



**Friends of the Earth**

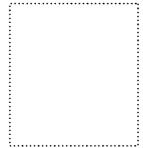
**Bromley**

# Newsletter

**May 2008**

**No. 245**

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



## May Meeting

Friends Meeting House,  
Ravensbourne Road, Bromley

**The Environment: are we winning?**

**Tony Juniper – Executive Director**

Friends of the Earth

**Tuesday 6<sup>th</sup> May**

7.30pm.

Everyone welcome – bring a friend

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Copy for the next Newsletter must be with the Editor by  
**SUNDAY 18<sup>TH</sup> MAY**. Contact details inside front cover.

***Don't miss Tony Juniper, FoE's outgoing Executive Director, May 6<sup>th</sup>***

**Diary dates:****May 6<sup>th</sup> (Tues)**

**Bromley FoE's May meeting;** with Tony Juniper, FoE's Chief Executive. *Hear Tony Juniper sharing his thoughts with us as he looks back over his years as CEO and his analysis of the state of the planet.*

**May 13<sup>th</sup> (Tues)**

**Ron Huzzard Memorial Lecture:** Crofton Halls, Orpington, 7,30pm. Guest speaker is Michael Meacher, former Labour environment minister

**May 31<sup>st</sup> (Sat)**

**Friends of the Earth Regional Meeting** – 10.00am, Conway Hall, Red Lion Square, London WC1

**May 31<sup>st</sup> (Sat)**

**“No Third Runway” demonstration at Heathrow** – 12noon at Hatton Cross tube. [www.campaignccc.org](http://www.campaignccc.org)

**No Third Runway demonstration**

No Third Runway – No Heathrow Expansion – Demonstration at Heathrow on Saturday 31<sup>st</sup> May. Organised by the Say No to Heathrow coalition including NOTRAG, HACAN Clear Skies, the 2m group, Campaign against Climate Change and Greenpeace. More info as it becomes available from [www.campaignccc.org](http://www.campaignccc.org) and [www.stopheathrowexpansion.com](http://www.stopheathrowexpansion.com).

**Green garden open – Sunday 15<sup>th</sup> June, 2pm to 5pm**

Bromley FoE member Elizabeth Greenwood has opened her garden for charity for several years and she is doing so again this year with a new theme. The garden will demonstrate a green theme with info on energy and water conservation. Proceeds to Harris Hospis Care. The address is 281 Leesons Hill, Chislehurst.

**Bromley FoE Photo Album**

We are building up a pictorial record of Bromley Friends of the Earth. If you have any photographs of past events, do bring them along to the next monthly meeting, if possible with details and approximate date. If you can't make the meeting, please give Sheila a ring on 01689-851605.

**Next Newsletter - copy details:**

Any news, articles, poems, questions, views etc for the next Newsletter must be with the editor **by SUNDAY 18<sup>TH</sup> MAY.**

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

**by phone** to: 020-8460-1078, **by email** to: [johnstreet@gn.apc.org](mailto:johnstreet@gn.apc.org).

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

## April meeting report – by Ray Watson

Andrea Allam came all the way from Southampton to be guest speaker at our April meeting – and if that was not enthusiasm enough, she showed even more in talking about an unusual subject: credit unions.

Credit unions are a sort of people's bank – or a bank with a heart. They are run on a local basis by the group's savers who then lend the money to members requiring a loan. The philosophy behind that scenario is the desire to help people, to encourage them to save and, for those who need it, assistance with learning how to budget. And, Andrea said, it keeps them out of the hands of loan sharks.

Andrea said she read about credit unions and it met her starting premise that if people mattered, so did people's finances and she realised that credit unions could make a difference to people's lives. After that she got involved as a volunteer to help run one of the movement's Southampton groups.

The simple principle behind the scheme is that costs are low because of the high level of volunteer labour and thus loans can be made at one percent per month. Savers' money does not earn interest, but there is a year-end dividend based on what interest has been earned on saver's money and what interest borrowers have paid.

Loans, decided on by a group of experienced members, were available up to £5000 to those who had a history of saving. Bad debts were few. Occasionally a repayment holiday was

granted if a borrower fell on unexpected hard times.

The rules did not permit loans to be made for business purposes. She quoted examples of how low-cost interest payments were able to take people out of financial difficulty rather than getting deeper into debt by having to borrow at high rates from banks, building societies or credit card companies.

Andrea said the credit union concept began in Germany, spread to the US and Canada and then in 1979 moved on to the UK and also to Ireland where it is so popular that almost every town and village had its own group, some occupying large, palatial buildings. They were also becoming popular in Australia and Africa.

The growth of credit unions, she said, meant that they were now strictly policed by the Financial Services Authority, which required quarterly financial statements and imposed rules to prevent money laundering. Members were also protected by insurance.

Answering a stream of questions, Andrea the movement had received financial support from local authorities who saw the importance to the locality of people being on a financially sound footing. Banks too, had shown support – probably on the basis that credit union members might also become customers.

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### **Big Ask Street Stall**

Our photo and press release appeared in the News Shopper and looked impressive. A big thank you to all who helped with the stall and publicity on April 5<sup>th</sup>.

The Gordon Brown mask and model airplanes were effective in capturing people's attention and we were successful in getting nearly all the Big Ask cards signed, and also a number of the Planning Reform Bill cards.

### **Government criticized over energy poverty**

Pensioners and green campaigners have taken the Government to the High Court over their incompetent fuel poverty strategy. Help the Aged and Friends of the Earth have joined forces to seek a judicial review over the Government's inaction on rising energy bills.

FoE have emphasised that that by failing to back the high levels of energy efficiency in the homes of the fuel poor, the Government are failing to end fuel poverty and bring down carbon emissions. It is certainly important for the Government to bring in tighter controls and to increase the winter fuel allowance.

### **Companies will have to declare on carbon emissions**

All quoted companies will be forced to detail carbon emissions in their annual reports. An amendment added to the Climate Change Bill is expected to go on the statute books this summer.

This would ensure that emissions from company cars, boilers and on-site

equipment would be listed in company reviews. There is no doubt that corporations have been allowed to get away with green-washing their annual reports for far too long.

### **Vanishing Glaciers**

The UN Environment Programme has warned that the world's glaciers are shrinking at record rates. Scientists measuring the health of 30 glaciers around the world have found that ice loss has reached record levels. This is especially serious as millions of people depend on glaciers for drinking water, irrigation and power generation.

It is also evidence of the continued climate change damage and when we learn that the glaciers shrank by 5 feet in 2006, there should be real cause for concern.

### **Russia and Hydrogen Fuel**

A Russian tycoon Mikhail Prokhorov has vowed to invest billions in hydrogen fuel cells, as he feels that this is a more efficient energy option. The technology will enable fuel to be provided to coincide with consumption peaks, and Mikhail is in the middle of negotiating business rights with major companies.

### **Major polluters face European sanctions**

There is good news concerning the power of the European Union which is often criticized in other respects. Their leaders have warned that the US, China and other major polluters that their industries could face EU

*/continued on page 6*

**Airport expansion: will they ever listen? – Ray Watson, transport campaigner**

It is sad that it has taken a fatal air crash to bring a focus on safety questions at Biggin Hill Airport. The question now is: Will Bromley Council, the airport's owners, open their ears and listen to what residents have been saying for the nine years since the airport management company proposed that they expand to allow a million passengers annually through Biggin Hill.

***We do not want an international airport in the suburbs of London***

There is a danger element with all airports, which is why they, including Biggin Hill, have a Public Safety Zone that limits development close to the airport. But what makes Biggin Hill different is that the take off and landing flight paths cross densely-crowded residential areas – half of the borough of Bromley plus adjacent districts outside the borough. And you can add to that the additional danger to schools and two major hospitals.

Which makes it all the more baffling why Cllr Stephen Carr, leader of Bromley Council, is dead set on allowing the airport to grow by opening up the lease that controls the type and number of flights to give the airport more flexible operating hours. And this is despite concerns expressed by some of his own councillors and by the area's MP, John Horam. No doubt all are aware of the potential effect of residents' anger when it comes to the ballot box.

Also opposing expansion is Flight Path, an alliance of residents associations and other groups,

including Bromley Friends of the Earth. Flight Path, formed when the airport's one million passengers' initiative was launched, has consistently said that noise, danger and traffic congestion are three solid reasons for limiting growth at Biggin Hill.

Unfortunately, the lease granted to the airport by Bromley Council does permit some growth, hence the recent approval by the council of a £7 million project that will mean a huge increase in business aviation. Flight Path says residents have to live with the lease, good or bad, because it is a legal commitment.

What it does not want is for Cllr Carr to open negotiations with the airport, because once the lease is open to change, it is likely that the council will give way under pressure from the airport's professional negotiators. And, anyway, the sanctity of the lease, as endorsed by the Appeal Court following an attempt by Biggin Hill Airport Ltd to loosen the terms, would be lost. That lease is the only protection the people of Bromley have.

**So, what of the future?**

1. The fatal crash will have the effect of heightening residents' awareness of the dangers posed by Biggin Hill airport's location, especially the Princess Royal Hospital which, being under the approach path, has planes flying as low as 650ft over its top floor.

2. It has also demolished the argument that the airport was there first and people knew the situation when they  
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## Renewable Transport Fuel Obligation (RTFO) Protest – Sheila Brown

From 15<sup>th</sup> April the Renewable Transport Fuel Obligation (RTFO) will force all UK drivers to buy petrol and diesel which is blended with agrofuels.

More than a hundred people gathered outside Downing Street to demonstrate their opposition to this promotion of biofuels, some in Orang-utang costumes, others depicting injured trees. Organised by Biofuelwatch on what was designated “Biofools Day”, the protesters’ message to Gordon Brown was to rethink this dangerous decision which will lead to more carbon emissions as rainforests are destroyed to grow crops for fuel.

A speaker from Columbia made a compelling point about people being driven from their land to grow agrofuel crops rather than crops to feed their own people. Andrew Boswell from Biofuelwatch said it was like a bad dream seeing this legislation enacted based on muddled thinking and bungled intelligence, with Gordon Brown putting out contradictory messages. The Friends of the Earth speaker spoke of the secrecy, that nine people out of ten had no idea this was being enacted. Growing these crops would take land away from food production or use virgin land – forests or savannahs. The EU proposed legislating for a 10% biofuel percentage in autofuels.

The Global Forest Coalition speaker spoke of “land grab” – land used to feed families being seized for fuel crops. Already we were seeing an 83% increase in prices for rice and wheat, leading to food riots in many countries. From the Campaign Against Climate

Change the speaker warned of making the situation far worse and cancelling out any savings that might so far have been made. He also gave notice that the proponents of GM crops saw this as an opportunity to promote GM with so-called second generation GM crops. There were also some pertinent messages on placards: “The grain required to fill a 25-gallon SUV gas tank with ethanol will feed one person for a year”, and “Full Stomach Not Full Tanks”.

### **April report - continued**

All in all, Andrea’s presentation was a surprise package – new to all present and eye-opening in its concept.

In the second half the meeting there was an update from Graham on the Climate Change Bill’s progress through Parliament and we also discussed the plan to build a huge coal-fired power station at Kingsnorth in Kent, the crash near Biggin Hill Airport and a possible GM campaign. More on these stories elsewhere in the newsletter.

### **Campaigns info - continued**

sanctions if they fail to sign up to an international deal on fighting global warming next year.

For the first time the EU leaders are looking at the security implications of global warming, calling it a ‘threat multiplier’ that is bound to worsen tensions and instability through loss of arable land, water shortages, diminishing food and fish stocks, more frequent flooding, prolonged droughts and scarcer energy resources.

## Transport info - Ray Watson, transport campaigner

We all know that politicians are timid when it comes to taking anti-car measures, so it will be fascinating to see what actually happens following the announcement that 10 new 'eco-towns' will have severe restrictions on motoring.

For example, there will be a 15 mph limit and up to half of all households will have to live without a car.

Ten eco-towns are to be created, each with up to 20,000 houses, as part of the Government's aim to build more homes. Large parts of the town will be car-free and designers have been ordered to ensure that no home is more than 400m from public transport. Car-sharing will be promoted and there will be one-to-one travel planning advice for individuals and businesses to help them cope without a car.

Meanwhile, it is worth noting that Freiburg in Germany has replaced cars with cycle lanes, buses and a light rail system. You can own a car — but you have to pay £12,500 for a parking space plus a monthly fee. No wonder they call Freiburg Europe's largest car-free development.

### **More noise aloft?**

Above Bromley is a stacking point for aircraft queuing for Heathrow — and when it is being used you can certainly hear it. National Air Traffic Services (Nats) has recently announced changes for a similar stack over north London that has caused some controversy because it will mean more noise for rural areas around London. There will be a re-jigging of the southern stacking arrangements in due course.

Let's hope that when that comes we shall have more right to question the plans than in the case of north London. Nats is 'consulting' but the public are being denied the right to suggest alternative flight paths because, it says, it has already considered all the options. The public, says Nats, would be unable to understand 'complex air traffic control principals'. Such arrogance!

### **Go figure**

The airplane maker Airbus says that the global fleet of aircraft will grow within the next 18 years — to 28,000, double the current figure. If that is not horrifying enough, it also predicts that a large number of new runways will be needed to cope with the traffic increase.

The only warming factor in the Airbus survey is that the new planes will be more fuel efficient and may well use alternative fuels. Cold comfort for environmentalists!

### **Winning formula**

This Newsletter has previously carried a story about Sustrans, an organisation that offers individual advice on planning journeys using public transport, cycling or walking. It works. Where Sustrans has been invited in, car use in towns has fallen — primarily, it seems, because people just need to be made aware that public transport services are available.

Now comes the news that Sustrans is to collect a bundle of money from the National Lottery, which organised a competition among four projects.  
*/continued on page 9*

## Not just food miles – Graham Hemington

Graham Hemington sent this; it's an edited version of an article that previously appeared in the Guardian newspaper in the middle of last year.

Consumers need more information about the environmental impact of the food in their shopping basket if they are to make eco-friendly choices, according to researchers who have carried out a detailed analysis of the ecological costs associated with food. They argue that the focus on "food miles" is missing the bigger picture and may be counter-productive.

Food stores such as Tesco and Marks & Spencer have said that they will label products that have been transported by air. But according to the researchers, only around 2% of the environmental impact of food comes from transporting it from farm to shop.

The vast majority of its eco-logical footprint comes from food processing, storage, packaging and growing conditions. So food grown locally could have a considerably bigger footprint than food flown halfway around the world, and consumers who make their choices on air miles alone may be doing more environmental harm, according to the scientists.

A better system would be one that considers all environmental impacts from farm to dinner plate. One option is ecological footprint analysis, which needs to take into account the amount of land needed to provide the resources to provide food, both directly on the farm and indirectly from the energy that goes into growing,

harvesting, processing, packaging and transporting it.

A food's impact is measured in "global hectares", the notional land area needed to produce it. But consumers are not yet ready for ecological footprint labelling and the science behind it is not yet watertight.

Most meat is pushed out of the eco-diet because feeding livestock is energy intensive. Cheese is also out because of the large amounts of energy that go in to processing it and refrigerating it in storage. The footprint for wine is just too high, while spirits and chocolate have a per kilo footprint which is around double the cut-off point. Bread, vegetables, cakes, biscuits, eggs, pork, ham, bacon and milk are all acceptable.

### **FoE's Freedom of Information (FOI) success**

Following successful action from FoE's Legal Team using FOI laws, members of the public can now directly request environmental information from waste companies.

FoE made a formal complaint to the Information Commissioner about the refusal of South Downs Waste Services Ltd to release information about their waste contracts with both Brighton & Hove and East Sussex County Councils. The Information Commissioner upheld the complaint.

In future, members of the public can ask those companies for information directly and should be entitled to the information requested.

## FoE legal victory + Airport expansion (*cont'd*) + Transport info (*cont'd*)

On March 18<sup>th</sup> 2008 the High Court ruled that a Government department must hand over information about a controversial oil and gas project to Friends of the Earth.

In March 2005 Friends of the Earth's Legal Team asked the Government for copies of internal government communications about the Sakhalin oil and gas project. The Government refused to give this information.

The companies involved, led by Shell, had applied for more than \$600 million financing from the UK's Export Credits Guarantee Department for oil and gas exploration off the north-east coast of Sakhalin, a Russian island north of Japan.

The project was the subject of a long term campaign by Friends of the Earth and other environmental groups because of its huge climate change implications. It was also feared that the development would result in the world's last remaining Western Grey Whales becoming extinct.

Last summer the Information Tribunal found in favour of Friends of the Earth and ordered the Export Credits Guarantee Department to release all of the information to Friends Of the Earth. The Government then appealed to the High Court and lost with the result that the information must be released to Friends of the Earth.

This was the first case under the Environmental Information Regulations 2004 to reach the High Court.

**Airport expansion - *continued***  
moved in. But the airport now is not the same local airfield of some years ago.

3. It has put into perspective the airport's argument that it brings jobs – in fact it employs only about 60 people. But even if it does mean jobs (though few in Biggin Hill are unemployed) at what price are they being created when set against the disturbance and the danger?

4. On the negative side, residents must expect more, not less, flights. Currently, the airport uses only about 70,000 flight movements of its permitted 125,000 annually. The increase in business flights has grown rapidly in recent years – along with the airport's profits – and this will continue.

5. It will be essential for councillors to find out why their leader, Cllr Carr, wants to help the airport in the face of residents' opposition, meaning that they, and organisations such as Flight Path and Bromley FoE, must urgently make councillors, MPs and others clearly aware of their views.

For the sake of public safety, there is no time to lose.

### **Transport info - *continued***

Sustrans came out top with 40 per cent of the public vote. It means that Sustrans can now work with 79 communities to overcome access problems such as busy roads, rail lines or rivers by linking, among other things, a network of local paths suitable for cycling or pedestrians.

## Kingsnorth protest - Coal protest goes to Minister

Bromley FoE has joined the growing protests to the business Minister, John Hutton, about the application to build a huge, £1.5 billion coal-fired power station at Kingsnorth, Medway.

The scheme is being opposed by environmental groups and charities such as Christian Aid who fear that it will have a negative impact on efforts to reduce carbon emissions.

Bromley FoE, in a message to Mr Hutton, called for a public inquiry into the plan. Kingsnorth would be the first of six new power stations to be fuelled by coal. Behind the scheme is the power generating company E.ON who have been claiming that new technology would make it 'clean' by reducing its CO2 output by 20 per cent. Opponents say that would only bring its efficiency up to 45 per cent and argue that it would still emit eight million tonnes a year.

Were Kingsnorth to get permission, opponents fear that it would create a precedent for other coal-fired plans, wiping out the effect of other carbon reduction initiatives nationally as well as setting a bad example to the rest of the world. No coal-using power plant has been built in Britain since the completion of the notoriously 'dirty' Drax station in 1974.

E.ON has also said that its plant would be the first to capture carbon and store it underground. The opposition say that technology is still in its infancy and may not work.

The government is soon to issue a directive on carbon capture. Because of that, E.ON has asked for the decision on its approval be delayed so that it can consider the cost of the new carbon capture rules.

Meanwhile, the fight goes on

## WDM on the proposed Kingsnorth power station

### **Stop Kingsnorth: No new coal-fired power stations**

In April 2008 the government will decide whether to build the UK's first new coal-fired power station for decades at Kingsnorth in Kent. Of all fuels, coal is the most polluting, worse than oil or gas. Kingsnorth power station alone will release more carbon dioxide (CO2) each year than Ghana. It will not use carbon capture and storage (CCS) technology, so will contribute to the climate change that is already hurting the world's poor.

For the UK to be encouraging the development of new coal-fired power stations, instead of promoting the switch to a low carbon future, is madness in an era of impending climate crisis. Already the increase in coal use in the last ten years has wiped out cuts made in other sectors of the UK's economy. That's just through existing power plants. Meanwhile the huge potential for renewable energy (wind, marine and solar power) in the UK is being largely overlooked, and risks being squeezed out by new coal-fired power stations.

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## **WDM on the proposed Kingsnorth power station** *(continued)*

### **First of many mistakes**

If Kingsnorth gets consent from the government, it will be the first in a queue of seven new coal-fired power plants. We will have missed our chance to lead the world in switching to a low carbon economy. The 50 million tonnes of CO<sub>2</sub> that would be emitted each year from these plants will wipe out any chance the UK has of cutting its emissions by more than 40% by 2020 or more than 80% by 2050 as scientists say is needed. In addition to locking us into high carbon electricity generation for decades, the UK will lose all political and moral authority when calling for other nations not to build new coal power stations.

### **The excuse**

The government's justification for pursuing this reckless agenda rests on the claim that CCS technology will eventually limit the impact of carbon emissions from new coal plants on climate change. But such technology is at a trial stage, it will not be available until 2020 at the earliest, and the chancellor Alistair Darling has admitted it may never work.

### **Good energy**

Rather than making excuses for continuing to support an old fashioned carbon intensive industry, government's attention should be on the shift to a low carbon economy. Low carbon electricity is the foundation of this shift. Not only is making electricity generation carbon-free the biggest single action the UK can take to cut carbon emissions, low carbon electricity is part of the solution to the climate impact of road and rail transport and residential heating.

Following EU announcements in January, the UK will need to source about 40 per cent of electricity from renewables by 2020, compared with just four per cent currently. Energy Minister Malcolm Wicks says: "Our position is a poor one and that's because since the 1960s we've been reliant on oil and gas from the North Sea." Giving the go ahead to new coal-fired power stations would mean repeating and magnifying this mistake.

A radical rethink of energy policy is needed. But this is not just about fulfilling EU promises. Renewables are not only greenest, they can be quick to bring 'on line' compared to other energy sources. In the coming years, several old power stations will close. This is a huge chance to make renewables a major part of our energy mix. But if we build a new generation of coal plants, renewables simply will not receive the investment they need.

### **Take action**

- Visit [www.stopkingsnorth.org](http://www.stopkingsnorth.org) for information and to add your campaign updates
- On the website, write to Business Minister John Hutton demanding that the proposed Kingsnorth coal-fired power station be subject to a public inquiry, and that no new coal power stations are built without fully operational CCS.

Obtain copies of this briefing from WDM on 020 7820 4900 or at [www.stopkingsnorth.org](http://www.stopkingsnorth.org). World Development Movement, 66 Offley Road, London SW9 0LS, [www.wdm.org.uk](http://www.wdm.org.uk).

## FoE's Change Your World – A summer of agrofuel action

Throughout 2008 the EU will make far-reaching decisions about how it will tackle greenhouse gas emissions from road transport. The questions remain: Will they go for real solutions that aim to reduce fuel demand? Or will they be tempted by a false solution that will have devastating effects on people and the environment while doing little to combat climate change?

There is now overwhelming evidence that the large scale expansion of biofuels - also known as agrofuels - will aid the destruction of some of the world's most important habitats as well as people's livelihoods.

A growing amount of research has found that they also do little to reduce emissions. In fact, in many cases, the greenhouse gas emissions from biofuels measured over their life cycle are greater than those generated from the same amount of fossil fuels. Despite this the EU has included a target in the Renewable Energy Directive that 10 per cent of road fuel will have to be biofuel by 2020.

It is important that the EU does not go ahead with the 10 per cent target for two reasons:

1. It will lead to a colossal increase in demand for land needed to grow the plants for biofuels, leading to a global land grab. This amount of land cannot be sourced sustainably. As a result the problems we are already seeing today will become much worse: food prices will increase globally; important habitats will be destroyed; indigenous people will be robbed of their lands;

water scarcity will increase; and soils will be degraded.

2. Rather than tackling climate change, biofuels are likely to make it worse. One study found that converting rainforests, peat lands, savannas or grasslands to produce biofuels in Brazil, south-east Asia and the US releases up to 420 times more carbon dioxide than the carbon reductions these biofuels provide. At the same time the push for biofuels distracts from the real solution of reducing fuel demand, such as setting tougher standards to reduce the amount of fuel that cars use.

### Taking action

Biofuels will be a campaign priority for Friends of the Earth from May to October. And local groups will be vital in the Europe-wide campaign to stop the destruction of land and prevent livelihoods from being threatened by the large-scale expansion of biofuels.

Groups will have the opportunity to lobby their MEPs in person and in writing, asking them to oppose the 10% biofuel target, and to support tough targets for fuel efficiency instead. A second action will be to raise public awareness and understanding of the dangers of biofuels, asking people to sign a postcard addressed to their MEP with the same message.

We will use the regional gatherings in May to roll out the new materials on biofuels and to train local groups on MEP lobbying as well as on this issue.

## **CYW - Recycling is a local issue; where does EU legislation fit?**

Your local council is responsible for setting up your recycling scheme, making contracts with the waste industry and charging for your rubbish collection. But why are councils across the country doing this now, when they weren't a few years ago? And what does this have to do with the EU?

The answer is the EU Landfill Directive. This is the main driver forcing the UK to stop landfilling so much biodegradable waste, as it emits the greenhouse gas methane. This law has tough targets which will really start to bite in the next 10 years. If the UK Government misses these it will face an EU fine, so it is now pumping money into recycling and other waste management technologies.

Friends of the Earth is focussing on the revision of the Waste Framework Directive to push for binding recycling and prevention targets - the Parliament has supported us, but EU Governments are not so keen on setting more targets that they will then have to meet.

Parliament is proposing that at least 50 per cent of municipal waste and 70 per cent of business waste should be recycled in each EU country by 2020, and that total waste volumes should be stabilised at 2008 levels by 2012. A recycling rate of 50 per cent may not sound that ambitious, given that this is the English target for 2020 (Wales and Scotland have set higher targets), but this will be something that future governments cannot avoid. What's more, there are currently no targets for recycling business waste in the UK

and we don't have one for preventing waste overall.

EU level legislation is an effective way of obliging the UK Government to do things that it wouldn't do by itself. And it can tackle international problems like excessive resource use that, we can't solve at just a UK level. The EU is made up of around half a billion people, so actions by the EU have a direct impact on our global footprint.

But all this won't have teeth without strong local campaigning at the same time. We need to make sure that councils take the right path towards sustainable waste management, and do not divert ever-increasing quantities of waste from landfill to incineration. This is why the Resource Use team's twin focuses over the next five years will be EU-level work on resource use and resource efficiency, combined with supporting local activists in their work to get sustainable local waste management-high rates of reuse, recycling and composting and no new incinerators.

At a local level we've also been looking into residual waste - the household waste that gets thrown in black bins instead of being sorted into recycling or compost. FoE held a training day for local groups on 26 April to explain how we can persuade councils to improve recycling and composting rates and decrease leftover waste.

For more information about the residual waste matters, email [becky.slater@foe.co.uk](mailto:becky.slater@foe.co.uk).

## Info from CAAT (Campaign Against Arms Trade)

### Judicial Review latest

Following our victory against the government in the High Court last week we would like to say a big thank you to everyone who emailed us with messages of congratulations. It would be a mammoth task to reply to everyone individually but we wanted you to know how grateful we were to read your words of support and encouragement for the campaign.

We are now waiting to hear whether the government will appeal against the Judges' ruling that they acted unlawfully when they halted the corruption investigation into BAE's Al Yamamah arms deals with Saudi Arabia.

In the meantime we are calling on Gordon Brown not to interfere in the reopening of the inquiry. We have sent him a letter to this effect and will also be presenting a petition to Downing Street.

### We need your help!

Please make a donation to CAAT today. We would not have got this far in the campaign without our supporters, who provide a vital 80% of our funding. Your donation will help ensure we can continue the campaign and build on this fantastic result! You can donate through our website <http://www.caat.org.uk/fundraising/donate.php>

A full report of the judgment, the government's response and our next steps will be included in the next edition of CAATnews, our bi-monthly

magazine. If you do not already receive a copy, you can sign up by visiting <http://www.caat.org.uk/caatnews/subscription.pdf>.

### Stop the Arms Trade Week, 1-8 June 2008

The focus of this year's Stop the Arms Trade Week remains the Control BAE campaign as, in the light of the recent High Court ruling, it is vital that we maintain pressure on the government not to interfere again in the investigation.

Wherever you live, this is a great opportunity to take coordinated local action against the arms trade. CAAT can provide Control BAE postcards and petitions to use and distribute locally, and we may be able to put you in touch with others in your area. Can you organise a campaign day, public meeting or protest during that week? Or run a stall in your town centre, library or other public place? Perhaps you could get people in your area to write letters or take online action.

If you are organising an event or action, invite your local MP(s) along and tell the local media your plans. Be imaginative; whatever action you can take will help.

Contact CAAT on email at [enquiries@caat.org.uk](mailto:enquiries@caat.org.uk) or 020 7281 0297 to order a free campaign pack. To find out what is happening in your area, contact Marisa Birri by emailing [marisa@caat.org.uk](mailto:marisa@caat.org.uk) or visit [www.caat.org.uk](http://www.caat.org.uk) for more information.

## Bromley Friends of the Earth - List of Contacts

### Co-ordinators:

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### 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!**

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. Could you please also contact us if an item has been sold/obtained, so that it can be removed from the Newsletter.

Any donations to Bromley FoE generated from this column gratefully received!

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**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.

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**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](mailto: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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