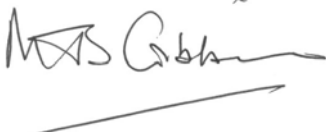
 Regulatory Policy Committee	OPINION	
Impact Assessment (IA)	Amendments to the Renewable Transport Fuel Obligation for Compliance with the Renewable Energy Directive – Overarching Impact Assessment	
Lead Department/Agency	Department for Transport	
Stage	Final	
Origin	European	
Date submitted to RPC	23/08/2011	
RPC Opinion date and reference	29/09/2011	RPC11-DfT-1074
Overall Assessment	GREEN	
<p>The IA is fit for purpose. The IA summarises four separate IAs regarding the Renewable Transport Fuel Obligation. Costs and benefits have been adequately assessed. We note that these will be sensitive to future biofuel prices and the actual level of CO₂ reduction.</p>		
<p>Identification of costs and benefits, and the impacts on small firms, public and third sector organisations, individuals and community groups and reflection of these in the choice of options</p> <p><i>Costs and Benefits.</i> The IA is fit for purpose. The IA summarises the effects, and costs and benefits, of four separate impact assessments regarding the Renewable Transport Fuel Obligation (RTFO). Costs and benefits have been adequately assessed, though will be sensitive to future prices of biofuel. A reasonable range of sensitivities appears to have been applied to these prices, though the Department should monitor future prices in order to confirm their estimates.</p> <p><i>Benefits.</i> Benefits, in terms of CO₂ savings, are based on and are sensitive to DECC carbon values. These benefits appear reasonable on the evidence presented, though again will be sensitive to the level of take up of, for example, partially renewable fuels and the extent to which double certification might result in less greenhouse gas savings being realised.</p>		
<p>Have the necessary burden reductions required by One-in, One-out been identified and are they robust?</p> <p>As this proposal is of European origin, with no evidence of going beyond minimum requirements, it is out of scope of One-in, One-out.</p>		
Signed 	Michael Gibbons, Chairman	