

# THE FACE OF THE PLANET IS CHANGING

...and it's because of the motor car



The negative effects of the internal combustion engine and the diesel powered engine is evident – rising global temperatures as a result of CO<sub>2</sub> and other greenhouse gas emissions, ongoing depletion of global fossil fuel reserves and clogging up of precious space in the world's cities has made the automobile the prime target for environmentalists and those dictating environmental policy. It also serves as a sobering reminder that for all the advancements in the automotive industry, there is no concrete solution in sight.

Now, more than ever, there is a decided push for greener vehicles. Tesla has skyrocketed in popularity, cars like the Model S filling the streets of environmentally conscious cities like Oslo in Norway, where the government offers huge tax rebates, designated parking spots and free charging at periodically located stations, all of which make it much more expensive to own a conventional car. Norway plans to ban automobiles powered by traditional petrol or diesel engines by the year 2025. While Norway has plans of incentivising the public to make the switch to electric before phasing out the conventional car, others are not as seamless in the transition.

France has taken the decision to ban all combustion and compression engines in motor cars by 2040, a drastic measure fueled by rising concerns about the seemingly endless smog hanging over Paris in recent years. Photos of an Eiffel Tower rendered hazy by the surrounding smog have flooded social media and raised much alarm in a country where, like the rest of Europe,

stringent emissions standards have failed to put rein on the automobile's exhaust gases. It's an uphill battle – manufacturers meet the standards by investing billions into R&D, cars pass emissions regulations with badges like "Blue Motion" and then consumers buy double the number of cars, nearly cancelling out the reduction in emissions because more cars now ply the streets than the time when those emissions standards were put in place. Rising purchasing power and increasingly available capital to fund an automobile purchase do not help the issue since they were never factored in when coming up with emissions control policies.

The Paris Climate Accords have gone a long way in encouraging nations to overturn the traditional automobile. It's not just western powers like Britain and France trying to alleviate the effect of global warming by reducing the number of cars on the road – India plans to ban all combustion engine cars by 2030, replacing them with electric or other viable alternatives, while China, whose cities are infamous for their smoggy skylines, is mulling similar policies.

All of these policies come with significant amounts pledged towards nursing the global auto industry towards more sustainable and less harmful alternatives to fossil fuels. While electric cars seem to be ahead of the race for alternatives, they come with baggage as well – coal-fired power plants currently fuel 41% of global electricity, making even electric cars dirty by association. France is planning to address this by ban-

ning coal completely by 2022 and investing nearly 470 million dollars into the energy sector – 80% of France's current electric power is harnessed from nuclear energy, which comes with its own set of risks but is significantly cleaner than coal. The UK is planning to inject more than a billion dollars into development of driverless and zero-emission cars, to try and realize their other goal of ensuring zero emissions on-road by 2050.

The push is working. Electric car sales are going up steadily, hybrids are more popular than ever and most major manufacturers from Lexus to Hyundai are weighing in heavily on their R&D into alternatives. Manufacturers like Volvo are quietly revolutionising their lineups so as to not get left behind. With the rising popularity of Tesla and cult figures like Elon Musk gaining prominence, world governments are waking up to the challenges of setting up the necessary infrastructure to sustain a switch from petrol and diesel. The issue of range is still to be addressed convincingly, but the effort is there.

Will it work, and is it necessary? When even a country like Germany, the birthplace of the modern motor car, considers banning the internal combustion engine, you have to realize how dire the current situation must be. It's harsh, but it's seemingly the truth – the petrol and diesel powered car is on its way to a slow death.

SHAER REAZ

Soon to be a rare sight - the Love Bug in the City of Love. As climate concerns push world governments to increasingly desperate measures, petrolheads bemoan the possible death of their passion. Will classics survive the coming scourge against petrol and diesel powered cars?

## CLIMATE CHANGE AND THE PARIS ACCORD

"Scientific evidence for warming of the climate system is unequivocal."  
- Intergovernmental Panel on Climate Change

**280 ppm**      **405 ppm.**

Concentration of CO<sub>2</sub> in the atmosphere before the Industrial Revolution

Concentration of CO<sub>2</sub> in the atmosphere in December 2016

The 21st century has seen the most temperature records broken in recorded history. 2016 was the hottest year on record since 1880. Sea levels are rising at their fastest rate in 2,000 years.

The United States constitutes 5% of the world population and contributes to 22% of world's carbon emission. Vehicles like cars and truck contribute to 20% of carbon emissions in the United States. In June 2017, the United States withdrew from the Paris Accord following President Donald Trump's announcement.

INFOGRAPHIC: SHAER REAZ

The amount of CO<sub>2</sub> in the atmosphere is higher than at any time in the last 800,000 years.

Burning one gallon of gasoline puts 8909 grams of CO<sub>2</sub> into the atmosphere.

The Paris Climate Accord, signed by 195 nations in April 2016, aims to reduce greenhouse gas emissions of all signatories by pledging to cut their carbon footprints.



## CAR SPOTTING

Trio of good-looking Mercs this week. We like the chunky looks of the GL and the cutesy yet menacing stance of the CLA45 but given the choice, we'd probably make the wrong decision and take the classic W123.



PHOTOS: SHADMAN AL SAMEE

## TOP 5 REASONS TO BUY THE VOLVO S90

Infographic: Shaer Reaz



Go ahead, quote us on these. Or ask the folks at Eurocars Ltd., authorised representative of Volvo.



- 1** It has one of the best interiors you'll find on any luxury car in this segment. Short of a much more expensive Bentley or ultra high end luxury car, the S90 gives you some of the best surfaces and materials. wood, aluminium and leather cover everything you can touch or see. Truly a great place to be in.


- 2** It's packed full of top of the line technology. Like that giant center display, which controls every imaginable function of the car, from the climate control to the stereo to the heads up display. At 9 inches, that center screen is also one of the largest in the segment, aside from other Volvos and Teslas.


- 3** That impressively handsome front end is also responsible for keeping you safe. True to Volvo's tradition, safety is a huge concern and is addressed through many proximity sensors, lane keeping system, parking assist and multiple airbags. The frontal crash rating? 5 stars, Euro NCAP.


- 4** The 2.0 litre turbocharged heart of the S90 T5 Inscription is part of Volvo's push for highly efficient 4-cylinder engines which have enough grunt to make things exciting and keep emissions and thirst down. The figures?

**254 HP**  
**258 LB-FT**


- 5** It is truly one of the best looking sedans ever made. Perfect proportions and the right balance of grace and aggression.



## AUTO NEWS

### Gorgeous drop top - Aston Martin DB11 Volante



Aston Martin is back at it. Widely known for making some of the best looking cars ever made and winning favour with a certain British spy whose name rhymes with fond, Aston can proudly claim to have produced only two ugly cars in its entire history – the wedge-y 80s Lagonda and the Vantage of the early 90s. This time, they've truly outdone themselves with the DB11 Volante. The DB11 coupe is extremely pretty – it has a few awkward creases here and there, and the way the roof ends at the C-pillar isn't very graceful, but no one can argue that the doe-eyed Brit can get almost anyone's pulse racing. How do you make one of the prettiest Astons ever made even more good looking? You lose the top, of course. The Volante looks svelte and sleek, and the absence of a roof makes the open-top grand tourer look even more elongated. The way those headlights dip, the creases that mirror the headlights, the upturned rear deck with that integrated spoiler...it really is perfection. No other word for it.

ALL-NEW XC90  
**PODIUM FINISH**



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