

## LOCAL

# Slow pace of work at dept a ticking time bomb

Attestation of certificates in particular happening at snail's pace

**KUWAIT CITY, June 9: The Documentation Sector of the Ministry of Foreign Affairs is on the brink of a huge crisis which resembles a ticking bomb that may explode in the face of ministry officials in the coming days, reports Al-Seyasah daily.**

The process of attestation in general and certificates in particular is happening at a snail's pace at the moment, which raises questions as to what will

happen after the end of the high school exams and the announcement of the results when people rush to get their documents attested.

What reinforces these fears is the current situation because trying to register for an appointment to certify any papers or documents, a person can hardly access the site in the early hours of the day, while the possibility of finding an appointment becomes almost impossible in the afternoon until 4:00 pm, when it is almost time for closing the door on appointments.

On the other hand, the Sabhan Center

is restricted to citizens only, while there is no evening shift at the Liberation Tower center, with the main center in Shuwaikh is the only one that works two shifts.

The current indications require the Ministry of Foreign Affairs to move quickly to accommodate the huge numbers of people who rush to these centers to get their documents attested especially since the students will need to submit these attested documents to foreign universities outside Kuwait to get admission.

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**Decision retracted:** Hours after the Ministry of Commerce posted a tweet on its website calling on commercial license holders to obtain licenses for hoardings and services or promotional campaigns on the social media, the Ministry retracted its request and deleted the tweet from its account, reports Al-Rai daily.

Al-Rai learned from reliable sources the tweet was deleted after a wide wave of rejection and criticism of the decision, considering it an obstacle to facilitating business, especially criticism from the youth.



HH the Crown Prince.



KUNA photos

Speaker Al-Ghanim.

## Audience of HH the Amir

His Highness the Amir Sheikh Nawaf Al-Ahmad Al-Jaber Al-Sabah received Wednesday at Bayan Palace His Highness the Crown Prince Sheikh Meshaal Al-Ahmad Al-Jaber Al-Sabah.

His Highness the Amir also received the Speaker of the National Assembly Marzouq Ali Al-Ghanim.

Furthermore, His Highness the Amir received His Highness the Prime Minister Sheikh Sabah Al-Khaled Al-Hamad Al-Sabah.

His Highness the Amir also received the Minister of Information and Culture, Minister of State for Youth Affairs Abdulrahman Badah Al-Muairi.

His Highness the Amir also received Kuwait Olympic Committee President Sheikh Fahad Nasser Sabah Al-Ahmad Al-Sabah, and KOC Secretary General and Executive Director of the Olympic Council of Asia (OCA) Hussain Ali Al-Musallam, on the occasion of his election as President of the International Swimming Federation (FINA).

His Highness the Amir wished Al-Musallam success and progress to serve Kuwait in regional and international sports arenas. (KUNA)



KUNA photo

Kuwaiti Relief Society officials in front of the relief aid plane for the Palestinian people.

## To be given to Palestinians

## Kuwait's military airplane with aid arrives in Jordan

AMMAN, June 9, (KUNA): A Kuwait military aircraft arrived at Jordan's capital on Wednesday, carrying 40 tons of medical and relief aid to later be delivered to the Palestinian people.

Kuwaiti Ambassador to Jordan Aziz Al-Daihani, a delegation from the Kuwait Society for Relief and Jordan Hashemite Charity Organization chief received the shipment.

This campaign is being sponsored by Kuwait's Ministry of Social Affairs and the Ministry of Foreign Affairs, with the participation of more than 30 Kuwaiti charity organizations, Ambassador Al-Daihani told KUNA.

The move embodies the "humanitarian, ethical and religious duties we have towards our (Palestinian) brothers," he added. For his part, Member of the Kuwaiti Society for Relief Jamal Al-Nouri said that this shipment contains 30 tons of food supplies and 10 tons of medical equipment and children's milk.

One part of the shipment will be delivered to Jerusalem and the other to the Gaza Strip, through local charities working in the field in cooperation with Kuwaiti Society for Relief, he added.

## No fines slapped

## Bitumen shortage cause of 'H 240' project delay: MPW

KUWAIT CITY, June 9: The Ministry of Public Works said the reason behind the delay in completion of work on the G-Ring project is due to the shortage of bitumen, saying some approvals have been obtained to issue a time extension for the project contractor to complete the project, reports Al-Jarida daily.

The MPW sources told the daily the extension time-frame for the project 'H 240' which is the development of part of the Seventh Ring Road is under consideration by the supervisory authorities, pointing out that the contractual date for completing the project was Nov 30, 2020 and the revised date for completion on the foreseeable extension is Nov 4, 2021.

The sources indicated the first phase of the project was opened in February 2020, while the second phase was in March 2021, stressing that no fines for delay had been slapped on the contractor to date until a decision is taken on the time extension by the regulatory authorities.

The sources pointed out the project's records indicate lack of traffic accidents on the Seventh Ring Road but there are no official statistics indicating the current rate of accidents compared to the normal rate. No traffic accidents and no traffic jams have been reported from the Seventh Ring Road at all due to the traffic diversions that are implemented to complete the project's work.

She called on road users to be careful and take additional precautionary measures by following the traffic signs and instructions while driving on the alternative roads in the "Diversities" project, stressing that exceeding the speed limit barrier is the main factor in the occurrence of serious accidents.

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By Bang Sun Jeong, Vice President, Head of Middle East & Africa Operation

## Fuel Cell & Battery Electric Vehicles: The Inevitable Future of Clean Mobility

With climate change continuing to be an important topic around the world, more questions are being asked of how automobile manufacturers can help reduce the emissions that are being produced by vehicles on a daily basis.

According to statistics from the International Energy Agency, road transportation accounts for three-quarters of transport emissions while transportation alone makes up one-fifth of global carbon dioxide emissions. It is a significant problem and one that simply cannot be ignored. [1]

In recent years, several vehicle makers including Hyundai Motor Company, have committed to play their part in addressing this issue by providing clean mobility. We are already seeing the beginning of this with many clean and energy-efficient vehicles being driven on the roads today.

Most of them are battery electric vehicles (BEVs) which are becoming an increasingly popular choice for consumers today. It is easy to see why. Many governments around the globe have rolled out financial incentives to encourage the adoption as part of its long-term strategy to go green.

For instance, the United Kingdom is set to ban the sales of new cars and vans that are powered by diesel or petrol from 2030 while the American government has pledged to invest heavily in clean energy including electric vehicles with plans to install 500,000 new charging outlets by the end of 2030. This would be a huge jump given there are currently less than 29,000 public EV chargers across the U.S. [2]

Although these plans would help accelerate the sales of BEVs, trying to change the majority of people's behaviours to switch to "greener" and sustainable vehicles will not be easy.

How long would it take to charge? Is it affordable? How far would consumers be able to travel and how long would the batteries last before it needs replacing? These are just some of the questions being raised by potential new buyers before making the final decision and doing their part in protecting the environment.

Many of these answers are largely down to the use of advanced technologies and how practical they are. Today, more organisations within the industry are collaborating to leverage different forms of technologies to develop vehicles and infrastructure that will make BEVs a climate-friendly way to get around.

While these are big steps forward, BEVs are not the only transport solution that will help make our cities and towns cleaner.

Hydrogen power has been on the market for many years but in a very limited capacity. Yet, it has been identified as a key green transportation technology



and in recent years, Hydrogen, the most abundant element on Earth, has become a vital resource in the automotive industry.

Hydrogen cars or fuel-cell electric vehicles (FCEV) as they are widely known today are unlike BEVs.

Firstly, FCEVs are installed with a hydrogen tank that enters the fuel cell using a combination of hydrogen and oxygen which generates electricity to power the motors. This means that hydrogen cars have characteristics of both electric cars due to the use of electric energy and conventional petrol cars which have tanks.

As well as reducing carbon footprints and greenhouse gases, another difference is that FCEVs do not require consumers to plug in the vehicle to an outlet for refuelling which can be done between five and 10 minutes.

For example, the Hyundai NEXO Fuel Cell only needs less than five minutes to refuel for a driving range of up to 380 miles. To put that into perspective, that is almost the distance of a full-round trip between Washington DC and New York compared to BEVs which can range between 100 and 200 miles. [3]

Furthermore, FCEVs can store more energy at a lower density while hydrogen is a more sustainable and long-term fuelling option that can be used for long periods without even harming the environment.

Despite these positives, one of the biggest challenges is costs. Although a variety of FCEVs have been rolled out in the last two decades including Hyundai's Santa Fe FCEV—the Company's first fuel cell EV and the world's first mass-produced FCEV Hyundai ix35, the demand is relatively low.

There are many reasons for this but one of the main problems is that they are expensive to buy. This is largely down to manufacturing and technology costs which will only drop when production numbers rise.

Even if consumers can afford a new FCEV, there needs to be a substantial number of Hydrogen fuelling stations across all countries and these facilities will

only be built by fuel companies if there is enough business.

However, the Kingdom of Saudi Arabia is among the countries that already have installed at least a fuelling station which shows that some nations are more than ready to welcome hydrogen-powered vehicles to their roads.

It is clear that BEVs and FCEVs have the advantage of producing zero local emissions and at Hyundai Motor, we see a bright future for both types of vehicles. It is part of our vision to produce automobiles that are sustainable and eco-friendly.

Yet, we realise that a huge amount of work needs to be done to provide a clean mobility landscape. As part of our long-term strategy, Hyundai plans to roll out at least 12 BEV models with the objective to sell 560,000 EVs per year by 2025. During this same period, Hyundai Motor Group, plans to expand its BEV lineup to 23 models by 2025 with the goal to sell 1 million units annually in global markets.

At the same time, Hyundai Motor Group has set out its 'FCEV Vision 2030' roadmap, reaffirming its commitment to accelerate the development of a hydrogen society by leveraging its global leadership in fuel cell technologies.

During the next nine years, Hyundai Motor Group aims to secure a 700,000-units-a-year production capacity of fuel cell systems for automobiles as well as for non-automotive sectors, such as vessels, rail cars, drones and power generators.

As for fuel cell vehicles, Hyundai Motor has already started exporting its XCIENT Fuel Cell, the world's first mass-produced fuel cell heavy-duty truck with 2,000 units being developed per year by 2021 to support expansion in Europe, the U.S. and China as demand for clean transport solutions grows.

Overall, it is inevitable that we will be seeing more BEVs and FCEVs being driven in the future as they are part of the solution that will make our cities cleaner. If members of society are to shift to these vehicles, it would require policy-makers, governments and industry experts to work together and overcome any challenges.

It is simply not enough to develop these vehicles for the roads in mass production unless there is sufficient infrastructure in place and are affordable to buy and operate. Therefore, resourcefulness will be key to clean and sustainable mobility.

(1) <https://ourworldindata.org/co2-emissions-from-transport>

(2) <https://www.enbc.com/2021/03/03/us-ev-charging-system-a-priority-under-bidens-2-trillion-infrastructure-plan.html#:~:text=President%20Joe%20Biden%20is%20prioritizing,across%20the%20U.S.%20by%202030.>

(3) <https://www.hyundaiusa.com/us/en/vehicles/nexo>