



Friends of the Earth

Bromley

Newsletter

May 2010

No. 269

Bromley FoE: inquiries to Birch House, Grays Road, Westerham TN16 2JB
email: r.watson865@btinternet.com; website: www.bromleyfoe.co.uk



May Meeting

Friends Meeting House,
Ravensbourne Road, Bromley

Roy Wood

“Tragedy on the roof of the world”
A Buddhist perspective on the environment

Tuesday 4th May
7.30pm.

In this Issue:

Diary Dates	2	Lydd airport expansion	9,10
Country market jobs	2	Letter from Joyce	10
April mtg report	3	Carbon Trust	11
Campaigns info	4	Life after Copenhagen	12,14
Stall photo	5	JDC and Vulture Law	13
Elections 2010	5	CAAT and BAE	14
Closed loop visit	6,7	Bromley FoE contacts	15
Transport info	8,10	Non-members section	16

Copy for the next Newsletter must be with the Editor by
SUNDAY 16TH MAY. Contact details inside front cover.

Fancy a marketing job with St Mary Cray Country Market? See page 2

Diary dates:

May 4th (Tues)

May 12th (Wed)

May 26th (Wed)

June 1st (Tues)

July 6th (Tues)

Bromley FoE's May meeting: Roy Wood (Free Tibet campaign) with A Buddhist perspective on the environment

Patrick Holden: chair of the Soil Association, on Food Supply in the 21st century – Stag Theatre, Sevenoaks

Planning Group: 48 Siward Road 7.45pm

Bromley FoE's June meeting: Pesticides Action Network

Bromley FoE's July meeting: Transition Town Sevenoaks

St Mary Cray Country Market is looking for -

Marketing Manager (volunteer post)

- to advise the committee on marketing ideas and projects
- to co-ordinate/oversee regular updates from Country Market members to local media outlets and community groups
- to plan and implement a joint marketing strategy for the Country Market with the Mary Rose Hotel, to attract new customers to both businesses. This would include signage around the hotel and village green and possibly the Nugent Shopping Centre.

Assistant Marketing Manager (volunteer post) - duties would include:

- maintaining a rota showing which producers and volunteers will be attending each week's market.
- contacting suppliers to confirm/amend regular orders (e.g. bread)
- advising potential new producers and suppliers
- would require use of Microsoft Office, email and phone access.

Both these roles could probably be done from home if necessary, although occasional visits to the market would be helpful.

Contact John Breach (Chair, St Mary Cray Country Market Committee), tel 01689 816184, mobile 07802 936802)

Next Newsletter - copy details:

Any news, articles, poems, questions, views etc for the next Newsletter must be with the editor **by SUNDAY 16TH 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.

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

April meeting report, *Graham Hemington*

Ravensbourne Waterways, talk by Ralph Palfrey

Fascinated as I am by streams and rivers, it was a sheer delight to be transported by Ralph's photographs over the waterways in the Ravensbourne catchment area that lead to Deptford Creek and the River Thames, together with his vivid descriptions of the urban scenes, the rural-like views and the rivers and streams. (Ravensbourne, Quaggy, Kyd, Pool, Beck, etc.) I felt that I was actually there.

Major restoration projects have been completed in recent years, e.g. –

Norman Park – river Ravensbourne deculverted and naturalised

Chinbrook Meadows – concrete channel removed, river Quaggy naturalised, new ponds and wetland areas

Sutcliffe Park – river Quaggy deculverted and restored to former course. New lake, ponds and wetland areas.

Cornmill Gardens – concrete channel removed, river Ravensbourne naturalised

The aim is to create a naturalistic meandering of rivers, ensuring that any change in the course of a river does not lead to dangerous flooding but does allow very heavy rain to cause overflows to form a water meadow. When the water retreats, a residue of soil is left, which is very suitable for plant growth.

Of historical interest, former water mills along the Ravensbourne but

nowadays there is little flow of water except after heavy rainfall. This may be because of the superimposition of modern land drainage systems and the abstraction of underground water.

It is not easy to do justice to everything Ralph told us; better to go on his walks. Details (routes and sketch maps) are available from him at 51 Glanville Road, Bromley, BR2 9LN. His two part information pack covers:

Walk 1 – Ravens Bourne and Ravensbourne river (15th and 22nd May 2010)

Walk 2 – Ravensbourne tributaries and east branch (29th May and 5th June)

Walk 3 – The Bourn(e) and Pickhurst streams, the Tarn and Spring Brook (12th and 19th June)

Walk 4 – The Kyd Brook and its tributaries (26 June and 3 July)

Walk 5 – The Quaggy river (10th and 17th July)

Walk 6 – The Beck and Chaffinch Brook (24th and 31st July)

Walk 7 – South Norwood stream, Boundary stream, Pool river, Ravensbourne river, and Deptford Creek (7th and 14th July)

May Meeting – change of plan

See page 7 for the reasons behind the change to our advertised speaker.

Campaigns info – Ann Garrett, campaigns co-ordinator

Get Serious Campaign Stall report (see photo on opposite page)

Many thanks to all who turned up in the rain on March 20th for our street stall - it was much appreciated.

In the end we set the stall up in the Mall precinct after gaining permission, which is a good stand-by for bad weather in future. There was a steady trickle of people signing cards mainly for the Food Chain as we needed to take these to FoE quickly (100 signed altogether), but Get Serious cards were signed as well and this will be ongoing. My press release was published as a letter in the News Shopper which was good publicity for us.

The next stall is to be on May 29th from 2.00 - 4.00 pm outside Bromley's Caffe Nero as usual.

FoE South East Network Meeting

We met in the Pommellers Arms at London Bridge on April 8th where Katie Higgins from national FoE facilitated a session on Good Publicity and Outreach. We discussed what our key messages were for our groups and then how we would promote them. I suggested that our group might get some posters around different places in the borough, as we can order some eye-catching ones from FoE.

Their publicity materials leaflet states - 'order the resources you need to :- get noticed, inspire people and get people involved'. In conclusion we agreed to provide each other with local FoE

Summer event's information so we can offer support when possible.

Siemens announces wind turbine plant

Unions have welcomed the news that hundreds of jobs are to be created under and £80 million investment in a new wind turbine facility as good for the economy and the environment. Siemens have stated that it would create 700 jobs. The firm said it was exploring a number of east coast and north-east England sites. Bob Crow of the RMT union has urged that Vestas workers are given the first refusal on the new jobs, and the Unite union is pressing Siemens to ensure that the blades and turbines are sourced in the UK.

Nuclear plant should pay the price for poison leak

Greenpeace has criticised a decrepit nuclear power plant in New Orleans, which has leaked a carcinogenic cocktail into the surrounding soil, and has called on US legislators to make the firm Vermont Yankees pay the full price of decommissioning, and return the site to greenfield. This is one of the oldest nuclear installations in the US.

The 620 - megawatt facility has released tritium, caesium, manganese and zinc through its most recent leak. The 150 - member Vermont House of Representatives is expected to take up a bill that will deal with the clean-up costs. This is yet another example of the dangers of nuclear power plants and their lethal legacies.

Local and general elections 2010

Just in case you hadn't realised, there are local elections in Bromley just 2 days after our May meeting, on Thursday May 6th. There's also the small matter of the general election as well.

And - just in case you hadn't realised - there has been a redistribution of wards within Bromley's three parliamentary constituencies, as well as three of them now being part of the new constituency of Lewisham West and Penge, although these three still elect councillors to Bromley Council.

The make-up is as follows -

Beckenham constituency

Bromley Common and Keston, Copers Cope, Hayes and Coney Hall, Kelsey and Eden Park, Shortlands, West Wickham.

Bromley and Chislehurst constituency

Bickley, Bromley Town, Chislehurst, Cray Valley West, Mottingham and Chislehurst North, Plaistow and Sundridge.

Orpington constituency

Biggin Hill, Chelsfield and Pratts Bottom, Cray Valley East, Darwin, Farnborough and Crofton, Orpington, Petts Wood and Knoll

Lewisham West and Penge constituency

Clock House, Crystal Palace, Penge and Cator, plus four wards from Lewisham.

The polls will be open from 7am to 10pm and all Bromley's counts will take place at the Civic Centre, some of them in a marquee hired for the occasion. All of the results will be announced in the Council Chamber.

The general election counts will start as soon as practicable after the polls close, and the local election counts will start at a time yet, at the time of writing, to be determined by Bromley's Acting Returning Officer, the Chief Exec Doug Patterson. The start time of the local election counts will allow senior electoral staff, who will be overseeing both sets of counts, to get some sleep in between.



A member of the public signing our Get Serious and Food Chain cards in The Mall precinct Bromley

Bromley FoE Visit to Closed Loop recycling plant Dagenham

Peter Gandolfi writes: On Saturday 13th February 8 members of Bromley F0E met up at Bromley South Station for the journey to Dagenham, picking up others at Fenchurch St Station on the way.

Closed Loop Recycling is situated next to the dwindling Ford site, and near one of the large wind turbines that can be seen from parts of Bromley. We were welcomed by the plant manager who was very enthusiastic and appeared to have come in on Saturday especially to introduce us to the plant.

He first outlined the workings of the plant followed by a tour of the equipment used. He said that they are the first plant in the UK to recycle PET and HDPE plastic bottles back into food grade plastic that can then be used to make new bottles and food packaging. (These are the plastics commonly used for milk, water and fizzy drink bottles). Other plants cannot produce such a pure product and the result is a degraded product that is used in garden furniture etc, meaning that all food grade plastic needs to be made afresh from raw ingredients.

The plant can recycle 35,000 tons a year at a rate of 6 tons/hr. Bottles arrive in compacted 500kg (12,500 bottles) bales after having been collected from households, local council sites etc throughout the UK.

The bales are mixed containing mainly bottles of both plastic types required plus other unwanted materials. The bales vary greatly in standard of 'quality'. The money paid is usually around £100/ton.

581,000 tons of bottles are consumed per year in the UK; 557,000 tons of bottles enter the household waste stream; 216,000 tons are collected (39%). There was a 20% increase in collection in 2007.

A conveyer belt feeds the bottles into a perforated rotating drum functioning like a washing drum. An initial sort separates the bottles from small bits of rubbish such as stones, dirt, etc. Metal contaminants such as food and drink cans are then removed by a powerful electromagnet and an eddy current separator to remove any aluminium objects.

Paper, carrier bags and film are separated from the bottles by a row of air jets that blow light objects off the conveyor belt. The mixed bottles are separated based on the type of plastic and their colour by using a set of 3 optical sorting machines. Each machine is used to detect a different type of plastic or colour, and a jet of air separates it from the rest. The coloured PET bottles and other plastics, separated so far, are sent for recycling at other plants.

There is a need to separate natural HDPE used for milk bottles and coloured HDPE used for cleaning products. This is done by a forth sorting machine and a manual sort, after which the vast majority of contaminants will have been removed, leaving mainly clear and light blue PET bottles and natural HDPE bottles.

/continued on next page

Visit to Closed Loop Recycling Plant - *continued*

The separated streams of PET and HDPE bottles are now granulated into small flakes and moved around the plant using pipes and blowers instead of the conveyor belts used earlier. Loose labels and other lighter contaminants are blown off with air jets, and the flakes washed in weak caustic soda solution. The detached glue and labels fragments sink to the bottom and form a pulp, the flakes are then rinsed and spin dried. Flakes of lids and caps, mainly made of coloured HDPE must still be removed from the PET flakes. A sink float separator achieves this.

To achieve a food grade product, high technology is used, that is expensive and unique to this plant, and the few others like it world wide. Both streams go through a laser sorter that does not just separate by colour, but analyses each fragment, using Raman Spectroscopy and uses air jets to separate any contaminants. This is done as hundreds of flakes a second cascade down a glass slide, a very impressive use of leading edge technology in recycling.

To super-clean the plastic and to remove all traces of contaminants, the surface layer of the PET flakes is removed using a solution of caustic soda. The treated flakes are then dried and passed through a rotating furnace for 4 hours to complete the reaction, then cooled in water, rinsed and dried. The clean and pure PET flakes are then bagged and sold back to bottle manufacturers.

After passing through the laser sorted the HDPE flakes are baked under

vacuum to remove vapour contaminants, then they are melted, filtered, extruded, cut into small pellets and cooled. These pellets are then bagged ready to be sold on to make new milk bottles.

Bottles bought in for around £100 a ton are converted into a pure product worth £800 a ton to manufacturers (landfill costs £100/ton).

A very interesting visit, the plant was certainly not ideal for visitors, due to its high noise, many flights of metal stairs, slippery floors, reversing forklift trucks and the many rushing conveyor belts between the different sections. We were pleased to be among the select groups able to visit, and it was good to hear that they intend to expand.

May Meeting – change of plan

We were to have had Bromley's Environmental Development Manager Alastair Baillie, telling us how Bromley plans to cut its carbon output.

However, in the run-up to the election Alastair advised he would have been unable to answer questions of a political nature or relating to government or council policy (unless making factual statements).

We therefore decided to postpone his visit for a few months when he will not have these constraints.

Transport info, *Ray Watson, transport campaigner*

The recent High Court ruling in favour of objectors to the building of a third runway may have repercussions far beyond west London – even to our doorstep here. The judge effectively said the Government must present a new case for the runway because the one before the court relied on out of date statistics and ignored the statutory binding targets set by the Climate Change Act – the act that FoE did so much to get it passed by parliament.

So what is the fall-out from the decision?

Apart from the fact that there is now no chance of the Government putting in a revised application before the general election, the knock-on effect will hit all those airports where expansion is being sought, or, as in the case of our own Biggin Hill Airport, may be sought in the future.

The Heathrow case rested on conclusions in the 2003 White Paper that air passenger growth was predicted to be at such a level that a third runway was necessary. The judge killed off the White Paper by saying it was hugely out of date. There is a whole host of other airports who are relying on the same figures to justify expansion plans – Glasgow, Bristol, Southend, Edinburgh, Manston, Birmingham and of course Stansted. Now they must think again. It may even affect smaller airports such as Biggin Hill and nearby Redhill, where the new manager is threatening to build a concrete runway to replace the current grass one.

There is also another factor which may affect Biggin Hill. In the Heathrow case, the judge commented that the Government's arguments also failed to address the impact of additional passengers and freight on the road and rail systems that feed the airport. Surely that would also apply to Biggin Hill whose draft expansion plan five years ago gave virtually no clue as to how the area's poor transport system and roadways would cope?

Post-poll problem?

Meanwhile, Biggin Hill Airport has embarked on a Press and public relations campaign saying how many jobs it brings to the area. Fine – except that there is also a cost to that, and not just in terms of increased air and noise pollution. Just ask the people in Farnborough who recently made front page news in the local Press saying they feared another plane crash similar to the one a year ago which killed five people when a business jet hit houses there.

Amazingly, the airport replied that it had nothing to do with the incident. Except, of course, that the plane took off from Biggin Hill, got into trouble very quickly over nearby residential areas and was attempting to land there when it crashed.

Is this campaign a build-up to an expansion announcement after the local elections when the local politicians of Bromley, safely re-elected, can decide on the airport's plans knowing that the public cannot vote for another four years?

/continued on page 10

Where Lydd (London Ashford) leads, will Biggin Hill follow?

This article was published in The Guardian newspaper on April 10th 2010.

The meandering approach road to Lydd airport weaves its way across Romney Marsh, past reed-fringed ditches and mounds of farm silage. Skylarks rise from the long grass beside the temporary control tower.

Inside the leaky, 50-year-old terminal building, the view from the Biggles Bar takes in low-lying nature reserves behind the shingle beach, the Ministry of Defence firing ranges and Dungeness nuclear power station.

In the 1950s film stars such as Diana Dors, Humphrey Bogart and Gregory Peck posed on the tarmac as their open-top cars were driven on to Bristol Freighter aircraft for the cross-channel hop to the casinos and racetracks at Le Touquet. Now owned by Sheikh Fahad al-Athel, a Saudi businessman, London Ashford airport - as it is known - is aiming to revive its glory.

Planning permission has been granted to extend the runway to handle larger planes and build a new terminal for up to 500,000 passengers a year. Numbers could rise to two million travellers annually.

The decision by Shepway district council in Kent to support the application last month is the latest in a series of airport expansion schemes made possible by air traffic moving out from the capital's congested international hubs at Heathrow, Gatwick and Stansted. London Southend airport, owned by the freight

company Eddie Stobart, has received government approval for a similar development.

The two to one vote by Shepway councillors after a seven-hour debate has hardened battle lines. The council planning officials' recommendation to reject the application was overturned. Climate-change campaigners and environmentalists defending wildlife sanctuaries now confront flying enthusiasts and those eager to bring jobs to an area with few large employers.

Posters depicting an airliner plunging towards Dungeness B nuclear power station with the caption "60 Seconds to Disaster" have been erected in Lydd. The outgoing local Conservative MP, Michael Howard, spoke in favour of the scheme at the council session, but John Denham, the secretary of state for communities and local government, sensitive to the scale of opposition, has suspended the process while he decides whether to order a public inquiry. A decision is due on 11 June.

"Those posters show far larger planes than we intend to bring into Lydd," said Tim Maskens, the manager of air traffic services at the airport. "We will only have Airbus A319 and Boeing 737s for medium-haul flights to Spain, Italy, France and perhaps as far away as Greece. The airport was given permission to expand in the late 1980s, but an economic downturn and the Gulf War meant it was never pursued.

/continued on next page

Lydd article and Transport article (*continued*); letter from Joyce

Lydd airport article - continued

"Current policy is to use existing landing capacity wherever possible before building Boris Island [the mayor of London's proposal for an airport in the Thames estuary] or Heathrow's third runway. Smaller aircraft - 50 seaters - are already being forced out of the larger airports by higher landing fees."

With a shuttle bus to the new high-speed rail link at Ashford, Maskens maintained, journey times to central London would be barely an hour. "Where else is the airport parking free and the check-in only half an hour?"

Lydd's only regular commercial flight is to Le Touquet; passengers are airborne for 20 minutes. A service to Jersey begins in July. Most of the traffic is twin-seater private planes and executive jets.

There were more than 12,000 objections to the scheme, including from Greenpeace, the RSPB, British Energy, the Council for the Protection of Rural England, Kent Wildlife Trust and the British Hedgehog Preservation Society. The Nuclear Installations Inspectorate did not, however, object.

"There's an amazing collection of wildlife in our reserves on the Dungeness peninsula," said Andre Farrer, the RSPB's protected areas campaigner. "We have been neighbours of Lydd, but the increase from 3,000 to 500,000 passengers a year is worrying. Nitrogen from planes will change the local biology; birds do

not tolerate large airports. This is one of our most important wildlife sites. It's a litmus test: does biodiversity matter in the 21st century?"

Transport article – continued

It is worth repeating: it is just indefensible to have a large airport in the suburbs of Bromley, with a flight path over schools, a hospital and thousands of homes.

Let us hope for the sake of the environment and the residents of Bromley that politicians, standing in both local and parliamentary elections, take this on board and say so publicly.

Letter from Joyce Pitt

(This letter arrived just too late for inclusion in the April newsletter)

Simon and I went to the food market and café in St Mary Cray and would highly recommend both.

Start the Week on Radio 4 (Monday 8th March) featured an American writer who has written a book called 'Eating Animals'. His name is Jonathan Sagram Foer.

It's serious and enjoyable and meticulously researched. The local library has it on order.

99% of meat eaten in the USA is factory raised and we are 80% plus in this offensive business.

Carbon Trust launches green fuel consortium

Earlier this month, the Carbon Trust launched a new consortium of UK businesses committed to developing a commercially viable process for converting municipal and wood waste into a biofuel boasting higher levels of environmental sustainability than those currently on the market.

The consortium, which will be funded to the tune of £7m over the next three to four years, will attempt to refine a process known as pyrolysis, which can be used to produce biofuels from existing organic waste material rather than controversial energy crops.

Pyrolysis works by heating organic material to extreme temperatures in the absence of oxygen. The process breaks down the material to create either a gas or oil that can then be used to create biofuel. The Carbon Trust calculates that pyrolysis-based biofuels will have a carbon footprint that is 95 per cent lower than fossil fuels and significantly lower than conventional biofuels, such as corn-based ethanol or biodiesel.

The E4Tech report, which was commissioned by the Trust last year, indicated that wheat bioethanol has a carbon footprint between 30 and 70 per cent lower than fossil fuels, while Brazilian sugar cane ethanol produces around 70 per cent fewer emissions.

Tom Delay, the Carbon Trust's chief executive, said that developing a technique to overcome the issues associated with some traditional biofuels would be critical in helping the UK to cut its carbon dioxide emissions from transport.

"In just a few years, pyrolysis could change the way in which we produce biofuels and, by 2020, be a commercially viable option," he said. "Within a decade, we could see a network of mini biofuel refineries sited near landfill sites and other waste sources across Britain."

The Trust will use funding from the Departments of Transport and of Energy and Climate Change to finance the initiative. The consortium is being led by Axion Energy, but also includes Catal International, CARE and Aquafuels Research.

Transport Minister Sadiq Khan welcomed the launch of the project. "Many biofuels such as those from waste have the potential to provide significant carbon reductions," he said. "The challenge is identifying and developing those biofuels which deliver the most environmental benefits." He added that the Department for Transport would provide £3.8m over two years to support the research programme.

The launch of the consortium came on the same day as the Carbon Trust revealed it was offering a £500,000 research grant to the University of York to undertake early-stage research and development into a process that uses microwaves to pyrolyse waste materials. It is hoped the microwave-based technique could lead to higher levels of energy efficiency and produce better quality oil, thus enabling it to be used in cars.

This article appeared in Southwark FoE's most recent bulletin.

FoE's Change Your World Pump up your energy levels post-Copenhagen

We're all agreed: Copenhagen was a cop out. But we know that we mustn't give up. Here are a few ideas to help you get re-energised for 2010 — and some useful answers if you need feel good tips for your group.

I did a few of Friends of the Earth's daily climate actions. What difference did they make?

Over 10,000 daily actions were taken, thank you, putting pressure on where it counted most. You sent emails to the Danish President, called the Canadian embassy, texted the Swedish EU Presidency, and sent letters to African newspapers — all adding weight to the negotiating power of our team in Copenhagen and a sense of solidarity with African nations.

Did any good come from it?

The eyes of the world were opened to the dodgy dealing and secret negotiations of rich countries; poorer countries received more support than ever before; and the voices calling for a strong and fair agreement have never been so loud or more unified. We go on from Copenhagen as part of an even bigger people movement calling for climate justice.

What can I do now?

Help us press home the message about reducing CO2 emissions at every level. Email climate minister, Ed Miliband, to demand UK action on a stronger climate deal at www.foe.co.uk/campaigns/climate/press_for_changei/cop_out_22404.html and keep an eye on www.foe.co.uk/safeclimate for more

actions. If your group is signed up to the Get Serious About CO2 campaign, focus on lobbying MPs and councillors for local carbon budgets, particularly election candidates. You can see how in the new action guide at www.foe.co.uk/community/campaigns/climate/gs_guides_20441.html.

FoE's CYW - Flood feedback

Around 100 Friends of the Earth activists gathered at St Pancras station, London to begin their low-carbon 900-mile journey to join the Copenhagen Flood. Here are some of their stories...

"The Flood was the most amazing activism I have ever been involved with. In a strange way it feels even more important to have been there given the outcome. All of us were standing up to be counted, showing that the planet matters and we care what happens."

"Going to Copenhagen was the chance to go to one of the best cities in Europe but would involve missing two days of mock GCSE exams. Even before going, I knew that the UN Conference was crucial, but wandering through the streets of Copenhagen really made me appreciate that the world leaders had to act and there were more than 100,000 people who wanted them to do so. We have very little time remaining but, even though the leaders failed us, there is no reason why we can't take action and achieve climate justice."

/continued on page 14

Jubilee Debt Campaign - Campaign Victory: UK adopts Vulture Law

This afternoon the UK became the first country in the world to legislate to stop vulture funds profiteering off the debts of the poorest countries in the world.

Last week we were convinced the Debt Relief (Developing Countries) Bill – Andrew Gwynne’s Private Member’s Bill – was dead. But, thanks to ongoing campaigning by you, and the determination of a few MPs, the Government agreed to select this measure for the ‘wash up’, a process of passing a few laws quickly, with cross-party support, at the end of a Parliamentary session. In explaining why, Harriet Harman, Leader of the Commons, said it was because the Bill had “considerable support in the country”.

Yesterday, Sally Keeble MP successfully steered the Bill through the Commons. And at just past 2pm this afternoon, the bill passed through the House of Lords. It will be formally signed into law tonight.

This campaign victory should mean that we never again have to see a country as poor as Liberia or Zambia sued in a UK court on the basis of a debt which dates back to the 1970s and has been bought by a vulture fund for pennies in the pound.

We want to take this opportunity to thank you for your support of JDC and of this campaign. This would not have happened without the persistent campaigning of people like yourself.

Of course the Vulture Funds Act – as important as it is for countries throughout the world – will not solve all

the problems of global finance. We have much further to go. And indeed, the price for getting this Act through Parliament was a sunset clause, which means it will be reviewed in a year’s time. So there is much work ahead of us.

To do this, we need your ongoing support and help. If you are able to give us a one-off donation, or to increase your financial support to us today, that will really help with developing our next campaign, building for our next success and protecting the terrific gains we have made in the last year.

Once again, thank you for all you have done. Yet again, the debt movement has proved that campaigning really works!

More info on the Jubilee Debt Campaign from www.jubileedebtcampaign.org.uk or write to Jubilee Debt Campaign, The Grayston Centre, 28 Charles Square, London, N1 6HT, or email info@jubileedebtcampaign.org.uk or phone 020-7324-4722.

ELECTION DAY

THURSDAY MAY 6TH

**IF YOU HAVEN'T VOTED
ALREADY**

DON'T FORGET TO VOTE

CAAT info - BAE: Join the People's Jury

BAE has once again escaped real sanctions for corruption in its deadly deals. But while we may not be able to see BAE held to account in court, we're not letting them off the hook. Join the People's Jury to hold them to account at their AGM and beyond.

BAE, arms supplier to some of the world's most despicable regimes, has once again escaped real sanctions for corruption in its deadly deals.

In 2006, BAE escaped the process of justice when Tony Blair quashed the investigation by the Serious Fraud Office into BAE's multi-billion pound – and corruption-riddled – deals with Saudi Arabia, one of the world's most authoritarian regimes. This year, the Serious Fraud Office allowed BAE to buy its way out of trouble. In return for pleading guilty to "accounting irregularities" in its deals with Tanzania, it would end its investigations into BAE's activities in South Africa, Romania and the Czech Republic.

BAE's Chairman, Dick Olver, has dismissed criticism, claiming the deals are "historical. Almost archaeological." We disagree. The repercussions of BAE's behaviour are felt by civilians across the world – those whose lives are devastated by conflict, those who live under corrupt and repressive regimes, and those who see money needed for health, education and infrastructure diverted to arms. Here in the UK, we find ourselves subsidising an international company that is seemingly above the law.

We may not be able to see BAE held to account in a courtroom, but we're not letting them off the hook. We'll be asking questions inside BAE's AGM on 5 May – and outside the meeting we'll be giving the people's judgement on their corporate 'ethics'.

CYW's Post-Copenhagen – *cont'd*

"Going to Copenhagen was my first international action, and really inspiring. It was a huge challenge to leave my kids at home (supervised!) and travel for 23 hours to get there, but it was definitely worth it. I felt part of a much wider global movement, with everyone calling on world leaders to do the right thing. There was a real sense of solidarity between all the activists I met and I felt really welcome."

"First a trickle, then a stream, later a flood. From every corner people clad and painted in blue, gathered. We dolled up in blue ponchos, all around us people of every colour, age, nationality, background. Then we flooded the city. Banners, props, smiles. A mass of happy people, united."

"I've returned with more passion and commitment to make a real difference now through our campaigns at a local level, because the world can't wait for our global leaders to agree a deal. The Flood reinforced the great feeling of being part of an amazing worldwide movement of Friends of the Earth groups, and left me sure there is a mass of public support behind the need for climate action."

Bromley Friends of the Earth - List of Contacts

Co-ordinators:

Sheila Brown 01689-851605
email – sheilabrown336@msn.com
Ann Garrett 020-8460-1295
email – anncgarrett@yahoo.com

Campaigns Organiser:

Ann Garrett 020-8460-1295

Secretary:

Ray Watson 01959-571566
email – r.watson865@btinternet.com

Treasurer:

Ivy Smith 01689-872642

Press Officer:

vacant

Programme Organiser:

Sheila Brown 01689-851605

Outings organisers:

John & Sue Boccock 020-8464-5990
email – johnboccock@hotmail.com

Newsletter Editor:

John Street 020-8460-1078
email - johnstreet@g.n.apc.org

Membership Secretary:

Dan Sloan 01689-838819

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

Food and Ethical Farming:

Peter Gandolfi details below

Planning and development:

Tamara Galloway 01689-855352
tamaragalloway@yahoo.com

Energy and Renewables

Jonathan Stanley
jjstanley171@hotmail.com

Waste and Recycling

Annette Rose
annette.rose1@ntlworld.com

Bromley FoE web site:

www.bromleyfoe.co.uk

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 Ray Watson or Sheila Brown 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 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!

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 r.watson865@btinternet.com.

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?

.....