

## **Monitoring and review**

This is only the initial stage in assessing the measures contained within the White Paper. Transport policies, as they develop, will be subject to more detailed analysis and assessment in the form of RIAs and Strategic Environmental Assessments as appropriate. Some have already been subject to an RIA (e.g. the Air Transport White Paper and the Railways Bill). In addition, the Road Pricing Feasibility Study discusses the potential social inclusion (Annex E), and environmental impacts (Annex F) of the introduction of a national road pricing scheme. Transport projects arising from *The Future of Transport* will be assessed against sustainable development criteria, using the Department's New Approach To Appraisal (NATA) - described in chapter 9.

The Department will be monitoring delivery of the White Paper's policies as part of the implementation process, to ensure that policies are delivered in accordance with the Government's broader sustainability objectives.

The Department's current PSA targets (and the new set from April 2005) cover the spectrum of sustainability impacts (see annex A of this appraisal). Our performance against these targets is carefully monitored. Further information is available from the DfT website.

We will continue to monitor our performance against the Government's current set of sustainable development indicators, laid out in *Quality of Life Counts*, by publishing them in *Transport Trends*.

## Appraisal table

CATEGORY	BACKGROUND	IMPACT ASSESSMENT
<p><b>ECONOMIC</b></p> <p><b>Public expenditure</b></p>	<p><b>Objective: to provide sustained, long-term investment to improve both national and local transport provision.</b></p> <p>To compensate for the historic under-investment in our transport networks.</p>	<p>The 10 Year Plan for Transport recognised the need to move beyond stop/start funding. The White Paper's investment framework acknowledges this and sets out spending plans over the next three years from £10.4 billion this year to over £12.8 billion in 2007-08, with spending growth in real terms out to 2015.</p>
<p><b>Economic growth</b></p>	<p><b>Objective: to support the international competitiveness of the economy by providing efficient, reliable and safe transport systems.</b></p> <p>[See congestion and rail PSA targets]</p> <p>Transport can play a key role in bringing about national and regional economic growth, providing the infrastructure and services to facilitate the efficient movement of people and goods, and encourage inward investment.</p> <p>Growth in the economy and population, along with motoring costs, are the main influences on traffic growth.</p> <p>Lower fuel and car ownership prices combined with increased fuel</p>	<p>Road traffic is set to grow by between 38 and 53% to 2025 in England (from 2000). This reflects a combination of economic, social and demographic factors, including a fall in the cost of motoring, higher incomes and therefore higher car ownership, a greater number of motorised trips and longer distances being travelled (explained in more detail in the modelling paper).</p> <p>In the absence of new measures, this could lead to greater congestion in some areas. The policies that make up the White Paper therefore seek to reduce congestion in the following ways:</p> <ul style="list-style-type: none"> <li>? increasing the capacity of the strategic road network through a targeted programme of improvements.</li> <li>? encouraging soft demand measures such as travel planning and smoothing peaks caused by tourist traffic.</li> <li>? wherever appropriate, ensuring that people have alternatives to travelling by car, e.g. good quality public transport and opportunities to walk or cycle.</li> <li>? introducing traffic management initiatives to reduce accidents and</li> </ul>

	<p>efficiency, have led to a fall in the cost of motoring. The resulting increasing levels of car ownership and journey lengths, has meant congestion has been steadily worsening.</p> <p>Congestion therefore continues to impose a burden on UK business and society as a whole, and businesses estimate that it costs them billions of pounds a year.</p> <p>Aviation is becoming increasingly important to the UK's national competitiveness and regional growth. The availability of sufficient airport capacity is an important constraint on future growth.</p>	<p>other incidents.</p> <p>? strengthening powers for Local Authorities to manage streetworks in their areas to reduce disruption and localised congestion.</p> <p>? providing better information for motorists which will enable them to plan their journeys to avoid congestion, or to avoid using their car entirely.</p> <p>? piloting High Occupancy Vehicle Lanes to offer road users the choice of a faster and more reliable journey.</p> <p>Analysis shows that a national road pricing scheme could cut congestion in urban areas by up to a half with a reduction in urban traffic levels of 3 to 4%. However, this would depend largely on user reaction to pricing and associated improvements to public transport.</p> <p>DfT is continuing to work with the Office of the Deputy Prime Minister (ODPM) to look at encouraging patterns of development which reduce the need to travel by private car, and reduce the impact of moving freight.</p> <p>Delivery of major transport schemes for sustainable communities in Growth Areas and elsewhere around the country will support new housing development and help to stimulate the local economy and regeneration.</p> <p>The strategic framework set out in the Air Transport White Paper identifies how existing infrastructure and some additional capacity, including support for regional services, can help to ensure that the UK continues to benefit from the economic advantages that air travel brings.</p>
<p><b>Consumers</b></p>	<p><b><u>Objective:</u> to provide convenient, reliable, efficient and safe travel.</b></p> <p>A central plank of the Strategy is the need to provide transport users with better information to allow them to make more informed choices about</p>	<p>Services to the public will initially be enhanced through additional funding to a small number of local authorities, to implement bold projects combining radically enhanced bus services with demand management measures such as congestion charging, while ensuring that, elsewhere, socially essential bus services will continue to be supported through other forms of bus subsidy. Improvements to the Quality Contracts mechanism will facilitate the introduction of schemes that allow local authorities to determine routes, fares,</p>

	<p>how, and when, they choose to travel.</p>	<p>quality standards and frequency of services.</p> <p>The Road Pricing Feasibility Study concluded that linking the amount payable for the distance travelled, location, and the time of day could offer significant benefits through reduced journey times and greater journey reliability.</p> <p>Measures such as Transport Direct will help travellers plan journeys better, offering up-to-date and accurate information to allow them to make more informed choices. Improved information about travel options, and when to travel, may also lead to behavioural change leading to a more optimal use of the transport network.</p> <p>The Rail Review has identified the organisational and structural changes which will enable the rail industry to deliver for its customers and protect the interests of both farepayers and taxpayers.</p> <p>To the extent that policies in the Air Transport White Paper facilitate a growing and more competitive aviation sector across the country, they should result in increased passenger choice and reduced pressures on overcrowded airports in the South-East.</p>
<p><b>Business</b></p>	<p><b><u>Objective:</u> to provide businesses with efficient and reliable routes for freight and other business-related journeys.</b></p> <p>Business requires a competitive and efficient distribution industry. Routes that enable efficient freight transport, are essential for the competitiveness of UK businesses.</p>	<p>The Government will continue to promote improved logistics in the freight industry, by disseminating best practice advice to those working at all levels of the freight industry. As well as bringing environmental and congestion benefits, increased efficiency leads to a reduction in overheads for business.</p> <p>The impact of road pricing on business would vary across industry sectors and would in part depend on the relative importance of road travel in business costs. The principal benefit for business would emerge from reduced congestion and improved reliability though this would depend on the reaction of drivers to road pricing and behavioural changes over time.</p> <p>The Rail Review has identified the organisational and structural changes necessary to provide operators with certainty about their long-term access rights, particularly on key routes.</p>
<p><b>SOCIAL</b></p>		

<p><b>Health</b></p>	<p><b><u>Objective:</u> to assist people in pursuing healthier and more active lifestyles.</b></p> <p>Increasingly sedentary lifestyles and a lack of physical activity can lead to obesity, heart disease, cancer and diabetes. Lack of physical exercise amongst young people is of particular concern.</p> <p>Walking and cycling are good opportunities to increase routine physical activity.</p> <p><b><u>Objective:</u> to help to ensure that health care facilities are accessible to all.</b></p>	<p>The initiatives described in chapter 6 of the Strategy aim to increase levels of walking and cycling by improving the quality of infrastructure and marketing, and by tackling concerns about safety.</p> <p>The expansion of school travel plans to every school in England by 2010, and additional funding for improvements in facilities at schools, seek to offer children a wider range of options for getting to school, including provision for walking and cycling alternatives to the school run.</p> <p>Access to health care is one of the four main objectives that the new accessibility planning guidance focuses on. A core accessibility indicator on access to health care will be monitored centrally, using a common methodology and common data sets, as part of Local Transport Plan Annual Progress Reports.</p> <p>Air pollution is also a concern for public health and is considered in the later section on <i>air quality</i>.</p>
<p><b>Accessibility &amp; social exclusion</b></p>	<p>Social exclusion is defined as a process whereby individuals or groups are unable to fully participate in the mainstream activities of society.</p> <p><b><u>Objective:</u> to make services, jobs and key locations more accessible.</b></p> <p>[see public transport PSA target]</p> <p>The inability to access the workplace and key services (such as health care,</p>	<p>Local transport authorities will be expected to pay greater attention to accessibility within the second round of Local Transport Plans. The introduction of accessibility planning should provide a clearer and more systematic process for identifying and tackling the barriers to accessibility.</p> <p>Financial support for bus services is intended to mitigate the impact of increasing bus fares as costs increase. Rising fares may impact disproportionately on the most vulnerable in society. The extent to which this occurs will largely depend on future operating costs, local authority subsidies and the bus operators themselves.</p> <p>Regulations for all new land-based public transport vehicles are being</p>

	<p>education and food shops) can play a significant role in causing and reinforcing social exclusion.</p> <p>Accessibility of transport services is essential to some of the most vulnerable groups in society, in particular:</p> <p>? For those on low incomes without a car, this can be especially exacerbated in rural locations which are often least well-served by public transport.</p> <p>? Older people and disabled people, who are heavily reliant on public transport, particularly bus travel.</p>	<p>introduced, requiring that accessibility for disabled people is a condition of public money being spent on all new investment.</p> <p>A series of measures, including grant funding to support a network of independent mobility centres providing assessment, advice and information services to disabled and older drivers, will enhance the mobility benefits that the car can offer these groups.</p> <p>The recent publication of the DfT strategy and action plan, <i>Working with the Voluntary Sector</i>, is a first step in establishing more effective partnership arrangements, and longer-term sustainable solutions for voluntary and community sector transport provision.</p> <p>The Road Pricing Feasibility Study identifies how any road pricing scheme could promote both social inclusion and accessibility [see Annex E of Study] by:</p> <p>? Freeing up road space to improve bus journey time and reliability.</p> <p>? Minimising the impact of traffic on communities through better use of the existing network.</p> <p>? Reducing the relatively high cost of motoring in less congested areas.</p> <p>? Using any revenue raised to provide demand responsive transport systems and improve local amenities.</p> <p>Measures to address transport costs, crime, safety, air quality and health will also help to promote social inclusion - see the relevant sections in this appraisal.</p>
<p><b>Safety and security</b></p>	<p><b><u>Objective:</u> to reduce the number of people killed or injured on all modes of transport.</b></p> <p>[see road safety PSA target]</p> <p>Although the number of road casualties</p>	<p>Advice and guidance issued by the Government, alongside projects developed to improve design and delivery, initiatives such as the Crossing Programme (see chapter 10), and by-passes which take traffic away from communities, will continue to enhance safety on the strategic and local road network.</p> <p>Ongoing support for new technologies in the form of intelligent transport systems, such as Intelligent Speed Adaptation, is expected to provide real</p>

	<p>is falling, this still remains at an unacceptable level.</p> <p>Road safety is of concern in rural areas, where accidents tend to more severe. The most vulnerable road users, pedestrians and cyclists, are most likely to have accidents in urban areas, where they spend most of their time.</p> <p>A consequent benefit of improved road safety is to encourage people to make a greater number of short journeys on foot and by bike.</p> <p><b><u>Objective:</u> to ensure that security regimes are strengthened on all transport modes without imposing excessive costs on transport operators.</b></p> <p>This is of particular importance in the context of the current high threat level from terrorism.</p>	<p>opportunities, in the long term, to reduce the number of road accidents, and ultimately reduce the number and severity of those injured.</p> <p>The 2000 Road Safety Strategy sets the framework for significantly improving road safety. The future direction for this work, outlined in chapter 11 of the strategy, will build on our success in reducing casualties, aiming to bring further road safety benefits.</p> <p>Better education and training for children is a central way in which we can and should continue to reduce the number of child casualties on British roads. Initiatives such as the national pilot programme of child pedestrian training schemes and the new standard for child cyclist training will mean that children will be better equipped in the future to walk and cycle safely.</p> <p>The Rail Review identifies how lines of accountability for safety within the rail industry can be clarified and strengthened. Bringing safety under a single public regulator, the Office of the Rail Regulator, should start to improve the safety culture within the industry.</p> <p>Enhancement of the UK's security regimes across the aviation, maritime and railways industries through proportionate and sustainable security measures, together with our commitment to driving up standards of transport security internationally, will enable us to continue to manage the threat to an acceptable level.</p>
<p><b>Crime</b></p>	<p><b><u>Objective:</u> to encourage a joined-up approach to addressing crime and anti-social behaviour on our transport network.</b></p> <p>Concerns about personal security and the fear of crime deter people from</p>	<p>We are encouraging a partnership approach to tackle crime and anti-social behaviour across the whole journey, through raising awareness and encouraging the spread of good practice. Research on passenger perceptions of personal security has shown a potential increase in patronage of 11.5% if operators install a number of personal security measures.</p>

	<p>walking, cycling and using public transport, especially after dark. This concern is particularly true for women, young people and people from minority ethnic communities.</p> <p><b><u>Objective:</u> to encourage improvements to the quality of the travelling environment.</b></p> <p>This has been highlighted by public transport users as an important factor influencing fear of crime. Graffiti, vandalism and litter signal to the user that there is poor supervision and lack of control.</p>	<p>The Safer Travel on Buses and Coaches Panel (STOP) is looking at ways to combat assaults, anti-social behaviour and vandalism at stops and stations and on vehicles and property. Much will depend on the voluntary uptake by the industry of STOP's recommendations.</p> <p>The Secure Stations Scheme is designed to improve security at overground and underground stations for both passengers and staff.</p>
<p><b>Rural areas</b></p>	<p>The needs of transport users in rural areas feature as a major cross-cutting theme in all transport policies, notably those relating to accessibility, road safety and economic growth.</p> <p><b><u>Objective:</u> to improve accessibility for those households in rural areas without access to a car.</b></p> <p>In rural communities, the bus can be an essential service to many of the most vulnerable and socially excluded in society. However, rural locations are often less well served by public transport than urban and peri-urban areas due to the expense of providing services to a dispersed population.</p>	<p>Demand-responsive services are aimed at providing flexible public transport in rural areas where demand is unable to support standard, scheduled services. In rural areas, the continued financial support for bus services through the Rural Bus Subsidy Grant will provide services which can be a lifeline for rural communities, helping local residents to access jobs and essential services.</p> <p>The Road Pricing Feasibility Study noted that the potential introduction of area-based road user charging, if designed to address the external environmental and congestion costs of road use, could see the greatest welfare benefits in rural areas with a potential fall in the cost of motoring for both business and personal travel.</p> <p>There is likely to be an increase in noise due to increased air traffic in certain areas. However, airport hinterlands should benefit from countervailing economic benefits such as new jobs, inward investment, inbound tourism and better transport links.</p> <p>See sections on <i>accessibility, road safety</i> and <i>economic growth</i> for additional impacts.</p>

<p><b>ENVIRONMENT</b></p> <p><b>Climate Change</b></p>	<p><b>Objective: to ensure that the transport sector makes an appropriate contribution to the Government's targets for reductions in greenhouse gas emissions.</b></p> <p>[see climate change PSA target]</p> <p>The UK is committed to achieving its Kyoto target of reducing Greenhouse Gas (GHG) emissions by 12.5% on 1990 levels by 2012. Our domestic goal is more ambitious, aiming for a 20% reduction in CO<sub>2</sub> emissions by 2010, and one of 60% by 2050.</p> <p>CO<sub>2</sub> is the most significant Greenhouse Gas and transport is a major contributor, responsible for an increasing share of UK emissions that adversely affect climate change. Transport is currently responsible for about a quarter of CO<sub>2</sub> emissions. (International flights from the UK do not currently count in the national inventories of greenhouse gas emissions as there is no international agreement yet on ways of allocating such emissions)</p> <p>The impact of aviation on climate change is increased over that of direct CO<sub>2</sub> emissions alone by some of the other emissions released and their specific effects at</p>	<p>Carbon Dioxide (CO<sub>2</sub>) emissions from road transport are currently projected to show an overall fall of 3% between 2000 and 2025. This will in part depend on fiscal measures adopted to influence traffic growth and the use of alternative fuels and fuel-efficient vehicles. See the modelling paper for a more detailed analysis.</p> <p>Non-fiscal measures to encourage car sharing and walking and cycling, investment in public transport, and 'soft measures' such as travel plans, marketing, the provision of better information, and better use of the planning system, should also have a positive impact on CO<sub>2</sub> emissions levels.</p> <p>Future emission levels will also depend on any measures adopted as a result of the review of the Climate Change Programme, which will review the evidence for the most cost-effective ways of reducing CO<sub>2</sub> emissions from all sectors, including transport.</p> <p>The development and uptake of new and emerging technologies such as hybrids, biofuels and hydrogen, with Government support, should bring major air quality and climate change benefits in the long-term, with major results becoming apparent in the next decade.</p> <p>The modelling informing the Road Pricing Feasibility Study has included analysis of the impacts on carbon emissions. A revenue neutral scheme is likely to have a marginal impact on CO<sub>2</sub> emissions. A scheme which targeted the marginal social costs of motoring could deliver a significant reduction in carbon savings. For example, charging schemes in urban areas could see a reduction in CO<sub>2</sub> emissions of 10-12%. However, in the absence of empirical evidence as to the long-term impact of road pricing on driver behaviour, it is difficult to draw firm conclusions.</p> <p>Further measures in the Government's Sustainable Distribution Strategy to reduce fuel use and promote fuel efficient driving should also bring climate change (and air quality) benefits.</p>
--	---	--

	altitude.	Forecasts indicate that aviation could be responsible for about a quarter of the UK's total contribution to global warming by 2030. (The forecast uses an analytical assumption about the UK's share of international aviation emissions, and could be a slight over-estimation since it is based on three new runways in the South East, and does not reflect any impact from economic instruments.) The Air Transport White Paper sets out the Government's plans to tackle aviation emissions, through the promotion of emissions trading at EU and international level, and the exploration of further options for the use of economic instruments.
Air Quality	<p><b><u>Objective:</u> to improve air quality by meeting the Government's National Air Quality Strategy objectives.</b></p> <p>Air quality can have serious implications for people's health. There is an established link between transport-related emissions and respiratory disease. Air pollution tends to have a disproportionate impact on the most vulnerable sectors of society.</p> <p>DfT shares a joint PSA target with Defra to improve air quality. There are 7 pollutants covered by the target. We are on track to meet (or have already met) objectives for 4 of the 7 pollutants but further work is needed to meet targets for NO<sub>2</sub> (nitrogen dioxide) and PM<sub>10</sub> (fine airborne particles) for some parts of the country - primarily London and other heavily trafficked urban areas. A small number of local authorities have declared air quality management areas for sulphur dioxide. The long-term trend is one of improving air quality.</p>	<p>The introduction of new technologies and EURO 4 and 5 standards for cars, vans and HGVs is expected to produce a step change in fuel efficiency, bringing significant air quality benefits.</p> <p>Local emissions of PM<sub>10</sub> and NO<sub>x</sub> are projected to fall between 2000 and 2010 by 46% and 51% respectively, and by around 25% between 2010-15. Emissions could start rising again after 2015 unless further action is taken.</p> <p>Measures to reduce congestion such as improved traffic management measures, should bring additional air quality benefits since free-flowing traffic emits lower levels of harmful pollutants. For example, a five year old, medium sized, diesel car would typically emit around 30% less PM<sub>10</sub> and 27% less NO<sub>x</sub> at 50km/h (30 mph) than it does at 20km/h (12 mph).</p> <p>Analysis looking at the introduction of road user charging in urban areas, suggests that schemes designed to address the marginal social costs of motoring could bring significant air quality benefits with reductions in NO<sub>x</sub> and PM<sub>10</sub> levels of between 6 and 9%. Schemes introduced alongside other measures to promote public transport may have even greater impacts.</p> <p>The integration of Air Quality Action Plans into Local Transport Plans will enable local authorities to target poor air quality 'hotspots' more effectively. Work with local authorities on Shared Priorities (of which air quality is one) should also deliver improvements.</p> <p>The projected growth in air travel will lead to increased total emissions of air pollutants, both from aircraft and road transport serving airports, affecting a</p>

		<p>greater number of people. But impacts will depend on policies to tackle local air quality and on technological advances. The Strategy makes it clear that major new airport development will not proceed unless there is evidence that this would not result in breaches of the air quality limits set out in the UK Air Quality Strategy and EU air quality legislation.</p>
<p><b>Landscape and biodiversity</b></p>	<p><b><u>Objective:</u> to ensure that new transport projects, wherever possible, do not adversely damage landscapes, townscapes, biodiversity or the aquatic environment.</b></p> <p>There will continue to be a strong presumption against new and expanded transport infrastructure that would significantly affect environmentally sensitive sites or important species, habitats or landscapes.</p>	<p>Negative impacts to the natural and built environment are always carefully weighed against the broader economic and social benefits of a transport scheme. In particular, road and other major infrastructure projects endeavour to minimise adverse land take and damage to the landscape and wildlife habitats (see NATA guidance). However, it is not always possible to avoid adverse environmental impacts. Where these occur, mitigation measures will be implemented to a high standard.</p> <p>Transport-related development can impact upon natural habitats, but can also create opportunities for successful management of biodiversity (e.g. roadside verges, road drainage). This will be encouraged in the planning and delivery of new infrastructure projects.</p> <p>Airport growth could lead to new development in the surrounding area. Sensitive planning should help to reduce any related negative impacts on the natural environment.</p>
<p><b>Noise</b></p>	<p>An important priority is minimising the effect of noise on people living and working near roads, rail lines and airports etc. Noise can cause stress and sleep disturbance for residents in these areas.</p>	<p>Programmes for resurfacing strategic roads and the construction of bypasses should lead to a continued reduction in traffic noise for many.</p> <p>Better maintenance and upkeep of the track network together with the introduction of newer, quieter rolling stock should result in reductions to rail-related noise pollution in the future.</p> <p>The consultation exercise on the new night noise regime for Gatwick, Stansted and Heathrow will ensure that the views of local residents affected will be taken into account in decisions on the regime for the next several years.</p> <p>The Noise Mapping England project, the first stage in the development of the National Ambient Noise Strategy, is looking to map noise from roads,</p>

		aviation, rail and shipping. This will give the Government and local authorities a better understanding of who is most effected by noise pollution, and to what degree.
--	--	---

### Public Service Agreements

In common with all Government Departments, the Department for Transport (DfT) has a number of Public Service Agreements (PSAs) intended to increase transparency and improve public accountability. These reflect the significant role that transport plays in the economy, society and the environment. The current PSAs will be superseded by a new set from April 2005.

#### Current

**Congestion:** Reduce congestion on the inter-urban trunk road network and in large urban areas in England below 2000 levels by 2010.

**Rail:** Secure improvements in rail punctuality and reliability with a 50% increase in rail use in Great Britain from 2000 levels by 2010.

**Public transport:** Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail), with an increase in use of more than 12% by 2010 compared with 2000 levels.

**Road safety:** Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40%, and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.

**Air quality:** Improve air quality by meeting our National Air Quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene. *Joint with the Department for Environment, Food and Rural Affairs.*

**London Underground:** Cut journey times on London Underground services by increasing capacity and reducing delays.

#### 2005-2008

**Congestion:** DfT is developing better measures of inter-urban and urban congestion and will publish a new target by July 2005. They will also publish annual long-term projections of congestion.

**Rail:** Improve punctuality and reliability of rail services to at least 85% by 2006, with further improvements by 2008

**Public transport:** By 2010, increase the use of public transport (bus and light rail) by more than 12% in England compared with 2000 levels, with growth in every region.

**Road safety:** Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.

**Air quality:** Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3 butadiene. *Joint with the Department for Environment, Food and Rural Affairs.*

**Climate change:** To reduce greenhouse gas emissions to 12.5% below 1990 levels in line with our Kyoto commitment and move towards a 20% reduction in carbon dioxide emissions below 1990 levels by 2010, through measures including energy efficiency and renewables. *Joint with the Department for Environment, Food and Rural Affairs and the Department of Trade and Industry.*