

# Cars, batteries and the UK motor industry

The UK government's decision to announce an end to diesel and petrol car production by the end of this decade is speeding up the need for many decisions about the future of this important industry. Yesterday the Business Secretary had to talk to the Commons about the future of Ellesmere Port, where Vauxhall has been making engines and then assembling cars based on the internal combustion engine for many years. He assured us he wants to help Vauxhall stay there, to make a new all electric vehicle. Clearly under government plans for the industry they cannot carry on making the current types of car for much longer. I hope he succeeds in his "discussions" as he called them.

The battery is an important part of the structure of an electric vehicle, and a substantial part of the cost or added value. Car assemblers are likely to want to be close to battery makers, to take delivery of the whole "skateboard" or the sub assemblies which will comprise the battery, the wheels, axles and the electric motor. Electric vehicles are very different to petrol or diesel cars. Designers might soon start to make them look very different too, as they do not need the same engine compartment and fuel tank in the boot that we have grown used to.

In a wide range of questions from MPs wanting some of the new industry to go to their areas the Secretary of State was offered several good potential sites for battery production, and potential willing workforces. He was reminded of the possible production of lithium for the batteries from the hot springs that can be tapped amongst the granite masses of Cornwall. Because many other countries see the opportunity to gain investment in these new products and technologies, there could be some competitive bidding by governments in terms of support to the companies thinking of taking the risk of putting in large battery and car plants for the new vehicles. Companies will expect help with site acquisition, training of staff and access to raw materials and power at least.

The Business secretary told us he expected to have one battery factory up and running by 2024, then added that he wanted more. 2024 is not far away. Governments have to accept that because they are leading these changes and want them, they need to work hard to help the industry adjust. The industry's problem is they need to commit to huge investments in new products and plant before the demand for the electric vehicles has taken off. Meanwhile their cash flow from existing products has been damaged by the new controls to come on diesel and petrol cars.

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## Speaking for England

Some of you have noticed I have dropped the Speaking for England phrase from this website. I did so after careful consideration. When I thought through and set out my promises to electors for the late 2019 General Election I decided that the forthcoming Parliament had enough to do to see Brexit through, develop the wins from Brexit, and drive through a levelling up economic agenda. I doubted the Prime Minister's interest in constitutional reform for England, so thought it better not to arouse expectations. I did in the past promise a referendum on EU membership before it was party policy, and helped bring that about, and promised to speak for England and helped bring about English votes for English issues before that was party policy.

I was torn over the speaking for England issue, as it is clearly unfinished work. When I helped persuade David Cameron to take the issue of the unfair devolution settlement seriously I both argued for an English veto on laws affecting England and a right to initiate England only laws for English MPs. We secured the new procedure that any law affecting just England requires a majority of English MPs voting to vote for it. I did not secure the other half, the right of a majority of England's MPs to initiate and pass a law for England which MPs from other parts of the UK do not approve. William Hague led a successful attempt to block us. England therefore remains way behind Scotland in our devolved powers, as the Scottish Parliament can initiate and veto legislation for Scotland over a wide range of devolved matters.

Some of you argue England needs its own Parliament, like Scotland, away from Westminster. I disagree. I do not want to spend more taxpayer money on more politicians and another layer of government. I do want England to have a better voice in government, and control over its own laws. This can be done by having a Cabinet member leading for England and representing England, working closely with the Secretaries of State for Local Government, Transport, Health and Education who are mainly England only Ministers. It can be done by an English Grand Committee of all UK MPs elected for English constituencies forming the English legislature at Westminster. If I were an English nationalist then of course I would argue for a separate Parliament with as much power as possible. I would prefer the UK to survive as my country, but do want a fairer deal and a better say for England within our devolution settlement.

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## Deaths with and from CV 19

The UK government has rightly worried about deaths from CV 19. It has used these concerns along with worries over hospital capacity to treat seriously ill CV 19 patients to drive its anti pandemic lock down policies. The

government has repeatedly said it wishes to be data driven. This requires consistent and accurate data over time to help inform policy decisions

I first took up issues of data adequacy with the government on April 11<sup>th</sup> 2020. I reiterated and enlarged my concerns on this site on April 26<sup>th</sup>, May 22<sup>nd</sup>, November 7<sup>th</sup> and at other times. I asked how the UK defined a death caused by Covid 19, how it handled deaths with Covid 19 where it was not the main cause of death, and what use it made of deaths attributed to or with CV 19 when there had been no test on a patient to establish they had the disease. We know from the public daily reporting that the UK has adopted a standard of notifying CV 19 linked to a death if the patient has had CV 19 during the 28 days prior to death whatever other health problems they also experienced.

Others have now taken this up. People have come forward to complain that their relatives did not think their family member died of CV 19 yet it appeared on the death certificate. Doctors have explained that in some cases mistakes were made, in some cases the death certificate correctly identified other causes of death but needed to cite the presence of CV 19 at some point during the last 28 days of life. These figures matter, as people make international comparisons without being able to adjust the figures for the differing criteria adopted to define a CV 19 death. If you are going to be data driven you need to understand what your data means, and understand any weaknesses or possible errors in its compilation.

Using the global published figures the UK comes out as below the countries with most cases per million people, but at the top of the lists of deaths in relation to case numbers. Assuming the high level of testing adopted in the UK has come up with a realistic view of the total number of cases, this leaves us with the need for an explanation of why alongside Belgium we have the relatively high death rate of 2.9% of all identified cases, compared to the USA at 1.79% and figures closer to 2% for many other advanced countries. It looks as if the UK has ascribed more deaths to CV 19 than comparable places. I do not want to argue that our treatments have been less effective, given the huge efforts contributed by UK medical science and NHS staff to the task.

I suggest the government sets some data specialists onto the task of auditing these figures and adjusting where necessary. It does not seem fair to the NHS to leave the world with the impression we had a higher death rate from this disease given the many queries of death attribution we are now seeing. As many of the people who were recorded as dying of CV 19 were over 80, they belong to the generation that is likely to have other medical conditions that could have been the cause of death.

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## Scotland's government

It wasn't meant to be like this. Gordon Brown and Tony Blair pushed through devolution for Scotland, telling us that would kill off the nascent Scottish independence movement. I wrote at the time:

"Usually , the granting of more and more powers for separate development and separate government within a once unified state leads inexorably to stronger nationalist movements" (The Death of Britain? 1999)

I drew attention to the many ways a canny Scottish government could press for more powers and exploit the compromises of the settlement. It always looked like a political journey, not a fixed constitution. The SNP could blame the UK government for things that went wrong and demand more powers to fix them.

Some defenders of the Union still think Gordon Brown was right, if only the UK Parliament grants a few more powers. They naively think that there is some amount of power for a devolved Parliament that will satisfy nationalists. Surely we have seen enough to know that whatever powers they have they will want more, because they do want their version of independence.

Today I would be interested in your thoughts on the state of Scotland's government and Parliament. I myself have no intention of rushing to judgement or intervening in the tense battles between the present and former First Ministers. This is a debate best conducted between those involved and through the voices of the Scottish parliament, now at the very centre of the row. We have heard Mr Salmond's serious allegations about the conduct of the senior Ministers and Law Officers, including allegations of misleading the Parliament and obstructing the work of its Committee trying to get to the truth. We now need to hear the government's defence.

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## My question during the Growing Back Better Report, 25 February 2021

**Sir John Redwood (Wokingham) (Con):** I strongly support the green VAT cuts. Did the Committee examine the future of the petrol and diesel car industry, and especially the future of the diesel engine parts, with all the skilled staff and big assets, if the Government move to an early ban on these new vehicles?

**Philip Dunne (Ludlow) (Con):** I am grateful to my right hon. Friend for his question.

The Committee is taking an interest in the impact of a transition from the current economy, with its carbon-intensive sectors, to a net zero economy. We are looking at our future programme and some of the impacts of green jobs, which we are in the middle of an inquiry on now, and we will be addressing specifically the point that he makes about the impact on the motor sector.

In the future, we are interested in some of the impacts of moving from an internal combustion engine source of transport to electrified transport and what that might do across different transport sectors. We will be working with the Transport Committee to ensure that we do not duplicate efforts, but that we are able to look into those matters.