

# Speech: Open markets and free trade will help Africa help itself

The migrant crisis on Europe's doorstep has returned to the headlines. In reality, it never went away; people are fleeing war, persecution, or just seeking a better life in unprecedented numbers.

The pressure will grow unless we take urgent steps to address the drivers of this crisis. In Africa, 55,000 jobs will need to be created every day just to absorb new entrants into the workforce by 2035. If the economic aspirations of this young population cannot be met in their own countries, we will see more uncontrolled and unsustainable migration.

Britain is at the forefront of the response. We are taking immediate steps to protect our borders and tackle people smuggling. But the only way to resolve this crisis in the long term is to address the root causes. We need to create jobs across Africa and provide its growing population with a route out of poverty where they are.

Workers at a power plant in Tanzania that has benefited from UK investment.  
Picture: CDC

The case for open markets, free trade, private investment and technology has never been stronger in development. Over the decades, this combination has driven down poverty, helped to tackle disease, and created jobs across the globe. This is how we can transform the poorest parts of the world and, ultimately, end Africa's reliance on aid.

Earlier this year, I launched my Department's first [Economic Development Strategy](#), setting out how we will catalyse more investment in job-creating industries.

Meanwhile, our new [London Centre for Global Disaster Protection](#) will help to halve the cost of disasters and will reduce the poorest countries' dependency on emergency aid. Providing expert advice, so that developing countries can better understand and access insurance that works for them, will help protect millions of people against crises and reduce our contributions over time.

There is much we can do that is in both our interests. British firms are well placed to be Africa's market makers, and the City can become the finance hub of choice. So we have announced support to help Africa integrate into global financial markets, paving the way for a strong partnership with the City.

Rashidat, 18, an entrepreneur in Nigeria, who's been helped to start a jewellery business through a Mercy Corps programme supported by UK aid.  
Picture: Mercy Corps/C Robbins

As we exit the EU and reassert ourselves as a great global trading nation, we have a unique opportunity to redefine our relationship with Africa. There are relatively few consumers in Africa for UK products. But with the right

growth, it could be a much bigger market. We need to make globalisation work better for Africa by buying African products and laying the foundations for strong future trading partnerships.

That is why the Government has confirmed to the world's poorest countries, including 34 in Africa, that when we leave the EU we will secure their existing duty-free access to UK markets. This is a clear example of this Government using a range of policies – not just aid – to support development.

There are no quick fixes to the problems Africa faces, but if we want to stop the appalling scenes we are seeing in the Mediterranean right now, we need a new long-term approach. This means using UK aid to help the world's poorest, and ensuring what we spend and how we spend it is in Britain's own interest.

In a world of serious threats, Britain stands tall, saving lives and building a more prosperous, stable future for all.

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## [News story: Dangerous occurrence on the South Devon Railway](#)

As the 13:00 hrs train from Totnes Riverside to Buckfastleigh was running between Staverton and Buckfastleigh, at around 20 mph (32 km/h), a passenger and her small child attempted to enter a lavatory compartment in the fourth carriage. On opening the door, they found that the floor of the compartment was missing, exposing the carriage wheels below. The mother was able to catch hold of the child and prevent him from falling. The child reportedly suffered minor bruising and both were shocked.

The passenger reported the incident to the guard of the train, and the railway took action to secure the lavatory door. The incident was reported to the RAIB on 25 June.

The carriage, an ex-British Railways Mark 1 Open Second, had been put back into service after repairs to its braking system, which had required the dismantling of the lavatory floor. The floor had not been replaced and staff had placed a notice on the compartment door and attempted to secure it to prevent it being opened. This had not been effective.

Our investigation will examine:

- the events leading up to the incident, including the repairs to the carriage and the actions taken to return it to service
- the adequacy and suitability of the measures to secure the door
- the railway's safety management system, including the arrangements for managing the competence and fitness of the staff of the carriage and wagon department, and the systems in place for assuring the safety of

rolling stock in service

Our investigation is independent of any investigation by the railway industry or by the industry's safety regulator, the [Office of Rail and Road](#).

We will publish our findings, including any recommendations to improve safety, at the conclusion of our investigation. This report will be available on our website.

You can [subscribe](#) to automated emails notifying you when we publish our reports.

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## [News story: New online maps to help Britons experience their local greenspaces](#)

Ordnance Survey has released a comprehensive map of greenspaces throughout Great Britain.

- Improved access to greenspaces will help tackle health and environmental issues

The culmination of a project to comprehensively map greenspaces throughout Great Britain is published today (10 July 2017). The greenspace mapping project funded by the Department for Business, Energy and Industrial Strategy (BEIS) and delivered by the Ordnance Survey provides the public with a rich source of information on the location and extent of greenspaces up and down the country. Greenspaces featured on the map include local parks, play areas, sports pitches and allotments.

Universities and Science Minister Jo Johnson said:

Greenspaces are a vital part of our landscape and this new database and online map will make it easier for people across the country to access local parks and lead healthier lives.

With the completion of this mapping project, we have delivered on an important commitment and shown yet again how innovation can improve everyday lives.

The free comprehensive maps of greenspace, which includes areas such as National Nature Reserves, will provide a hugely valuable resource to the public and public sector organisations who manage these important spaces. As

well as providing information about access points to these sites, this rich dataset will provide a framework that will support a wide variety of analysis on our greenspaces to ensure they continue to prosper.

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## [News story: Making it easier than ever to become a government supplier](#)

CCS has been working with partners including the CBI, Federation of Small Businesses, techUK and the Association of Bid Managers to design the new pack, which cuts the amount of tender documentation that suppliers need to complete.

The pack consists of fewer, shorter tender documents and sets out all the information in one place and in Plain English. The new pack also removes irrelevant terms and conditions, only including those which directly apply to the goods or service being purchased.

Full terms and conditions that apply to all frameworks will be available online instead.

The simplified bidder pack will now be rolled out to all relevant new agreements awarded in the coming months and years.

Sam Rowbury, CCS Director, Policy Delivery said:

The new bid pack will make it easier than ever for more suppliers, and particularly small and medium-sized enterprises, to work with government. It clearly and simply sets out the customer's and CCS's requirements, so that bidders can spend more time developing their best offer and less on red tape.

We have already seen success in the first project, which resulted in 86 of the 121 successful suppliers on the new Cyber Security Services framework being SMEs. Many of those suppliers told us that the new pack was much easier to understand and use.

Rob Driver, techUK's Head of Public Sector Programme said:

Ongoing engagement between Government and industry enables public services to take advantage of innovative tech through having access to a wide range of suppliers.

As a result of the detailed supplier and buyer engagement between techUK and CCS a more user friendly bidder pack has been developed.

This will open up choice for public sector buyers, promote innovation and help the government achieve its target of 33% of procurement spend being awarded to SMEs.

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## [News story: Thinking of changing your car? New tax rates may apply](#)

On 1 April 2017 vehicle tax rates changed.

New rates were introduced for all cars and some motorhomes first registered on or after 1 April.

If you're thinking of changing your car, you'll need to find out if these rates affect you. You can check the [vehicle tax rate](#) to make sure you know what you need to pay.

### **The rates explained**

The first vehicle tax rate is based on CO2 emissions.

When the first vehicle tax period has ended (this is either after 12 months or if the vehicle is sold or transferred within the first 12 months), the amount of tax that needs to be paid depends on the type of vehicle. The rates are:

- £140 a year for petrol or diesel vehicles
- £130 a year for alternative fuel vehicles (hybrids, bioethanol and LPG)
- £0 a year for vehicles with zero CO2 emissions

### **Vehicles with an original list price of more than £40,000**

If a vehicle has an original list price (the published price before any discounts) of more than £40,000, the rate of tax is based on CO2 for the first time it is taxed.

When the first vehicle tax period has ended (this is after 12 months or if the vehicle is sold or transferred), the rate that needs to be paid depends on the type of vehicle (petrol, diesel, alternative fuel or zero emissions) plus an additional rate of £310 a year for the next 5 years.

After those 5 years, the vehicle will then be taxed at one of the standard rates (£140, £130, or £0, depending on vehicle type). These rates apply even if the vehicle changes hands within the 5 year period.

[Check](#) your vehicle tax rate now.

## **Follow the story**

Drivers can follow DVLA on [Twitter](#) or [Facebook](#), or sign up to our [email alerts](#) to keep up-to-date with the changes to vehicle tax.