

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 ([Equality Intranet page](#)).

HUMAN RIGHTS ACT - refer to the [Equality Intranet page](#)

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 - refer to the [Equality Intranet page](#).

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

Proposals on Changes to Regulations to Support the Uptake of Zero Emission Goods Vehicles (ZEGVs) in Northern Ireland (NI).

Is this an existing, revised or a new policy?

Amendments to existing Driving Licence legislation.

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

The Northern Ireland Executive (NIE) is committed to supporting a prosperous economy and protecting the environment. In support of this the NIE signed up to the Zero Emission Vehicle (ZEV) mandate, which requires the phasing out of the sale of new petrol and diesel cars and vans from 2030, with a target for all new car and van sales to be ZEVs from 2035.

The proposed policy amendments are intended to support the uptake of ZEGVs in Northern Ireland by allowing category B licence holders to drive certain heavier ZEGVs above the 3,500kg limit, increasing it to 4,250kg.

The proposed policy amendments would also ensure NI closer aligns with domestic legislation in Britain and Ireland.

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

If so, explain how.

Yes – A person who belongs to any Section 75 category with a category B licence and driving a ZEGV should benefit from this policy.

Who initiated or wrote the policy?

The amendments relating to Northern Ireland (NI) driving licence legislation have been developed by Department for Infrastructure (DfI) in conjunction with colleagues in the Department for Transport (DfT).

Who owns and who implements the policy?

Driver Licensing Policy Branch, Driving, Vehicle & Road Safety Policy Division, Department for Infrastructure.

Background

Under the established driving licence framework/categories, 3,500kg is the threshold above which a higher class of driving licence is required.

In recent years alternatively fuelled vehicles (AFVs), which includes zero emission goods vehicles (ZEGVs), have become significantly more common. Research indicates that the zero emission van market is growing, with more plug in vans sold in the UK in 2022 than anywhere else in Europe. However, it isn't as well developed as the car market

(https://www.acea.auto/files/ACEA_vans_by_fuel_type_FY2022.pdf).

Zero Emission Vehicles (ZEVs) have an increased mass compared to their petrol and diesel counterparts, due to the additional weight of their powertrain, for example the battery, which results in small commercial vans/light commercial vehicles often exceeding the 3,500kg threshold permitted to be

driven under a category B licence. Despite this extra weight, these ZEGVs are equivalent in function and appearance to petrol and diesel vans.

As a result of the increased vehicle weight, licence holders are prohibited from driving these vehicles unless they apply for and successfully pass a more restrictive category C or C1 driving test. In order to support the growing ZEV Market and the environmental benefits attributed to this, the Department is proposing to introduce policy measures to support the uptake of ZEGVs.

The Northern Ireland Executive (NIE) is committed to supporting a prosperous economy and protecting the environment. In support of this the NIE signed up to the Zero Emission Vehicle (ZEV) mandate, a mandate initially introduced by the United Kingdom (UK) Government in January 2024 as part of its strategy to reduce greenhouse gas emissions and improve air quality. This mandate requires phasing out the sale of new petrol and diesel cars and vans from 2030, with a target for all new car and van sales to be ZEVs from 2035.

The introduction by DfI of the Vehicle Emission Trading Scheme Amendment Order 2024 represented the first step towards full implementation of the ZEV mandate and demonstrates the Departments/Executive's support to reducing vehicle emissions through alternative energy systems for road users.

Driver licensing is a devolved matter for Northern Ireland. The proposed amendments to the Motor Vehicles (Driving Licence) Regulations (Northern Ireland) 1996 to allow zero emission vehicles up to a maximised authorised mass (MAM) of 4,250kg to be driven on a category B driving licence within Northern Ireland would demonstrate a further commitment by the Department to help support the uptake of zero emission vehicles and would allow closer alignment to the position in both Britain and Ireland.

A consultation ran for four weeks from 10th March 2026 to 6th April 2026. A total of 26 responses were received, 12 from individuals and 14 from organisations and interested bodies. Overall, the majority of the proposals were received positively.

The consultation sought views on the proposal to increase the weight limit of ZEGVs that can be driven on a category B driving licence from 3,500kg – 4,250kg in NI. 92% of respondents were in support of this proposal.

While a majority of respondents (71%) agreed with the proposal to restrict the application of the amended category B licence provisions to those drivers who have held their full category B licence for at least two years, a number of

comments not in support of this proposal were received reflecting the need for consistency in approach with that in Britain. However, the Department still intends to progress with this change in the interests of Road Safety. All of the other proposals were supported by the majority of respondents including:

- 92% of respondents supported category B licence holders to drive certain zero emission vehicles with a MAM not exceeding 5,000kg if fitted with specialist equipment for disabled users where the additional 750kg can only be used for specialist equipment for disabled users.
- 92% of respondents supported that the amended category B provisions apply to all ZEGVs and not just those transporting goods.
- 88% of respondents supported allowing a category B licence holder who is operating a ZEGV weighting between 3,500kg – 4,250kg to tow a trailer where the trailer has a MAM not exceeding 750kg.
- 92% of respondents supported allowing a category B licence holder who is operating a ZEGV weighting between 3,500kg – 4,250kg to operate a vehicle and trailer combination up to 7,000kg MAM, on passing a B+E test, where the weight of the trailer does not exceed 3,500kg.

General comments from respondents were largely supportive of the changes being proposed, recognising the economic, operational and environmental benefits. Some respondents noted general concerns surrounding road safety implications associated with increased vehicle mass and the limited availability of Northern Ireland specific evidence to support the policy proposals. A number of respondents noted that as heavier electric vans are similar in size to their Internal Combustion Engine (ICE) equivalents, with the extra weight associated with the battery/powertrain, therefore they are no more likely to be involved in a collision and do not pose a greater road safety risk.

A general comment was received stating that the consultation provided limited information on potential disproportionate impacts on persons with disabilities, older people, persons with dependants or other protected groups.

This is an emerging market and there is currently very limited Northern Ireland specific data available for these 3,500kg - 4,250kg zero emission goods vehicles (ZEGVs) due to there only being 197 licenced here as of September 2025, according to the most recent vehicle licensing statistics. The Northern

Ireland figures for zero emission goods vehicles were produced by the Driver & Vehicle Agency (DVA) Statistics Branch using administrative vehicle licensing data supplied by the Department for Transport (DfT) under an information sharing agreement. The underlying dataset is not publicly accessible. While Northern Ireland licensing statistics are included within the United Kingdom (UK) vehicle licensing tables published by DfT, the published tables do not provide sufficient detail to identify vehicles by both propulsion type and precise vehicle weight band. As such, the figures presented here cannot be reproduced directly from published data sources. Consequently, there is currently limited data regarding incident rate and severity of collisions involving these vehicles. However, these vehicles tend to have modern safety technologies such as sensors incorporated.

Should any further concerns be raised during the formation of this policy then mitigations may need to be considered.

Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

No

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?

Other public sector organisations – Driver & Vehicle Agency, Police Service of Northern Ireland (PSNI)

Voluntary/community/trade unions

Other, please specify – The road freight and haulage industry, small and medium enterprises, users of light commercial vehicles (LCVs).

Other policies with a bearing on this policy

- what are they?

1. Motor Vehicles (Driving Licences) (Amendment) Regulations 2018 [2018 No. 784]
2. Motor Vehicles (Driving Licence) (Amendment) Regulations 2025 [2025 No. 608]
3. S.I. No. 489/2020 - Road Traffic (Licensing of Drivers) (Amendment) (No. 8) Regulations 2020
4. Zero Emission Vehicle Mandate

- who owns them?

1. Department for Transport (DfT)
2. Department for Transport (DfT)
3. Department of Transport, Ireland
4. United Kingdom 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:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for the main current religions in Northern Ireland: Catholic 45.7%, Protestant and other Christian (including Christian related) 43.5%, Other Religions 1.5% and No Religion 9.3%.

Political Opinion evidence / information:

In the General Election Results 2024 the following statistics were recorded for political opinion in Northern Ireland; 'Unionist' (40.6%), 'Nationalist' (40.2%) and 'Other' (19.2%).

Racial Group evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for ethnic groups in Northern Ireland: White 96.6%, Asian 1.7%, Black 0.6%, Mixed 0.8%, Other 0.4%.

Age evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for age groups in Northern Ireland: 0-15 years 20.4%, 16-24 years 10.6%, 25-34 years 12.7%, 35-44 years 13.1%, 45-54 years 13.3%, 55-64 years 12.7%, 65+ years 17.2%.

In the DfI Driver Vehicle Operator and Enforcement Statistics up to end of December 2025¹, the following age group data was recorded for all licence holders with full private car/light van entitlement in NI (1,181,407)¹: 17-24 years

¹ [DfI Driver, Vehicle, Operator, and Enforcement Statistics](#)

9.6%, 25-34 years 16%, 35-44 years 18.1%, 45-54 years 17.1%, 55-64 years 17.4% and 65 years and above 21.8% of all licence holders with this entitlement.

Comments received in the consultation specifically mentioned the perceived impact on young drivers

- “...we believe that there is no tangible benefit in requiring 2 years experience of holding a full category B licence before a driver is able to operate a 4.25t ZEV. If implemented, this requirement risks indirectly discriminating against younger drivers, as well as drivers from under-represented backgrounds, from starting a career in logistics.”
- “older drivers have grandfathered rights - this means that a younger driver will not be able to drive the vehicles in question without a C or C1 licence. This would place them at a disadvantage compared to drivers that have the full C1 rights.”

If these changes weren't introduced, only those drivers who passed their category B test before 1 January 1997 and benefit from grandfather rights, would be able to drive the heavier ZEGVs on their existing licence without the need to take a further test. These proposals would also allow all those category B licence holders, aged 17 or over, who have passed their test from 1 January 1997 and who have held their licence for 2 years, to drive the heavier ZEGVs on their category B licence without the need to take a C/C1 test. It does not only affect younger drivers as not everyone takes their category B test when they turn 17 years old.

This is an emerging market and there is currently very limited Northern Ireland specific data available for these 3,500kg - 4,250kg zero emission goods vehicles (ZEGVs) due to there only being 197 licenced here as of September 2025, according to the most recent vehicle licensing statistics.

The Northern Ireland figures for zero emission goods vehicles were produced by the DVA Statistics Branch using administrative vehicle licensing data supplied by the Department for Transport (DfT) under an information sharing agreement. The underlying dataset is not publicly accessible. While Northern Ireland licensing statistics are included within the UK vehicle licensing tables published by DfT, the published tables do not provide sufficient detail to identify vehicles by both propulsion type and precise vehicle weight band. As such, the figures presented here cannot be reproduced directly from published data sources.

The Department will consider emerging NI specific data as ZEGVs become more prevalent on the roads network and consider further as necessary. In considering the responses received the Department has concluded that the proposals set out in the consultation provide a proportionate approach to supporting the uptake of ZEGVs while maintaining appropriate safeguards and recognising the importance of road safety.

Marital Status evidence / information:

In the 2021 Census out of a population of 1.5 million (those aged 16 and over), the following statistics were recorded for marital status in Northern Ireland: single (38.1%), married (45.6%), in a civil partnership (0.2%), Separated (3.8%), divorced / dissolved partnership (6%) and widowed (6.4%).

Sexual Orientation evidence / information:

In the 2021 Census out of a population of 1.5 million (those aged 16 and over), the following statistics were recorded for sexual orientation in Northern Ireland: straight or heterosexual (90%), gay, lesbian, bisexual or other (2%), prefer not to say or not stated (7.9%).

Men & Women generally evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for gender in Northern Ireland: females were 50.8% of the population and males were 49.2% of the population.

At the end of December 2025, an estimated 76.5% of Northern Ireland's population had a full and eligible private car/light van drivers licence entitlement. This is based on the latest published Northern Ireland Statistics and Research Agency (NISRA) mid-year population estimates for 2024.² For males and females, the equivalent percentages were 79.2% and 74.0% respectively³.

² Available from the NISRA website at <https://www.nisra.gov.uk/statistics/population/mid-year-population-estimates>

³ [DfI Driver, Vehicle, Operator, and Enforcement Statistics Quarter Three: October to December 2025](#)

Disability evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for disabilities in Northern Ireland: 24.3% of people have a long-term health problem or disability and 44.9% of households in Northern Ireland have one or more people in the household with a long-term health problem or disability.

Comments were received to the consultation from Community Transport Association (CTA) which “supports the principle of improving accessibility for disabled users. However, the scope of this proposal is unclear and requires further definition. Specifically -The consultation does not define what constitutes “disabled equipment” for the purposes of applying the higher 5,000 kg weight limit; There is no explanation of how eligibility would be determined, assessed or regulated; Operational safeguards, oversight arrangements, and any associated training or competency requirements are not specified; No Northern Ireland-specific safety or collision evidence is provided to support the increased weight threshold. Greater clarity is required regarding the definition, scope, application, and enforcement of this proposed change”.

This is an emerging market and the Department recognises that limited NI specific data is currently available in this area due to the small numbers of ZEGVs registered in Northern Ireland. The Department will consider emerging NI specific data as ZEGVs become more prevalent on the roads network and consider further as necessary. In considering the responses received the Department has concluded that the proposals set out in the consultation provide a proportionate approach to supporting the uptake of ZEGVs while maintaining appropriate safeguards and recognising the importance of road safety.

Dependants evidence / information:

In the 2021 Census out of a population of 1.9 million the following statistics were recorded for dependents in Northern Ireland: 30.7% per cent of households in Northern Ireland contained at least one dependent child and 44.9% contained at least one person with a long-term health problem or disability; made up of those households with dependent children (10.1%) and those with no dependent children (34.8%).

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

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Political Opinion

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Racial Group

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Age

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Marital status

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Sexual orientation

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Men and Women Generally

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

Disability

One of the proposals being consulted on is to increase the weight of ZEGVs that can be driven on a category B licence from 4,250kg to 5,000kg where the additional 750kg are attributed to specialist equipment for disabled users.

Should any further needs, experiences or priorities be identified for this Section 75 category, this form can be reviewed and updated as appropriate.

Dependants

There have been no specific needs, experiences or priorities identified for this Section 75 category. Should any be identified, this form can be reviewed and updated, as appropriate.

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 proposed policy amendments are intended to support the uptake of ZEGVs in NI by allowing category B licence holders to drive certain heavier ZEGVs above the 3,500kg limit, up to 4,250kg.

Despite this extra weight, these ZEGVs are equivalent in function and appearance to petrol and diesel vans, yet without the proposed amendments, licence holders would be prohibited from driving these vehicles unless they apply for and successfully pass a more restrictive category C or C1 driving test.

The proposed amendments would remove the need to upgrade their category B licence and the costs associated with passing the appropriate test.

What is the level of impact? **Minor positive.**

Details of the likely policy impacts on **Political Opinion**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Racial Group**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Age**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Marital Status**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Sexual Orientation**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Men and Women**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Disability**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

Details of the likely policy impacts on **Dependants**:

As above in Religious Belief.

What is the level of impact? **Minor positive**

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

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

Religious Belief –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Political Opinion –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Racial Group –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Age –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Marital Status –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Sexual Orientation –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Men and Women generally –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Disability –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

Dependants –

No -There have been no opportunities to better promote equality of opportunity for this Section 75 category identified. Should there be any identified, this form will be reviewed and updated, as appropriate.

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**:

There are no likely impacts on good relations with people in this Section 75 category, should any be identified, this form can be reviewed and updated, as appropriate.

What is the level of impact? None

Details of the likely policy impacts on **Political Opinion**:

There are no likely impacts on good relations with people in this Section 75 category, should any be identified, this form can be reviewed and updated, as appropriate.

What is the level of impact? None

Details of the likely policy impacts on **Racial Group**:

There are no likely impacts on good relations with people in this Section 75 category, should any be identified, this form can be reviewed and updated, as appropriate.

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?

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

Religious Belief –

No - There are no opportunities to better promote good relations. Should any be identified, this form can be reviewed and updated, as appropriate.

Political Opinion –

No - There are no opportunities to better promote good relations. Should any be identified, this form can be reviewed and updated, as appropriate.

Racial Group –

No - There are no opportunities to better promote good relations. Should any be identified, this form can be reviewed and updated, as appropriate.

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).

The proposed policy amendments are intended to support the uptake of ZEGVs in Northern Ireland by allowing category B licence holders to drive certain heavier ZEGVs above the 3,500kg limit, increasing it to 4,250kg.

There is the potential for minor positive impacts on multiple identities as everyone in society belongs to more than one Section 75 category as such, the proposed amendments would remove the need to upgrade their category B licence and the costs associated with passing the appropriate test.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

There has been no evidence identified that the policy has any impact on people with multiple identities.

The proposed policy amendments are intended to support the uptake of ZEGVs in NI by allowing category B licence holders to drive certain heavier ZEGVs above the 3,500kg limit, up to 4,250kg.

Despite this extra weight, these ZEGVs are equivalent in function and appearance to petrol and diesel vans, yet without the proposed amendments, licence holders would be prohibited from driving these vehicles unless they apply for and successfully pass a more restrictive category C or C1 driving test.

The proposed amendments would remove the need to upgrade their category B licence and the costs associated with passing the appropriate test.

Part 3. Screening decision

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

The Department does not envisage or consider that there are likely to be any specific negative impacts associated with this matter.

There is no evidence that the proposed amendments to the legislation will have any impact in terms of equality of opportunity or good relations. Should any Section 75 category needs or concerns be identified during the consultation and development of processes then this screening form will be reviewed and updated as necessary.

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.

The decision at this stage is that an EQIA is not required. This is at public consultation stage and any Section 75 issues raised will be fully considered and this screening form will be reviewed and updated, if necessary.

One proposal being consulted on is to increase the weight of ZEGVs that can be driven on a category B licence, from 4,250kg to 5,000kg, where the additional 750kg are attributed to specialist equipment for disabled users.

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

N/A.

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.

One proposal being consulted on is to increase the weight of ZEGVs that can be driven on a category B licence from 4,250kg to 5,000kg, where the additional 750kg are attributed to specialist equipment for disabled users.

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	Rating (1-3)
Effect on equality of opportunity and good relations	
Social need	
Effect on people's daily lives	
Relevance to a public authority's functions	

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: [Joanne Buckley](#)
Position/Job Title: [SO / Driver Licensing Policy Branch](#)
Date: [26 March 2026](#)

Approved by: [Jo Campbell](#)
Position/Job Title: [Grade 7 \(Acting\) / Driver Licensing Policy Branch](#)
Date: [26 March 2026](#)

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:	19/03/2026
Amendments Requested: Yes / No	Yes
Date Returned to Business Area:	01/04/2026
Date Final Version Received / Agreed:	20/04/2026
Date Published on DfI's Section 75 webpage:	27/05/2026