Office for Low Emission Vehicles

Going Ultra Low – the UK's approach to zero emission vehicles

Bob Moran, Deputy Head

Office for
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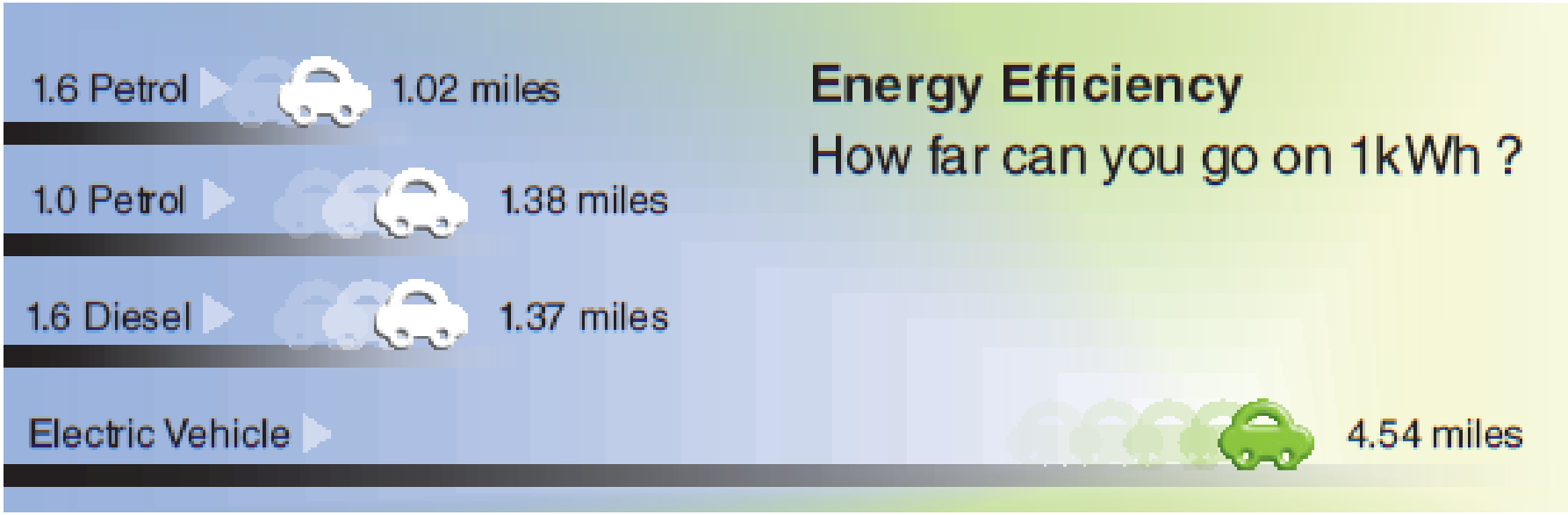
The future of mobility is connected, automated and electric.



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New technologies offer opportunities to improve mobility.

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UK is at the forefront of the global shift to electric vehicles.

Engineering the new I-PACE – JLR's first battery electric vehicle

1 of only 2 global hubs for EV powertrain engineering and development

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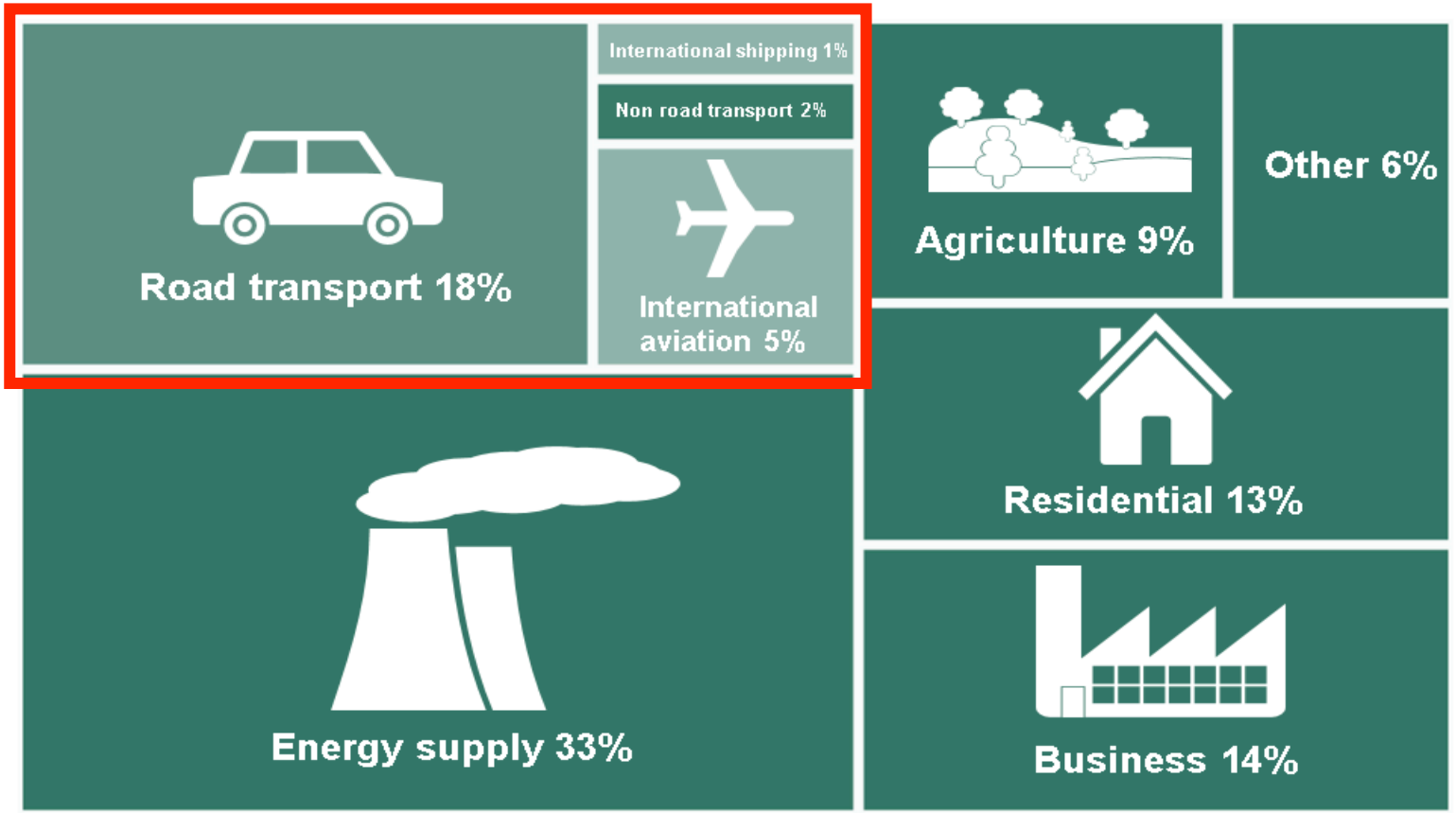
UK Legislation - 80% reduction in CO_2 emissions by 2050.



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2040? UK are setting the global pace of change.

DAILY NEWSPAPER OF THE YEAR

THE TIMES

Wednesday July 26 2017 | thetimes.co.uk | No 72285 — Only £1 to subscribers £1.60

Swimwear! Sequins! The new summer fashion rules — INSIDE TIMES2

Devon Malcolm — the day I crushed South Africa — Mike Atherton Sport, pages 64-65

Milk can be branded inhumane, advertising chiefs tell farmers

Ben Webster, Bronwen Lloyd

Vegan campaigners are free to brand British milk production as inhumane after a ruling by the advertising regulator.

Dairy farmers had argued that an advert stating "humane milk is a myth — don't buy it" was inaccurate but the Advertising Standards Authority (ASA) will clear it in a ruling to be published today.

The decision is a blow to the dairy industry, which is losing customers as people switch to vegetarian or vegan diets. The Vegan Society says that there are more than 540,000 vegans in Britain, up from 150,000 a decade ago. Hard-hitting billboard campaigns warning against consuming milk, eggs and meat have become a common sight on high streets.

Go Vegan World, the campaign group that placed the anti-milk advert in national newspapers in February, said the ruling vindicated its claim that drinking milk involved cruelty to cattle because they were bred and managed to maximise production.

The National Farmers' Union, which made one of seven complaints against the advert, said that it intended to appeal. Michael Oakes, NFU dairy board chairman, said: "I would question [the ASA's] impartiality. The vegan advert was misleading and our members, who are constantly looking to improve welfare standards, found it upsetting and demoralising."

It is the second time in two months that dairy farmers have lost an ASA case. Last month the regulator banned an advert for organic milk after upholding a complaint that describing it as "good for the land" was misleading.

In the latest ruling, the ASA accepted Go Vegan World's claim that calves "cried piteously" after being separated from their mothers when "fresh from

Continued on page 2, col 3

End of the diesel and petrol car

All new vehicles must be fully electric by 2040

Ben Webster Environment Editor

Sales of new diesel and petrol cars and vans will be banned from 2040, the government is to announce today.

The supply of new hybrid vehicles that have an electric motor and a petrol or diesel engine will also end in a move that comes after a similar pledge this month by President Macron of France. Less than 1 per cent of new cars sold in Britain run only on electric power.

The ban is part of a government plan to improve air quality. It includes £255 million to help local authorities to deal with toxic nitrogen dioxide (NO_2) from diesel vehicles. The decision about electric vehicles came as:

● BMW announced that its new electric Mini would be assembled in Britain, going into production in 2019 at its factory in Cowley near Oxford.

● The company said that it had "neither sought nor received" reassurances from ministers on trade arrangements after Britain leaves the EU.

● In a further boost after Brexit, Donald Trump promised to strike a "major" trade deal with Britain, leading to the creation of more jobs.

Under plans to be outlined today by Michael Gove, the environment secretary, dozens of councils with roads breaching legal limits for NO_2 will be required to publish initial plans to cut emissions by the end of next March and final proposals by the end of the year.

Removing speed bumps, reprogramming traffic lights and changing road layouts are among measures that councils can use. Mr Gove will say. However, the government will leave it to councils to decide how to tackle the problem, angering air-quality campaigners, who say that the only effective measure is to require cities to impose entry fees on diesel drivers.

The plan will include a commitment to hold a consultation on a scrappage scheme for older diesel vehicles but will have few details on how it might be funded. Mr Gove will announce that a "comprehensive clean-air strategy to tackle the full range of pollutants" will be published next year.

The High Court ordered the government to publish today's plan after ruling that a previous version failed to comply with an EU directive to reduce emissions in the "shortest possible time". A report by the Royal College of Physicians last year estimated that air pollution — linked to cancer, asthma, stroke and heart disease, diabetes, obesity and dementia — caused 40,000 premature deaths a year.

The announcement comes two weeks after Mr Macron pledged to outlaw the sale of vehicles that use an internal combustion engine from 2040. The government's commitment to a similar ban is a strengthening of its previous position. The Conservative manifesto stated: "We want almost every car and van to be zero-emission by 2050." Two weeks ago the government said that, for this target to be achieved, sales of new petrol and diesel cars would need to stop in 2040.

The air-quality plan announced today is part of a £3 billion programme, of which £2.7 billion had already been revealed including £1 billion in grants

Continued on page 4, col 1

Shaken, not deterred Daniel Craig is expected to play James Bond for a fifth time, having said that he would rather slash his wrists than take the role again. Page 7

Charlie Gard set to spend final days in care hospice

Frances Gibb Legal Editor

Charlie Gard is likely to spend his final hours in a hospice unless his parents can find a doctor who will care for the terminally ill baby at their family home.

Connie Yates and Chris Gard pleaded yesterday for any paediatric intensive care doctor to come forward to help them to have a few days of "tranquillity" with him at home.

Ms Yates, 31, speaking after a lengthy and bad-tempered hearing at the High Court, said: "We promised Charlie every day we would take him home. It seems really upsetting after everything we've been through to deny us this."

The parents' legal team accused Great Ormond Street Hospital, where Charlie is being treated, of creating "obstacles" to him moving home to Bedfont, west London. The hospital denies this but says there are practical hurdles, including finding a specialist willing to oversee invasive ventilation care in a home setting. The hospital prefers moving the boy to a hospice.

Mr Justice Francis gave the couple until this afternoon to offer a plan for taking home their 11-month-old baby, who suffers from a rare genetic condition. The judge was minded to accept the opinion of the hospital, saying: "It looks like the chances are small."

A barrister for the guardian appointed by the judge to independently represent Charlie's interests supported the hospital. The judge will order a transfer of the baby to a hospice if the parents cannot convince him.

The parents' barrister, Grant Armstrong, said: "We struggle with the difficulties which the hospital is placing in the way. If Charlie goes to a hospice he is likely to die within hours as they are only able to provide palliative care short term."

The couple gave up their fight on Monday for permission to take him to the US for therapy, accepting that "time had run out". Charlie's condition has deteriorated to a point where no treatment could help him, the court was told.

Doctor under scrutiny, page 11
Leading article, page 27

The Economist

Fire and fury over North Korea

The Fed's runners and riders

Was Google right to sack him?

Competitive punning: game of groans

AUGUST 12TH–18TH 2017

Roadkill

Fig.1 The Internal Combustion Engine

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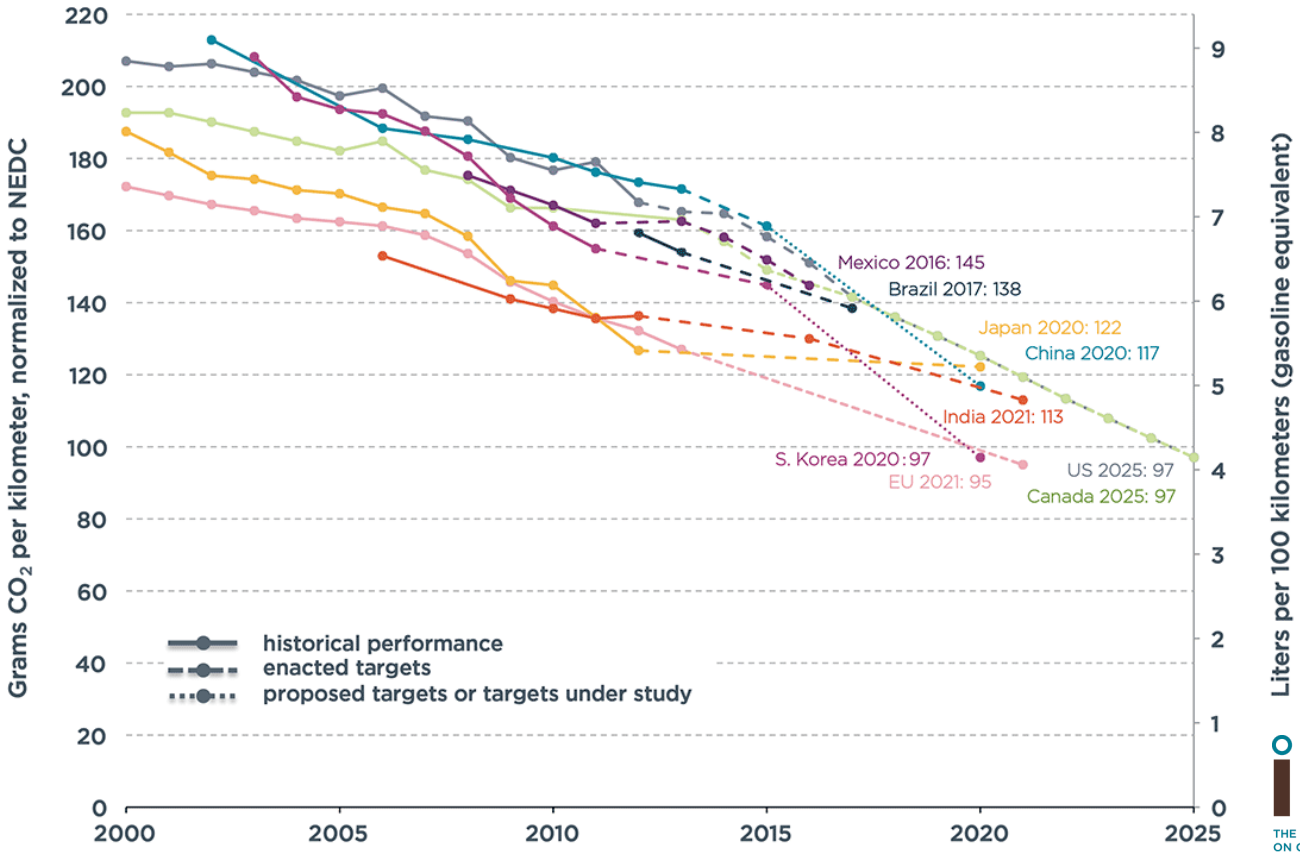
Global regulation is forcing manufacturers in one direction.



icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

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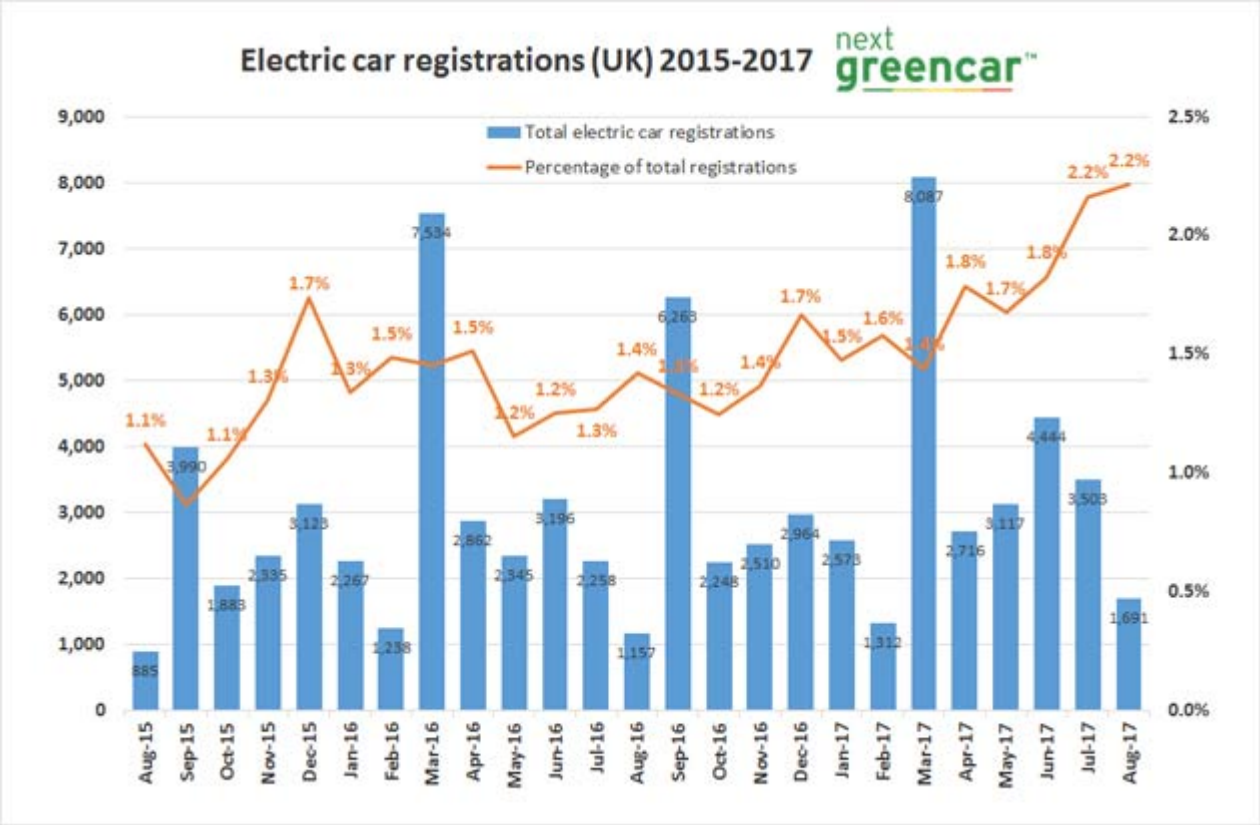
Domestic demand is a key component of UK strategy.



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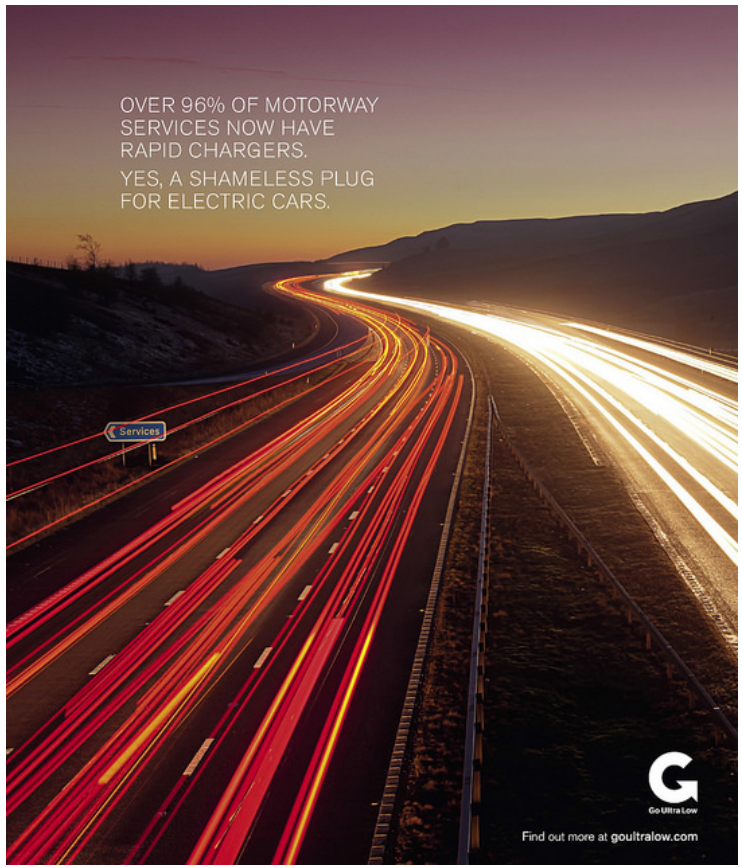
Go Ultra Low – busting EV myths through a single voice.



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Go Ultra Low Cities – shining lights in UK EV uptake.

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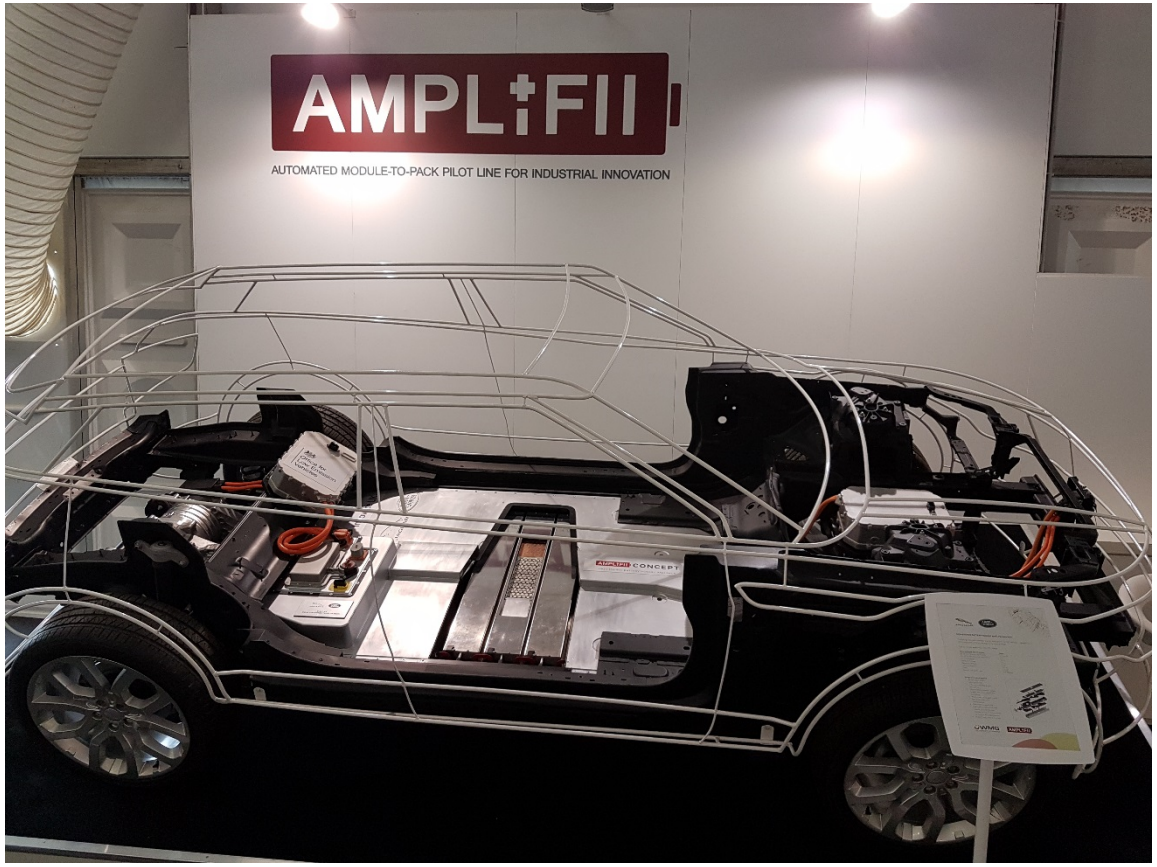
Supporting vehicle uptake, use and growing UK industry.



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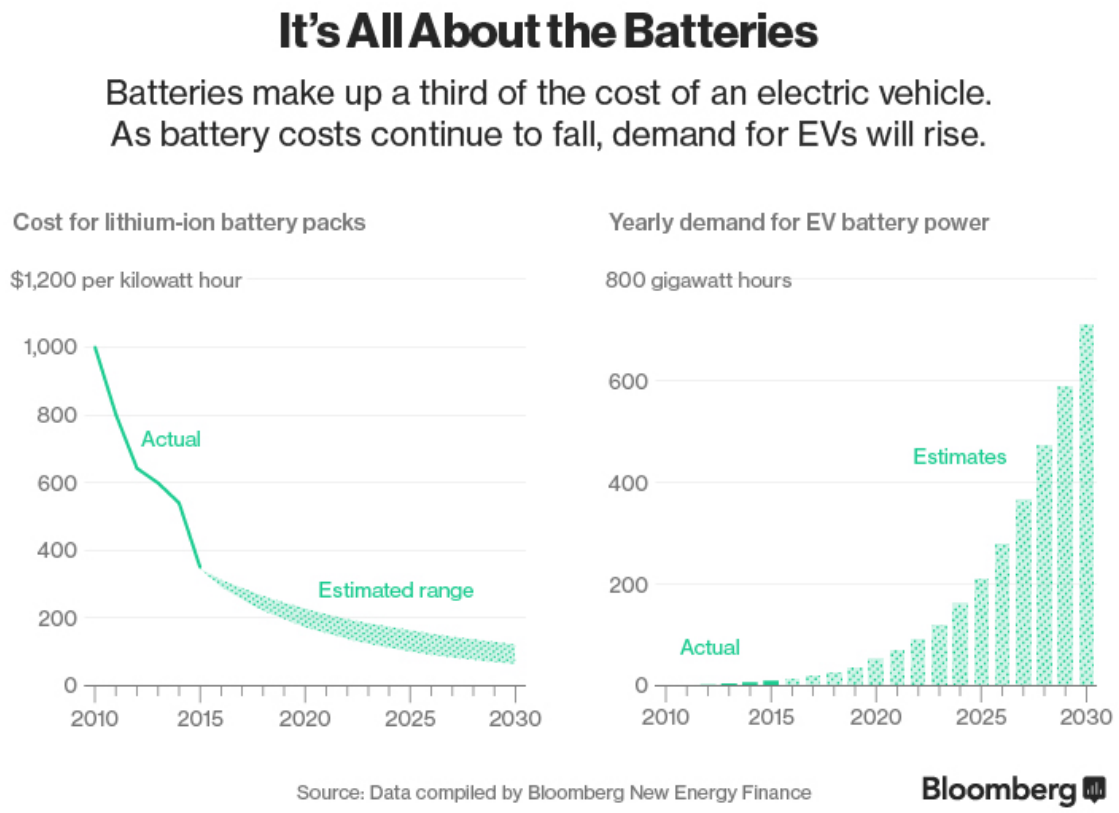
Between now and the mid-2020s battery costs will halve …



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Industry responding to threat from new entrants (and cities).

RENAULT NISSAN	**By 2022** – 12 new battery electric (out of a total of 40 models); 600km NEDC vehicle range; 230km in 15min charging vs 90km in 15 mins today.
	By 2025 – 1 in 4 cars will be a battery electric; **By 2030** – every model electrified.
BMW	**By 2025** – 12 new battery electric models / 25 electrified vehicles. **By 2025** – all electric vehicles with a range of 400+ miles
VOLVO	**By 2020** – every vehicle electrified.
JAGUAR LAND ROVER	**By 2020** – all vehicle models electrified.
DAIMLER	**By 2022** – all vehicle models electrified.

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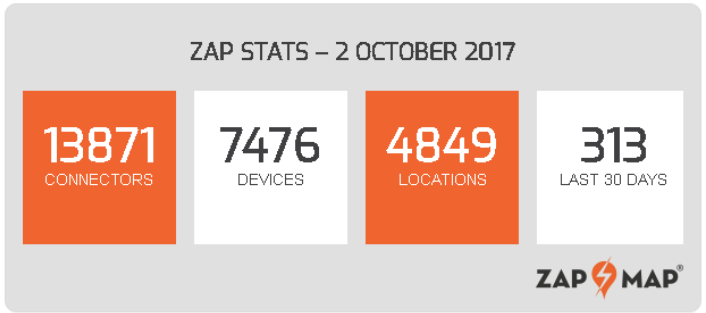
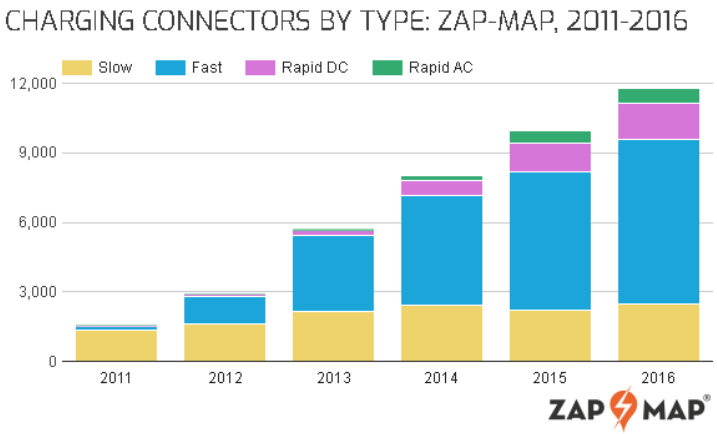
EVs need new infrastructure. And it is being installed.





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EV public network will be used differently to petrol stations.

Residential off-street


Residential on-street

Workplace

ALL important for current EV drivers.

Visibility important for future EV drivers.

‘Destination’

Train Stations


Rapids

Office for
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£1bn+ 2015-2020 ULEV PROGRAMME

Plug-in Car Grants (£££m+)	Domestic Chargepoints (££m)	Go Ultra Low campaign (£m)
Plug-in Van/Truck Grants (££m)	Workplace Chargepoints (££m)	Go Ultra Low Cities (££m)
Plug-in Motorcycle Grants (£m)	Highways England Rapids (££m)	Zero / Low Emission Buses (£££m)
Plug-in Taxi Grants (££m)	Taxi Infrastructure Grants (££m)	London (£ £m)
Hydrogen FCEV Grants (£m)	Hydrogen Stations (££m)	Public Sector Fleet support (£m)

Research & Development (£££m+)

2020
3-7% new cars ULEVs

2040
100% new cars ZEVs

2050
Nearly all cars ZEVs

£££m+ Fiscal Incentives (HMT)

+ £500m Advanced Propulsion Centre (BEIS)

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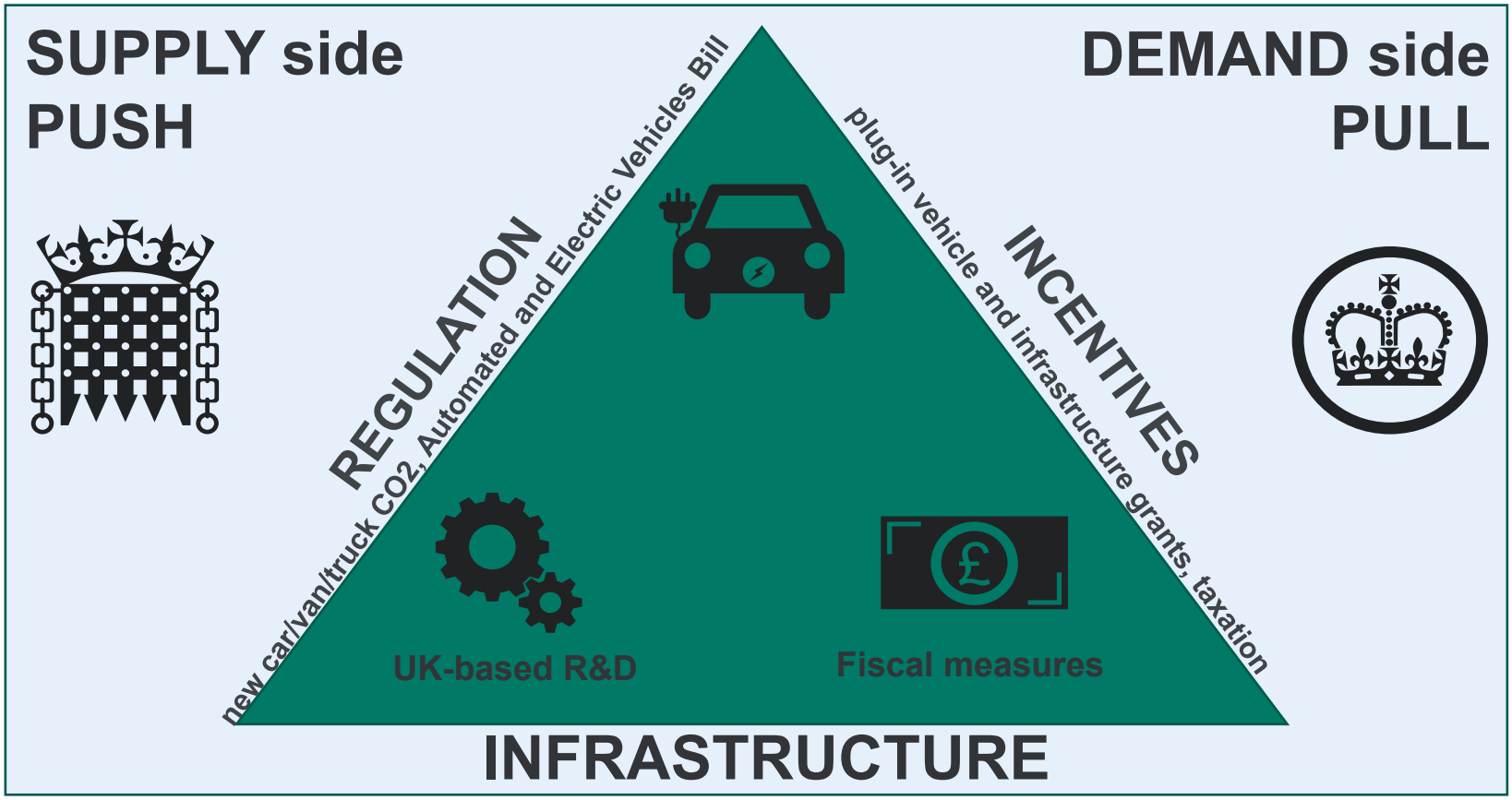
Creating growth, making transport cleaner and reducing CO_2.



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Thank you. @OLEVgovuk @GoUltraLow