

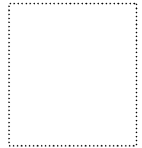


Friends of the Earth

Bromley

August 2008 No. 248 Newsletter

Bromley FoE: inquiries to Birch House, Grays Road, Westerham TN16 2JB
email: raywatson@iclway.co.uk;



August Meeting

Friends Meeting House,
Ravensbourne Road, Bromley

Finding a way through the gloom
Paul de Zylva

Head of Friends of the Earth, England

Tuesday 5th August

7.30pm.

Everyone welcome – bring a friend

In this Issue:

| | | | |
|----------------------|-----|------------------------|-------|
| Diary Dates | 2 | FoE on incinerator | 9 |
| Member wins award | 2 | How to eat ?? | 10 |
| July mtg report | 3,5 | How to stop c/change | 11 |
| Planning application | 4,5 | More costly carbon | 12,13 |
| No new coal protest | 5 | CAAT information | 13 |
| Campaigns info | 6,7 | Tony J ... and finally | 14 |
| MP's airport pledge | 7 | Bromley FoE contacts | 15 |
| CYW & Earthmatters | 7 | Re-User item | 16 |
| Transport info | 8,9 | Non-members section | 16 |

Copy for the next Newsletter must be with the Editor by
SUNDAY 17TH AUGUST. Contact details inside front cover.

The picnic on August 23rd has been cancelled – we're too busy !!

Diary dates:**August 5th (Tues)****Bromley FoE's August meeting;** with Paul de Zylva, Head of FoE, England (see below)**August 23rd (Sat)****FoE picnic CANCELLED:** The plan for a group Picnic in the Park on August 23rd has been cancelled because we have a heavy programme of promotional activities this summer**September 2nd (Sat)****Bromley FoE's September meeting** – a special presentation of practical ways to make your home greener. Speaker is Natalie Holmes**September 13th (Sat)****Bromley FoE stall** – Bromley High Street stall, 1200 – 2.00, outside Caffè Nero – theme is Biofuels**October 7th (Sat)****Bromley FoE's October meeting** – Alan Wyle on Community Shops**October 25th (Sat)****Renewable Energy Day of Action** – Bromley FoE stall in Bromley High Street**August meeting – Finding a way through the gloom**

Some interesting comments and ideas will be featured by Paul de Zylva, head of Friends of the Earth England, our speaker for the August meeting.

He will touch on the environmental aspects of the economic downturn and the reaction (or not!) of the public and politicians to it. He will also discuss the question: is recession good or bad for the environment and how we might transform boom and bust into sustainable economies.

All that and the chance to put forward your arguments and questions. Please be there on Tuesday August 5!

Bromley Environment Award winner is FoE member

Bromley member Mrs Elizabeth Greenwood - widow of FoE member Peter - was winner in the "Citizen" category of the Bromley Environment Awards for 2008 for "Exceptional commitment to sustainability and the environment." She received her award from TV weather presenter Sian Lloyd at a ceremony at the Civic Centre.

Next Newsletter - copy details:

Any news, articles, poems, questions, views etc for the next Newsletter must be with the editor **by SUNDAY 17TH AUGUST.**

by post to John Street, 82 Babbacombe Road, Bromley, BR1 3LS

by phone to: 020-8460-1078, **by email** to: johnstreet@gn.apc.org.

The editor reserves the right to shorten contributions for space, or other, reasons.

July meeting report – by Annette Rose

Our speaker was Alan Lucking. Alan is a business manager working for the London Borough of Bromley and has responsibilities for spending by Transport for London. He is also business manager for SELTRANS – South East London Transport Strategy.

This organization was set up to improve transport links across South East London. He stressed that the organization was not anti car but they try to encourage people to seek alternatives when possible. The aim is to reduce dependency on cars and make transport use more sustainable. They aim to improve the safety, security and accessibility of public transport.

Alan went on to describe what can be offered to businesses. When contacted for advice, they will go to businesses and explain the benefits of obtaining a travel plan. They will suggest how to put in measures to support alternatives to car use such as walking, cycling, public transport, car sharing and reducing the need to travel to the work place.

Advantages for the company include improving the corporate image, saving money and less absenteeism. Effects are improved journey times and less traffic congestion.

There are 3 packages that can be offered to businesses with different levels of support.

Corporate package. This is the biggest package and includes consultancy advice, travel surveys and

site audits. It can be worth £20,000 and money put in has to be matched. Alan was asked if Bromley council had a travel plan and we learnt that they have put in lockers and showers and have a discounted bike scheme. The package is not a quick fix and the effect can not be seen for a period of time and needs to be continued to be measured. However a typical result is for 16% of employees to move away from car use.

Enterprise package. This medium package will help with travel plans, guidance and some funding. It can offer 5 products, 1 a year for 5 years and is worth £8000. Flexible and remote working can be good options. They offer promotional posters, stickers and free membership of a car share organization where people are put in touch with each other travelling to same destinations.

Small businesses package. This is worth £5000 and can include showers, lockers, information, cycle stand units and video conferencing.

Organisations that are required to produce a travel plan will not receive money but can obtain advice.

The stages of the process are- sign up, development, implementation, review and renew. There are now 400 companies with travel plans that need annual reviews so there is much work to be done.

Alan then went on to describe some other projects he has been involved

/continued on page 5

Planning application for Site B, Tweedy Road, deferred

John Street writes: Bromley Council's Development Control Committee met yesterday evening to discuss the proposals for development in Tweedy Road, on "Site B", close to Bromley and Sheppard's Colleges.

Their decision, by a 12 - 1 vote, was to defer the application so that the applicant could come back with proposals more acceptable to the committee.

The points the applicant would be asked to make changes to were just about anything you can think of - car parking spaces, height, bulk, number of flats, design, both street-facing and to the rear of the building. There may have been others as well.

A Bromley Civic Society press release said:

PRINCIPLE OVER PROFIT

Bromley Civic Society held its inaugural public meeting of at Bromley & Sheppard's College, 5th June. The meeting was packed with local people concerned about the Council's Town Centre Area Action Plan (AAP) which proposes demolition of large parts of the town centre, compulsory purchase 40 homes and the sell - off of council owned, heritage sites for redevelopment.

The first stage of this programme is the assault on the setting of Bromley's only Grade I listed historic building - Bromley College, described by English Heritage as "without doubt one of the most historic assets within the Borough" (quote from the Chief

Planner's report page 5). The proposal for redevelopment of the Council owned land in Tweedy Road went to Development Control Committee on 8th July.

The Council Chamber was full to capacity on Tuesday with residents of Bromley College and members of the public all gathered to hear the debate on Site B. The Chief Planner reported there had been an unprecedented weight of objections. The list is truly astonishing:

The Georgian Group, The Victorian Society, Save Britain's Heritage, The Almshouse Association, the Council's own Advisory Panel for Conservation Areas, The Trustees of Bromley and Sheppards College, Bromley Civic Society, Robert Neill MP, Bromley Green Party, London Borough of Bromley Resident's Federation, Bromley Friends of the Earth, Bromley North Residents Association, Babbacombe Road Residents Association.

In addition the Chief Planner verbally confirmed there were some thousand objections from the public in the form of petitions plus "large number of individual resident's objections".

After nearly an hour, on a vote of 11 to 1 the Committee decided to register their own objections to the development on grounds of : "density, size, bulk, mass, height, proximity to Sheppards College, car parking provision, design, excessive number of flats and lack of soft landscaping";

/continued on page 5

NO NEW COAL - March from Rochester to Kingsnorth

NO NEW COAL - March from Rochester to Kingsnorth

Sunday 3rd August - The opening day of the Camp for Climate Action. Assemble 12 noon at Rochester Station; Trains take 40 to 70 minutes from Victoria or Charing Cross and there are several per hour. See <http://nationalrail.co.uk>.

We will march together with the Camp for Climate Action Caravan on its last day before it reaches the Climate Camp itself - but this will be a legal, organised march. You can (1) march all the way (seven miles), (2) just attend a brief rally and march a mile or so through Rochester, or (3) just do the first and last parts of the march (get a bus from Strood and join us again at Hoo for the final mile or so to Kingsnorth). You can go with the caravan to check out the Climate Camp on its first day.

A new wave of coal-fired power stations will be a disaster for any meaningful attempt to avert catastrophic climate change. Come and lend some support to the movement that is building against it!

More info as it becomes available
www.campaigncc.org

July report - continued

with including making bio fuel from used cooking oil and changes in the borough such as the forecourt of Bromley South Station. He showed us slides of Bromley High Street in the past and now, with its pedestrianisation.

It is important to look at the whole journey experience for getting to work and seeing how it can be improved. Often people get in their cars because of fear of crime and personal safety. The environment can be changed to make people feel more secure, for example by getting rid of unsightly graffiti. He showed us how a walk to South Croydon Station was transformed by installing cycle paths, clearing vegetation and installing CCTV cameras. This project was a typical one in that it was fairly small scale but made a big impact on people's journeys.

Contact details are- Alan Lucking, SELTRANS Business Manager, 0208 461 7918, www.seltrans.co.uk

Site B decision – continued

which covers just about every aspect of the scheme. The application was deferred on a vote of 11 to 1.

Comment: *(shortened slightly to fit)*

The development poses a very clear conflict of interest as the Council is not only the landowner profiting from the sale but also the local planning authority as well as having moral and statutory duties as the elected stewards of the local historic environment.

The Bromley Civic Society and local residents will continue urge the Council to put its planning principles and statutory duties before profit.

Campaigns info – Ann Garrett

Keston Countryside Day

Many thanks to all who turned up in the blustery weather on July 6th to help with the stall, and a special acknowledgement to Anne Clark for loading her car with all the equipment as she does so stalwartly each time we have one at Summer events. We covered our costs and made a small profit, and also got 22 GM and Biofuel cards signed.

Street Campaign Stalls

A reminder that our Biofuels campaign stall in Bromley High Street will be on Sept 13th from 12.00 - 2.00 pm outside Caffe Nero and at the same place and time for a Renewables campaign on Oct 25th.

G8 Disappointment on Climate Targets

G8 leaders in Tokyo have been accused of creating an 'elaborate smokescreen' on climate change by repeating last year's promises. They have pledged to halve carbon emissions by 2050 but there was confusion over what year they would use as a comparison. The politicians have been criticised by environmental campaigners for adding little to a similar vow made 12 months ago.

Emerging economies - Brazil, Mexico, India and South Africa have urged the G8 to cut emissions by 80% for 2050 and between 25 and 40 per cent by 2020. John Sauven of Greenpeace has commented that the richest nations need to slash emissions substantially in the next 100 months. This would set an example to the rest of the world.

Biofuels Summer of Action

As part of the biofuels summer of action, Bromley Friends of the Earth are planning to hold a stall in the High Street outside Caffe Nero on Saturday Sept 13th from 12.00 - 2.00 pm. The aim is to get the European Union to scrap biofuels targets. The Renewable Energy Directive currently passing through the European Parliament sets a target that will mean that all road fuels in the EU should contain 10% biofuels by 2020.

Friends of the Earth strongly supports the Directive as a whole, but wants this target to be rejected, as it will cause a massive land grab to support intensive biofuel production in developing countries. This would also harm local communities, damage biodiversity and push up food prices. We need to support the EU on new rules to make manufacturers produce cars that burn less fuel, and would be the biggest single thing we can do to cut climate change pollution on our roads.

Biofuels are a false solution to climate change, but doubling fuel efficiency is a positive step in the right direction.

Worries over Climate Change Bill

It has been reported that Green campaigners are very concerned about the Bill amid signs of a looming back bench rebellion in the House of Commons. Some 85 MPs have signed an amendment to the Bill calling for the target of 60% reduction in CO2 emissions by 2050 to be increased to 80%, due to the fact that 60% is based on out of date science.

/continued on next page

Local MP's airport pledge & Campaigns info - *continued*

Orpington MP John Horam has re-affirmed his opposition to expanding Biggin Hill Airport -- a worry that has constantly plagued local residents for eight years.

In a note to constituents Mr Horam refers to the recent air crash near the airport which killed five people, saying: 'It was a miracle that there were no fatalities among residents'.

He declares that his view has always been that the airport operator should stick to the terms of the existing lease granted by Bromley Council, owners of Biggin Hill. 'This gives him ample room

to run a successful business, but excludes the bigger jets that would come with expansion into the fare-paying scheduled airline business. for which Biggin Hill is not suited. There should also be no change in the agreed hours of operation'.

This last remark appears to be contrary to statements made by Cllr Stephen Carr, leader of Bromley Council, who has advocated talks with the Biggin Hill management company with a view to altering restrictions on early morning and late evening flights. The council are believed to be in talks with the airport about such changes.

Campaigns info - continued

Gordon Brown, disappointingly, has refused to consider changes to the Bill before the climate change committee reports on December 1st, long after the Bill is likely to have passed into law. The committee rejected the amendment two weeks ago. MPs may force it to a Commons vote in October or November with the support of the Lib Dems.

Private Sector set to cash in on Sellafield

A private consortium has been handed the multi -billion pound contract to run the Sellafield nuclear site. This is serious news and concerns safety at the plant. The Nuclear Decommissioning Authority (NDA) will continue to own the site's assets, while the consortium will take over its operations and the 12,000-strong workforce.

Greenpeace have warned that not only could this contract be worth a staggering £22 billion of taxpayer's money, but that the insurance indemnity has been waved, and could result in public money being used to sort out any accidents that occur.

First Change Your World – now Earthmatters – Why?

The editor writes: FoE's CYW is sent every two months to local group co-ordinators and campaigners (I think that's right); Earthmatters is sent to all national FoE members quarterly. I include articles from these, and other magazines, when I don't have enough material from group members for the newsletter. So, if you think there's too much material in the newsletter from sources like these, the solution is simple – **Write something yourself** and send it to the editor, contact details on page 2.

Transport info – Ray Watson, transport campaigner

Yes, motoring is cheaper!

Motorists won't believe it, but motoring has been getting cheaper even with rising fuel prices. Official Government figures show that in real terms the overall cost of motoring has fallen while the cost of public transport has risen.

The view from FoE is that this trend must be reversed through the Government fast-tracking investment in public transport and backing for smarter, fuel-efficient cars so that we are not held to ransom by our reliance on oil, a dwindling and insecure natural resource.

The figures for motoring costs came in a parliamentary answer by a transport minister, Jim Fitzpatrick, who said that the total cost of motoring fell by four cent from January 2005 to April 2008. The total includes the cost of buying a car, fuel, maintenance and insurance.

The main reason for the fall was a drop in the purchase prices – down by 20 per cent in that period. The costs of tax and insurance in real terms fell six per cent, the cost of maintenance rose by five per cent while petrol and oil costs rose 21 per cent.

Don't cut the tax!

Meanwhile, FoE has joined a group of other eco organisations in calling for the Government not to bow to pressure to cut the planned 2p rise in petrol tax due in October. A statement said that the last thing we should be doing is to encourage the burning of oil supplies even faster.

The answer to the clamour on fuel duty is to persuade the public to link the extra tax revenue to spending on sustainable transport solutions – there is strong public support for measures to improve public transport, more walking and more cycling. That way there would be greater sympathy for green taxes while at the same time cutting long-term car dependency.

Paying to go to school

While mayor Boris Johnson begins to dismantle congestion and emissions charging in London, take note of a new initiative on car emissions from Richmond, Surrey, council.

From next month [*September*] parents collecting their child from school by car will have to buy a permit from the council to park for 15 minutes in bays close to the school. Then comes an eco twist to the story: the permit's price will depend on the size of the vehicle. It could cost nothing for smaller, low-emission cars but up to £75 pa for people carriers, four-wheel drives and other high polluting vehicles.

Richmond has a Lib Dem council, so don't expect Bromley to follow suit. Especially as there have been protests from parents and motoring organisations.

Gatwick runway rumours

Opponents of expansion at Gatwick Airport have been hearing that any new owner of the airport would want an additional runway. But, they say, that is a dead duck that won't fly. Why? These are the arguments:

/continued on next page

FoE – Newham incinerator case hits the High Court

Plans to build an incinerator in Newhaven, East Sussex, will be put under the legal spotlight after the High Court granted an urgent hearing for a case filed against the planning permission by Lewes District Friends of the Earth.

The local FoE group has applied for a judicial review because the planning committee which considered the proposal for the incinerator ignored long term regional recycling targets. Judicial review is the court procedure used to challenge the lawfulness of public authority decisions.

East Sussex County Council and Brighton and Hove City Council currently recycle less than 30 per cent of their household waste. Both have a regional target to recycle 60 per cent of their waste by 2025. Building this incinerator will encourage more rubbish to be burnt, making it much harder to reach the target.

The incinerator generated more public comments than any planning application ever considered by East Sussex County Council and has been strongly opposed by local residents. More than 15,000 letters containing a range of objections were sent to the council by local residents and public authorities concerned about its environmental impact.

Phil Michaels, Head of Legal at FoE and solicitor for the local group, **said**:

"We're really pleased that this hugely important case is being heard urgently by the High Court. Building the Newhaven incinerator is at complete

odds with the region's long term recycling targets - and will result in waste being burnt which could and should be recycled."

Alison Walters, spokesperson for Lewes District FoE, **said**:

"Local people don't want this blight on the environment to be built in our back yard. Incineration wastes valuable resources that could be recycled or composted, and contributes to climate change through greenhouse gas emissions. We hope the High Court quashes planning permission for the Newhaven Incinerator and that East Sussex and Brighton and Hove councils focus their efforts on reducing, recycling and composting waste instead."

Transport info - continued

1. There is a cast-iron legal agreement that prevents any new runway before 2019 and this could only be overturned by Act of Parliament.
2. The Government has said that the agreement should not be overturned.
3. The situation won't alter with any change of Government because both opposition parties have said they are opposed to an additional runway.
4. Even if legislation were introduced it would probably not pass the House of Lords.

The airport's consultative committee is ensuring that potential buyers are fully aware of these arguments.

If only the arguments about expanding our own Biggin Hill were so straightforward!

FoE's Earthmatters – How to eat?

Making changes to the way we produce and eat meat and dairy products could be good for biodiversity. *Real Food Campaigner, Vicki Hird*, explains how your feedback has helped shape the thinking behind our campaign plans.

The meaty issues explored in *Earthmatters* 69 led to more than 350 people providing feedback - thank you. Almost all of you suggested that tackling meat consumption was a key area for Friends of the Earth to campaign on.

This is good as we want our Real Food work to complement our new Biodiversity campaign, which will see food campaigners raising awareness about the twin problems caused by the growing demand for meat - pressure on forests to be removed and replaced by crops for livestock, and the UK's dependence on imported animal feed and meat.

Due to *Earthmatters* deadlines we've not looked in detail at all the comments but from the web survey data - and your letters - it was clear that many of you would be interested in putting pressure where it's needed to tackle these problems. Most respondents had already changed their diets to incorporate fewer livestock products. Others were also buying organic or grass-fed produce only.

It was clear that people have changed how they eat because of a high level of concern about biodiversity and climate impacts, as well as ethical concerns such as animal welfare. As Friends of the Earth progresses further with

research on the impact of meat and animal feeds it is becoming clearer how we need to deal with the complex and often opaque chains of production in the UK and globally.

More than four-fifths of respondents felt that government action as well as consumer changes were required to tackle the problem, and over half were prepared to approach MPs on the topic. We will need considerable support to help decision makers understand why cheap chicken sandwiches and low cost, meaty meals are piled up on shop shelves despite the damage this does to the environment.

At this stage we think the first task will be to raise awareness about the links between livestock production and the environment, and to do this without proselytising or making farmers feel this is an attack on them.

We'll also need answers which ensure that we do not drive ecological and social damage overseas, that we have a thriving but sustainable farming system in the UK with lots more organic farming, and that we are promoting solutions which provide a healthy, sustainable diet available for all, not just the well off. We'll give a full update on the survey and our latest research and plans in the next edition of *Earthmatters* (out September).

For more on our food campaigns see www.foe.co.uk/campaigns. Please note that the on-line survey has closed.

FoE's Earthmatters – How can I stop climate change?

Our new book, *How Can I Stop Climate Change?* answers all your questions about climate change - and then some. It's a book that has been inspired by people like you - supporters of Friends of the Earth, all those who lobbied their MPs to get a Climate Change Bill through Parliament, and those who have puzzled over what are the best things to do to shrink that carbon footprint. It's a timely book, as good for a climate change know-it-all as it would be a gift for a quizzical friend. Here's an overview by Tony Juniper

This book is about a better life. It's about turning the challenge of climate change into a way forward for us all, and coming out on the other side healthier, fitter and happier. And because we need to do something now, rather than in 40 years' time, it's about making the journey at high speed.

Our starting point is the science - what's happening to our world and why. The story has been brilliantly told by others, notably by the Nobel prize-winning scientists who make up the Intergovernmental Panel on Climate Change and former US Vice President Al Gore in his film, *An Inconvenient Truth*. We explain some key facts - about what's going on, and what's likely to happen if we let it (Chapters 1-3) before moving on to the big question: what are we going to do about it?

You can see some sample text from the new book on page 15 which focuses on some of the individuals and groups that are helping transform their

neighbourhoods into low carbon communities.

At about the time this book will first appear in the shops a new Climate Change Act is close to passing into UK law.

This will be the world's first legally binding national framework for long-term reductions in greenhouse gas emissions. If the Government has done its job properly the law will set a target for cutting carbon dioxide emissions by 80 per cent by 2050 including emissions from aviation and shipping before the autumn.

Friends of the Earth's Big Ask campaign and the voices of hundreds of thousands of people have been crucial in securing this breakthrough. It shows how powerful we are when we act together. In all my years working on the environment I have never been so excited about the changes that we're about to see - changes that people like you have made possible. There's a lot to do, but we are making real progress.

How Can I Stop Climate Change? is a way of taking the next step. It is the perfect companion for making the most of the opportunity created by the Climate Change Act. The solutions are out there. Now get on board and make them live.

None of us can deal with climate change alone - we have to act together. How can I stop climate change? I can't. But we can.

FoE's Earthmatters – Why carbon needs to cost more

Economics Campaigner, Simon Bullock, explains why Friends of the Earth wants the Government to set a higher carbon price

The Government is committed to introducing a carbon price into all its decisions. However the price it has picked is currently far too low to drive strong policies to tackle climate change, or to reflect the damage climate change is causing. There are three problems:

First the price does not value many impacts, such as the costs of damage to ecosystems or the economic costs of disasters making people homeless.

Second, it is based on old science - recent science is showing climate change damages are likely to be larger than previously predicted.

Finally, the Government is making unreasonable assumptions about the future. Because carbon dioxide (CO₂) stays in the atmosphere many decades, the damage done by a tonne emitted now is dependent on what sort of future we have. If we stop climate change, the cost now is quite low.

Currently Government assumes that the worst climate change will be stopped, so they use a low carbon damage cost. But using a low value in deciding policy means climate change policies will not be strong - so the worst of climate change won't be stopped.

It is rather as if before a war, ministers said, "We've looked into the future, and decided we're going to win. So we've

factored that result into our plans and decided we don't need to spend any money on bullets or planes."

A far higher carbon price is needed to stop the worst of climate change. As the Director of the Green Fiscal Commission, Paul Ekins (who is also Professor of Energy and Environment Policy at King's College, London) said in a piece for The Guardian recently: "The price should be high enough, when allied to other appropriate policies, to drive the behavioural change in consumption and stimulate the development and deployment of low-carbon technologies that are sufficient to prevent climate change getting really out of hand.

"A prudent and responsible Government would therefore put an indefinite escalating carbon tax on top of all existing energy taxes in order to get serious with the imperative of decarbonising the economy, and would simply rule out any large-scale increase in carbon intensive infrastructure that will make emissions harder to reduce in future."

Speak economics like a pro

Defra's role

Department for Environment, Food and Rural Affairs (Defra) and Treasury economists are responsible for pricing carbon, one of the key recommendations of the Stern Review of the Economics of Climate Change.

Decisions on whether to go ahead with big carbon intensive developments such as expanding Heathrow airport /continued on next page

Info from CAAT (Campaign Against Arms Trade)

CAAT's legal case goes to the House of Lords

CAAT appeared before the Law Lords this month, after the Serious Fraud Office (SFO) appealed against a High Court judgment in favour of CAAT and The Corner House.

The High Court ruled in April that the SFO, acting on government advice, had behaved unlawfully in dropping a corruption investigation into arms deals between BAE Systems and Saudi Arabia. On 7th - 8th July the SFO asked the Lords to overturn this ruling. Barristers David Pannick and Dinah Rose put up a strong case for CAAT and The Corner House, insisting that BAE must be subject to the rule of law.

A judgment is expected in October. Meanwhile, the government has reacted to the case by seeking to give the Attorney General the power to cancel criminal investigations by citing national security without meaningful parliamentary or judicial oversight.

What you can do – Register your objection to the above by signing our petition. Visit <http://www.caat.org.uk/actnow.php>. Please forward the link to as many people as possible!

Take action against Clarion Events - new owners of the DSEi arms fair

As reported in last month's bulletin, Clarion Events has bought the DSEi arms fair. Clarion is new to the arms business, with its exhibition portfolio including The Betting Show, The

Caravan and Motorhome Show and The Baby Show.

If you haven't already done so, please email Clarion's Chief Executive letting him know your concerns about this new area of activity. You can do this by visiting http://www.caat.org.uk/campaigns/armstairs/email_Clarion.php.

If you prefer to write to Clarion Events, the address is: Clarion Events Limited, Earls Court Exhibition Centre, Warwick Road, London SW5 9TA.

Why Carbon needs to cost more (continued)

are based on the Shadow Price of Carbon (SPC) - monetary estimates of the damage that climate change, and therefore the carbon emissions which cause it, will do.

Assumptions about what sort of future world we will live in mean that the shadow price of carbon (SPC) varies.

The 2006 Stern Review suggests that:

- if atmospheric concentrations reach 700 ppm or more the SPC is around \$312 per tonne of carbon.
- if the world were to stabilise atmospheric concentrations at 550 ppm, climate change damage, and therefore the SPC, would be much less, say \$110 per tonne carbon.

Our Government goes with the lower value (\$110), but for both of these futures the damage cost is still an underestimate - many impacts are not counted.

An absolutely final farewell from Tony Juniper (in Earthmatters)

This is my final column for Earthmatters after six years as Executive Director. It is going to be a wrench leaving Friends of the Earth. I've got so much from working on our campaigns, and can't think of an organisation, anywhere in the world, that has better supporters. Thank you

I have spent nearly 18 years working at Friends of the Earth, the past six leading the organisation in England, Wales and Northern Ireland and as Vice-Chair of our international board. It has been an amazing time, and it has been my privilege to be part of such a successful movement for change.

But the time has come for me to seek out new challenges. That is why last October I announced my intention to stand down.

The search for my successor went well and I am delighted that Andy Atkins will join Friends of the Earth as its new director in June, working with me for a few weeks until I leave in July. It is good to be able to hand over to Andy who has such a strong record of campaigning for environmental justice, and a determination to tackle climate change.

It feels like Friends of the Earth has come far over the past two decades. All political parties now claim green; credentials no major company would now say that looking after the environment is not central to its business, while public demand for change has never been stronger.

We still have a long way to go. Although awareness of challenges like

climate change is at an all-time high, the policies needed to slash carbon dioxide emissions by at least 80 per cent are still elusive.

We have made great progress with the Climate Change Bill. We have led the campaign for a strong Climate Change law which will soon lead to a landmark Act of-Parliament-that will be an inspiration to the whole world. Our job now is to make it stronger by including aviation and shipping emissions.

Friends of the Earth plays many different roles in how it brings about change, but perhaps one of the most crucial is to bridge the chasm between now and the future.

Taking action in the present to protect the welfare of future generations has never been a more pressing priority, and in the years ahead Friends of the Earth must rise to many new challenges in making this happen. It will need resources, moral support and visible backing in its campaigns - and all that comes down to you, the supporters.

Although I am stepping down as director I will remain a Friends of the Earth supporter and campaigner, and look forward to a great many more historic victories. I hope, like me, that you will continue to be part of the solution and back Friends of the Earth in meeting the many challenges that lie ahead.

Thank you for all that you've done so far.

Bromley Friends of the Earth - List of Contacts

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John & Sue Bocock 020-8464-5990

email – johnbocock@hotmail.com

Walks Arrangers:

temporarily vacant

Verifier:

Dave Davis 020-8650-5692

Membership Secretary:

Dan Sloan 01689-838819

Newsletter Editor:

John Street 020-8460-1078

email – johnstreet@gn.apc.org

Merchandising:

Anne Clark 020-8289-8483

Teas:

Anne Clark / Ivy Smith

Campaigns –

Transport:

Ray Watson 01959-571566

Climate and Energy:

Ann Garrett 020-8460-1295

Trade Justice / FairTrade

Liam Padwick

email – liam.padwick1@ntlworld.com

Real Food:

Diana Hurd 020-8402-7586

Waste (Recycling):

Debbie Witherick 01689-858748

email -

deborah.witherick@btinternet.com

Planning and development:

Tamara Galloway 01689-855352

tamaragalloway@yahoo.com

Bromley FoE web site:

Peter Gandolfi

famgando@hotmail.com

Letters to the Editor

Why not write us a letter if you have a strong opinion on something or just want to share your thoughts. Send them in and perhaps even start a discussion - who knows.

Need a lift to meetings?

If you require a lift to Bromley FoE meetings, please contact Sheila Brown or Ray Watson on the numbers shown above.

Disclaimer

Please note that any opinion expressed in this Newsletter is not necessarily that of Bromley Friends of the Earth or Friends of the Earth.

Reuser Column
Don't throw It away - Reuse It!

2 Formica top kitchen tables. £10 each. Contact Joyce Pitt 020 8460 2809 [3]

If you have any items to sell, or anything that you require, please send details to the Editor. Items will be displayed for three months, the number in brackets after an item indicating for how long it has appeared. Any donations to Bromley FoE generated from this column gratefully received!

Non-members' Section

If you are not a member of Bromley Friends of the Earth, BFoE, then hello. We are an active local group affiliated to national Friends of the Earth concerned with promoting the understanding of environmental issues. We also campaign on these issues at a local, national and international level.

If you would like to know more about who we are and what we do please contact either of our co-ordinators, Sheila Brown (01689-851605) or Ann Garrett (020-8460-1295); their email addresses are on the previous page. Alternatively, you can come along to one of our free monthly meetings held on the first Tuesday of every month at the Friends Meeting House, Ravensbourne Road, Bromley (that's towards the bottom of the High Street and on the right going south). If you would like to join us then please fill in and send us the form below.

Membership Application/Renewal* Form (*please delete as appropriate.)

Please return this form to: **Bromley FoE, 2 Bucks Cross Cottages, Chelsfield Village, Orpington, Kent, BR6 7RN**. Other enquiries regarding the group should be sent to: Birch House, Grays Road, Westerham, Kent, TN16 2JB; phone 01959-571566, email raywatson@iclway.co.uk.

I wish to support Bromley Friends of the Earth and enclose my £8 annual subscription. I also enclose a donation (optional) of To help towards the cost of producing and distributing the monthly Newsletter.

Name.....

Address.....

..... Postcode.....

Email Address.....

Do you have any hobbies or interests that may be of use to the group?

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