Ireland into the scheme and thus encourage the sale of increasing numbers of zero emission vehicles within Northern Ireland.

Our natural environment is one of our most important assets. This contributes to our prosperity and well-being in numerous ways. It provides the essential services for our life and work, from the air we breathe, the food we eat and the water we drink, to the resources for our infrastructure and built environment. Clean environment means clear air and water, more sustainable land use, improved habitats and greater biodiversity.

## Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision? **None**

If yes, are they (please delete as appropriate)

financial

legislative

other, please specify \_\_\_\_\_

## Main stakeholders affected

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon? (please delete as appropriate)

Car manufacturers / industry

NI public in purchasing Zero emission cars and/or benefiting from cleaner air in the future.

Other policies with a bearing on this policy -

- what are they?

Climate Change Act 2008

- who owns them?

UK Government

## Available evidence

Evidence to help inform the screening process may take many forms. Public authorities should ensure that their screening decision is informed by relevant data. The Commission has produced this guide to [signpost to S75 data](#).

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

### **Religious belief** evidence / information:

These regulations do not directly affect specific section 75 categories, as they place requirements on car manufacturers, as opposed to households. However, households will be affected indirectly, as the regulations are expected to increase the average upfront cost of purchasing new vehicles while also reduce the running and maintenance costs of those vehicles.

Our cost-of-living analysis indicates that over the lifetime of vehicles there are likely to be large savings to vehicle owners from the move to electric vehicles. Furthermore, it shows that average first owners are likely to receive savings over a 5-year ownership period from 2025 onwards, and these savings are likely to be even larger for second owners.

Net cost savings are expected to increase over time, as the cost of ZEVs and non-ZEVs converge with increased uptake and technological advancement. Therefore, although groups which are currently identified as having below average income and savings may face barriers to purchasing ZEVs on the first-hand market in the short-term, in the longer term and on the resale market these barriers will be significantly lower.

There are health benefits from a clean environment as this results in clear air and water for all citizens. It will see a more sustainable use of land, improved habitats and greater biodiversity.

In regard to car salesroom owners there could be an initial financial impact, however as vehicle manufacturers are bound to the VETS legislation in GB, it will be a benefit to implement in NI so there will be parity across the industry and market.

### **Political Opinion** evidence / information:

As for religious belief above. Driving ZEVs should deliver a similar experience to the status quo – not disproportionately impacting individuals in any age group, especially as the second-hand market grows.

**Racial Group** evidence / information:

As for religious belief above. Driving ZEVs should deliver a similar experience to the status quo – not disproportionately impacting individuals in any age group, especially as the second hand market grows.

**Age** evidence / information:

As for religious belief above. Driving ZEVs should deliver a similar experience to the status quo – not disproportionately impacting individuals in any age group, especially as the second-hand market grows.

**Marital Status** evidence / information:

As for religious belief above. Driving ZEVs should deliver a similar experience to the status quo – not disproportionately impacting individuals in any age group, especially as the second-hand market grows.

**Sexual Orientation** evidence / information:

Due to similarities in income distributions of these groups, it's unlikely the policy will affect the large majority of households in materially different ways. As for Religious Belief above.

**Men & Women generally** evidence / information:

As for Religious Belief above.

Driving ZEVs should deliver a similar experience to the status quo – not disproportionately impacting individuals in any age group, especially as the second-hand market grows.

**Disability** evidence / information:

As for Religious Belief above.

Potential impact on supply of wheelchair-accessible vehicles (WAV). As a mitigation to the cost of ZE WAVS, additional credits will be on offer, incentivising wheelchair assessable vehicles to be produced and sold to ensure they are readily available and cheaper for individuals in society with a disability.

[Low-emission vehicles eligible for a plug-in grant: Wheelchair accessible vehicles - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

**Dependants** evidence / information:

As for Religious Belief above. Driving ZEVs should deliver a similar experience

to the status quo – not disproportionately impacting individuals in any age group, especially as the second-hand market grows.

## **Needs, experiences and priorities**

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision?

Specify details of the needs, experiences and priorities for each of the Section 75 categories below:

### **Religious belief**

All sections are impacted by climate change. This policy will benefit all sections by assisting Northern Ireland to meet climate change targets and lowering CO2 emissions.

### **Political Opinion**

As for religious belief.

### **Racial Group**

As for religious belief

### **Age**

As for religious belief.

### **Marital status**

As for religious belief.

### **Sexual orientation**

As for religious belief.

### **Men and Women Generally**

As for religious belief.

### **Disability**

As for religious belief Also benefited over long term as zero emission vehicles will help meet carbon targets, lowering air pollution and providing clearer air for those living with respiratory illnesses and disease.

### **Dependants**

As for religious belief.



## **Part 2. Screening questions**

### **Introduction**

In making a decision as to whether or not there is a need to carry out an equality impact assessment, the public authority should consider its answers to the questions 1-4 which are given on pages 66-68 of this Guide.

If the public authority's conclusion is **none** in respect of all of the Section 75 equality of opportunity and/or good relations categories, then the public authority may decide to screen the policy out. If a policy is 'screened out' as having no relevance to equality of opportunity or good relations, a public authority should give details of the reasons for the decision taken.

If the public authority's conclusion is **major** in respect of one or more of the Section 75 equality of opportunity and/or good relations categories, then consideration should be given to subjecting the policy to the equality impact assessment procedure.

If the public authority's conclusion is **minor** in respect of one or more of the Section 75 equality categories and/or good relations categories, then consideration should still be given to proceeding with an equality impact assessment, or to:

- measures to mitigate the adverse impact; or
- the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

### **In favour of a 'major' impact**

- a) The policy is significant in terms of its strategic importance;
- b) Potential equality impacts are unknown, because, for example, there is insufficient data upon which to make an assessment or because they are complex, and it would be appropriate to conduct an equality impact assessment in order to better assess them;
- c) Potential equality and/or good relations impacts are likely to be adverse or are likely to be experienced disproportionately by groups of people including those who are marginalised or disadvantaged;
- d) Further assessment offers a valuable way to examine the evidence and develop recommendations in respect of a policy about which there are concerns amongst affected individuals and representative groups, for example in respect of multiple identities;
- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

### **In favour of 'minor' impact**

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;

- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity and/or good relations.

**In favour of none**

- a) The policy has no relevance to equality of opportunity or good relations.
- b) The policy is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity or good relations for people within the equality and good relations categories.

Taking into account the evidence presented above, consider and comment on the likely impact on equality of opportunity and good relations for those affected by this policy, in any way, for each of the equality and good relations categories, by applying the screening questions given overleaf and indicate the level of impact on the group i.e. minor, major or none.

## Screening questions

1. **What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories?**

Please provide details of the likely policy impacts and determine the level of impact for each S75 categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief**: The VET scheme introduces a number of actions including sales targets for local vehicle manufacturers in relation to the percentage of new zero emission vehicles they will have to sell. It is unlikely to impact on equality of opportunity.

What is the level of impact? **None**

Details of the likely policy impacts on **Political Opinion**: As for religious belief.

What is the level of impact? **None**

Details of the likely policy impacts on **Racial Group**: As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Age**: As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Marital Status**: As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Sexual Orientation** As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Men and Women**: As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Disability**: As for religious belief

What is the level of impact? **None.**

Details of the likely policy impacts on **Dependants** As for religious belief

What is the level of impact? **None.**

**2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories? No**

Detail opportunities of how this policy could promote equality of opportunity for people within each of the Section 75 Categories below:

**Religious Belief** - If Yes, provide details:

If No, provide reasons: This is Legislation to offset CO<sub>2</sub> emissions within the automobile industry. It is unlikely to promote equality of opportunity.

**Political Opinion** - If Yes, provide details:

If No, provide reasons: As above.

**Racial Group** - If Yes, provide details:

If No, provide reasons: As above.

**Age** - If Yes, provide details:

If No, provide reasons: As above.

**Marital Status** - If Yes, provide details:

If No, provide reasons: As above.

**Sexual Orientation** - If Yes, provide details:

If No, provide reasons: As above. As above.

**Men and Women generally** - If Yes, provide details:

If No, provide reasons: As above.

**Disability** - If Yes, provide details:

If No, provide reasons: As above.

**Dependants** - If Yes, provide details:

If No, provide reasons: As above.

**3. To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?**

Please provide details of the likely policy impact and determine the level of impact for each of the categories below i.e. either minor, major or none.

Details of the likely policy impacts on **Religious belief**: The VET scheme introduces a number of actions including sales targets for local vehicle manufacturers in relation to the percentage of new zero emission vehicles they will have to sell. It is unlikely to impact on good relations.

What is the level of impact? None

Details of the likely policy impacts on **Political Opinion**: As above.

What is the level of impact? None

Details of the likely policy impacts on **Racial Group**: *As above*  
What is the level of impact? *None*

**4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group? *No***

Detail opportunities of how this policy could better promote good relations for people within each of the Section 75 Categories below:

**Religious Belief** - If Yes, provide details:

If No, provide reasons: *This is Legislation to offset CO2 emissions within the automobile industry. It is unlikely to impact to provide opportunities to better promote good relations.*

**Political Opinion** - If Yes, provide details:

If No, provide reasons: *As above.*

**Racial Group** - If Yes, provide details:

If No, provide reasons: *As above.*

## **Additional considerations**

### **Multiple identity**

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities?

*(For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).*

All citizens belong to more than one section 75 category therefore any impact for one could impact others.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned. None identified.

### **Part 3. Screening decision**

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

The evidence does not show adverse impacts on any section 75 group by introducing this policy. This is legislation for Vehicle Emissions Trading Schemes to offset CO2 emissions within the automobile industry and aims to support the UK government's commitment to zero carbon emissions . Due to this, an EQIA is not needed.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced - please provide details.

N/A

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

All public authorities' equality schemes must state the authority's arrangements for assessing and consulting on the likely impact of policies adopted or proposed to be adopted by the authority on the promotion of equality of opportunity. The Commission recommends screening and equality impact assessment as the tools to be utilised for such assessments. Further advice on equality impact assessment may be found in a separate Commission publication: Practical Guidance on Equality Impact Assessment.

## Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed, or an alternative policy introduced to better promote equality of opportunity and/or good relations?

If so, **give the reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

No mitigation.



## Timetabling and prioritising

Factors to be considered in timetabling and prioritising policies for equality impact assessment.

If the policy has been '**screened in**' for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1-3, with 1 being the lowest priority and 3 being the highest, assess the policy in terms of its priority for equality impact assessment.

**Priority criterion** [Author pick 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations	<b>Rating 1, 2 or 3</b>
Social need	<b>Rating 1, 2 or 3</b>
Effect on people's daily lives	<b>Rating 1, 2 or 3</b>
Relevance to a public authority's functions	<b>Rating 1, 2 or 3</b>

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for equality impact assessment. This list of priorities will assist the public authority in timetabling. Details of the Public Authority's Equality Impact Assessment Timetable should be included in the quarterly Screening Report.

Is the policy affected by timetables established by other relevant public authorities?

If yes, please provide details.

## **Part 4. Monitoring**

Public authorities should consider the guidance contained in the Commission's Monitoring Guidance for Use by Public Authorities (July 2007).

The Commission recommends that where the policy has been amended or an alternative policy introduced, the public authority should monitor more broadly than for adverse impact (See Benefits, P.9-10, paras 2.13 – 2.20 of the Monitoring Guidance).

Effective monitoring will help the public authority identify any future adverse impact arising from the policy which may lead the public authority to conduct an equality impact assessment, as well as help with future planning and policy development.

## **Part 5 - Approval and authorisation**

Screened by: Eilís Ferguson  
Position/Job Title: DP/Transport Decarbonisation Unit  
Date: 03/09/2024

Approved by: Sian Kerr  
Position/Job Title: Director of Transport Planning and Policy  
Date: 09/09/2024

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy, made easily accessible on the public authority's website as soon as possible following completion and made available on request.

### **For Equality Team Completion:**

Date Received:- 16/5/24  
Amendments Requested: Yes  
Date Returned to Business Area: 8/8/24  
Date Final Version Received / Confirmed: 06/09/24  
Date Published on DfI's Section 75 webpage: 10/09/24