

|  Regulatory Policy Committee | Opinion |
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| Impact Assessment (IA) | Agricultural or Forestry Tractors Exhaust Emissions - "Vineyard" Tractor Derogation Amendment |
| Lead Department/Agency | Department for Transport |
| Stage | Final |
| IA number | DfT00219 |
| Origin | European |
| Expected date of implementation (and SNR number) | October 2013 (SNR No. 6) |
| Date submitted to RPC | 24/07/2013 |
| RPC Opinion date and reference | 23/08/2013 RPC13-DfT-1794(2) |
| Overall Assessment | GREEN |
| RPC comments | |
| The IA is fit for purpose. The main comments in our previous opinion (17/06/13) have been addressed and the One-in, Two-out position now appears to be robust. | |
| <p>Background (extracts from IA)</p> <p>What is the problem under consideration? Why is government intervention necessary?</p> <p>The Agricultural and Forestry Tractors Emissions Directive 2000/25/EC sets a series of progressively more stringent requirements for the emissions of noxious pollutants from the exhausts of new tractors. A new, Stage IIIB standard (adopted in 2005) has been mandatory since January 2013. Development resources have been fully utilised in meeting the requirements for generic tractor engines, and there are currently no Stage IIIB or Stage IV standard engines that will fit in the exceptionally compact tractors used for work in situations such as vineyards and orchards. European Directive 2011/87/EU introduces a temporary derogation for these tractors in order to allow time for development work. Government intervention is necessary in order to give manufacturers access to the derogation because requirements relating to exhaust emissions are set in UK legislation.</p> | |
| <p>What are the policy objectives and the intended effects?</p> <p>The objective of the proposed Regulation is to ease the burdens on manufacturers of specialist "vineyard" tractors that arise in consequence of the transition to the Stage IIIB, and imminent Stage IV, emissions standard, and to assist businesses that make use of these compact tractors by ensuring continuity of supply. The regulation will transpose into UK legislation the derogation offered in European Directive 2011/87/EU, which allows specialised vineyard tractors fitted with Stage IIIA engines to continue to be sold for a further three years.</p> | |
| <p>Comments on the robustness of the OILO assessment</p> <p>As this proposal is of European origin and there is no evidence that the increase in regulation would go beyond minimum requirements, or of a failure to take available derogations which would reduce the costs to business [and civil society organisations], it is out of scope of One-in, Two-out (Better Regulation Framework</p> | |

Manual - paragraph 1.9.8. ii).

The re-submitted IA now puts this measure as Zero Net Cost. This is because: "*Whilst there is insufficient evidence to permit us to monetise these benefits, they will evidently outweigh, for any operator who chooses to purchase a tractor made available as a result of the derogation, the costs to business that we have been able to quantify and monetise.*" (Paragraph 13.4, page 14). This appears to be a reasonable assessment and in accordance with the BRFM.

Comments on the robustness of the Small & Micro Business Assessment (SMBA)

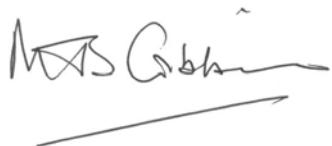
The proposals are not of domestic origin and the SMBA is therefore not applicable.

Quality of the analysis and evidence presented in the IA

As noted in our previous opinion (17/06/13), the IA provides a detailed and generally clear assessment of the impacts of the proposals. However, one comment from that opinion (repeated below) appears to be outstanding and should be addressed before publication of the IA.

Number of tractors affected by the derogation. It is not clear how the estimate for the number of tractors affected by the derogation (45 to 90) at paragraph 10.2.4 is derived from the figures in the preceding text.

Signed

A handwritten signature in black ink, appearing to read "Michael Gibbons". It is written in a cursive style with a horizontal line underneath it.

Michael Gibbons, Chairman