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Lord Neuberger, Chair of the High Level Panel of Legal Experts, and Amal Clooney, Deputy Chair of the Panel, today announced the composition of the independent High Level Panel of Legal Experts. The panel will convene for the first time at the [Global Conference to Defend Media Freedom](#).

The High Level Panel is an independent body convened at the request of the UK and Canadian governments and chaired by Lord Neuberger, former President of the UK Supreme Court.

Foreign Secretary, Jeremy Hunt said:

Stemming the tide of violence against journalists requires political will, diplomatic pressure and a legal framework to support countries to improve.

The independent High Level Panel of Experts consists of the best legal minds from across the globe. Together they will develop and promote legal mechanisms to help prevent and reverse media abuses.

International human rights lawyer and Special Envoy on Media Freedom, Amal Clooney said:

The High Level Panel of Legal Experts brings together leading international experts on media freedom, including judges, lawyers and academics, from all over the world. I look forward to working alongside them to develop and advance legal frameworks that can help to protect media freedom around the world.

The independent High Level Panel of Legal Experts will examine legal and policy initiatives that states can adopt to improve media freedom including by:

- proposing legal and other initiatives that can be taken by governments to ensure existing international obligations relating to media freedom are enforced
- advising on any new international commitments by governments that would help to prevent and reverse media abuses
- supporting governments to repeal legislation that is outdated or restricts media freedom
- promoting best practice and model legislation to protect a vibrant free press

The Global Campaign for Media Freedom aims to shine a spotlight on media abuses and reverse the trend of violence against journalists.

The High Level Panel of Legal Experts are:

- Lord David Neuberger, UK (Chair)
- The Honourable Irwin Cotler, Canada
- Hina Jilani, Pakistan
- Dario Milo, South Africa
- Amal Clooney, UK (Deputy Chair)
- Sarah Cleveland, US
- Baroness Helena Kennedy, UK
- Nadim Houry, Lebanon
- Can Yegİnsu, Turkey/UK
- Karuna Nundy, India
- Galina Arapova, Russia
- Justice Manuel José Cepeda Espinosa, Colombia
- Professor Kyung-Sin Park, South Korea
- Baroness Françoise Tulkens, Belgium
- Ms Catherine Anite, Uganda
- Judge Robert D. Sack, US

Background

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Pictures from the [Media Freedom conference](#) are available on wires and FC0 social media accounts: [FC0 Twitter](#) and [FC0 Flickr](#).

Further information

[Giving unregulated advice leads to prison sentence](#)

Two East London men who were found guilty of providing unregulated immigration advice and services and then laundering the proceeds have today, 11 July 2016, been sentenced at Southwark Crown Court.

Abdul Mukthadir KHAN, 33 of Hampton Road, Forest Gate, and Mohammed SAYEM, 40 of Windsor Road, Forest Gate, were found guilty on seven counts, namely: 1. Fraud by False Representation x 2; 2. Providing Unqualified Immigration Advice/Services x 2; 3. Converting Criminal Property (money laundering) x 3.

Mr Khan's wife, Mahmuda MITU, 32, also of Hampton Road, was found guilty of one count of Converting Criminal Property.

Mr Khan and Mr Sayem, who operated from an office in Whitechapel, Tower Hamlets, falsely represented themselves to be immigration advisers and obtained £26,700 from two individuals for visas which were not provided. Only £6000 was returned.

The two victims were instructed to pay most of the money into a bank account of Ms Mitu which was operated by Mr Khan. That money was subsequently transferred to accounts held by either Mr Khan or Mr Sayem.

In addition large quantities of money, proceeds of criminal conduct, were transferred between bank accounts held by all three defendants over a period of two and a half years. All three were found guilty of this matter.

Mr. KHAN was given a number of sentences, to be run concurrently, resulting in him serving two years in prison.

Mr. SAYEM was also given a number of sentences, to be run concurrently, resulting in him serving two years in prison.

Ms. MITU was sentenced to a 24-month Community Order.

This prosecution was the result of an OISC-led investigation in partnership with the Metropolitan Police Service.

Her Honour Judge Korner CMG QC said: "These are extremely serious offences. The mischief is that they take advantage of persons desperate to enter or

remain in the UK. The gravity is aggravated when large sums of money are taken to assist people and no such work is carried out."

Commenting on the verdict and subsequent decision, Immigration Services Commissioner, Mr John Tuckett, said: "The offence showed a total disregard for statutory requirements, and a deliberate defiance of the law. This has been reflected in the sentence, and I hope this serves as a reminder to those who might otherwise choose this path."

Notes to editor

1. The OISC is an independent public body, established under the Immigration and Asylum Act 1999, to regulate the provision of immigration advice and services in the UK.
2. For further information contact Victoria Bovill-Lamb, Manager, Investigations and Intelligence Team, OISC, on 0207 211 1591.
3. For further media information contact Cornelius Alexander, Corporate Communications Officer, OISC, on 0207 211 1167.

UN Human Rights Council 41: explanation of vote on child marriage

Thank you, Mr President,

The United Kingdom rejects the Amendment proposed by the Russian Federation to the resolution before us contained in document L.45.

As we have said earlier today, this amendment contains numerous changes, additions, caveats and deletions all of which were raised over the course of a number of open and transparent informal meetings. They failed to garner support from the delegations participating in these informal meetings, or from the penholder of this resolution and were therefore not incorporated.

We are particularly concerned that this amendment seeks to strike out references to girls' autonomy and to caveat the participation of girls in the elaboration of humanitarian responses. We note the consistent efforts of the Russian Federation to erase girls from texts that seek to promote and protect their human rights, to empower them and to give them voice and control over their own lives. We reject this approach, particularly in the context of supporting girls who have been subjected to child marriage. To suggest they cannot participate in finding solutions to their own concerns is absurd.

The passage of this amendment would set a bad precedent for the working of this Council. At this stage in our deliberations, Council Members should be considering thoughtful and well-articulated amendments that reflect concerns and issues of specific importance to delegations.

For these reasons, we will vote against this amendment and we call on all other Members of the Human Rights Council to do the same.

Thank you, Mr President.

Government low carbon fuels strategy for transport

Good afternoon everyone. It's a real pleasure to speak to you today (8 July 2019) about the role that low carbon fuels will play in our journey to zero emission road transport.

Last month the Prime Minister announced the UK's pledge to achieve a [net zero greenhouse gas target by 2050](#).

It's an ambitious, but entirely achievable target. But also one that requires a focused and co-ordinated response from all of us. To speed up innovation. To support new and emerging technologies like greener fuels. And to ensure that industry and government are working in partnership towards shared goals.

The [Low Carbon Vehicle Partnership](#) is clearly integral to that process. Helping me and my colleagues in government understand the opportunities – and how to grasp them. In particular, how we can overcome barriers to low carbon fuels, and create the infrastructure that will transform demand. And how we can harness diverse interests across industry to advise and influence policy.

The partnership is also tasked with pushing forward the low emission transport debate, including through the [Road Transport Emissions Advice Group](#) and the [Electric Vehicle Energy Taskforce](#), and bringing together stakeholders from government, energy and automotive industries to meet challenges facing the energy system.

For example, how we can meet demand for energy in an efficient and sustainable way as we move to electrified transport and smart charging, while keeping consumers at the heart of the transition.

And of course, its expertise covers a wide range of applications. The partnership has – for instance – helped DfT to develop the [Ultra-Low Emission Bus Scheme](#). Which has funded 263 zero emission buses, and supporting infrastructure across the country. And that's helped establish a strong foothold.

In 2018 the UK was the second largest market for ultra low emission vehicles in the EU, behind Germany – and 1 in 5 electric cars sold in Europe were made in the UK. So now we have to use that foothold to propel us forward.

We want the UK to bolster its position as a global leader in ultra low emission vehicle production, and in the design and manufacture of zero emission vehicles, as we plan ahead for all new cars and vans to be effectively zero emission by 2040.

This is why the government is providing £1.5 billion to support the further uptake of ultra-low emission vehicles, and develop a world-class electric vehicle infrastructure network. But the transformation from fossil fuels to a zero carbon road transport system is complex.

How do we reduce emissions while combustion engine-powered vehicles are still running on UK roads? The environmental impact of road vehicles today is under intense scrutiny. The range of powertrain technologies and fuels available to consumers is greater than ever.

Although our [Road to Zero Strategy](#) set a clear pathway to zero emissions, with a strong emphasis on ultra low emissions vehicles, the transition to ultra low emissions vehicles does not mean that we can afford to simply ignore measures to reduce emissions from conventional road vehicles, or hybrids for that matter.

Nor does it mean we should ignore the potential for low carbon fuels to de-carbonise those transport modes harder to reach through electrification. Low carbon fuels will therefore continue to play a vital role in reducing greenhouse gas emissions for decades to come.

That's why we established a Transport Energy Task Force with the Low Carbon Vehicle Partnership, and published a strategy for renewable transport fuels in 2017. This built on the success of the [Renewable Transport Fuel Obligation](#) (RTFO) scheme, which saw the average greenhouse gas savings of biofuels increase from 46% in 2008 to 2009 to 76% in 2017 to 2018. And last year alone reduced CO2 emissions by 2.7 million tonnes – equivalent to the emissions pumped out by around 1.2 million combustion engine-powered cars. Thanks in no small part to suppliers and producers here today.

Last year we amended the RTFO scheme increasing the supply, and sustainability, of low carbon fuels. Doubling their use between 2018 and 2020. And setting targets through to 2032. We also extended the RTFO so that renewable aviation fuels are eligible for reward. And set new development targets to encourage the supply of strategically important fuels for the UK, including renewable hydrogen, renewable aviation fuel and bio substitute natural gas.

All helping to drive the market for advanced low carbon fuels and de-carbonise conventional road vehicles for decades to come. But there is still much more to do.

It is vital that we realise the potential for the UK to become a global

leader in developing and producing advanced transport fuels. Developing a thriving domestic advanced fuels industry won't just create jobs at home. It will also help us export our products and skills. To complement the demand for advanced fuels generated by the RTFO.

The Future Fuels for Flight and Freight Competition, known as the 'F4C', is also making up to £20 million of matched capital funding available. Funding that will promote the development of an advanced fuels industry within the UK.

This extends to projects that can produce low carbon waste-based fuels for use in the aviation and heavy goods vehicle sectors. Modes that are particularly difficult to de-carbonise. Later this year we will be announcing those companies who will receive capital funding from the F4C.

We are also considering what more can be achieved through the RTFO scheme to support other fuels capable of reducing emissions. We are looking at how to incentivise fuels made from non-biogenic and non-recyclable plastic derived waste, and we hope to publish a research report on this topic later in the summer. We are aiming to publish soon our response to last summer's call for evidence on whether and how E10, petrol with 10% bioethanol, may be introduced in the UK.

So, to sum up, there's a huge amount of activity going on to drive forward fuel technology, and the market for ultra-low and zero emission vehicles.

I am confident the UK will seize the economic opportunities presented by both our Road to Zero Strategy, and our 15 year strategy for renewable transport fuels.

Clearly, government can't deliver either of these in isolation. We need established, and advanced fuel technologies capable of producing genuine reductions in emissions. We need the support of small technology providers and large automotive manufacturers. We need local authorities and fleets. We need environmental bodies.

And we need the Low Carbon Vehicle Partnership. With the unique contribution you all can make. Not just in the short term. But right through our journey to zero emissions. It's a journey of historic proportions and importance. And we are hugely grateful to have you all on board.

I wish you a successful conference. Thank you.