



5 APRIL ACTION DAY ON CLIMATE CHANGE



MPs will soon be voting soon on the Climate Change Bill and an amendment to set tougher targets. Join us, Oxfam and Bath Activists at Green Park Station on Saturday 5 April from 9.30 am to send a clear message to our elected representatives that we want a climate law that will deliver results.

Friends of the Earth

Friends of the Earth is campaigning for:

- Inclusion of aviation and shipping in carbon cuts.
- Increase in CO2 emissions cuts from 60% to 80%.
- Inclusion of tough annual milestones.

IN THIS ISSUE

- P 1 5 April Climate Action Day
- P 2 Help Beat Bath Traffic
- P 2 Say No To Incineration
- P 3 Shut the Door!
- P 3 Nuke News
- P 4 Book Reviews
- P 5 Food and Climate Change
- P 5 Biofuels, GMOs
- P 6 Green Travel
- P 7 Bath Freecycle
- P 8 Diary and contacts

The amendment, if adopted, will meet our demand to raise the target for CO2 reductions to 80% by 2050. This is now internationally recognised as the minimum to keep global temperatures from rising more than the danger point of 2°C above the pre-industrial average. The government seems to agree, but has not written it into the Bill yet.

We want to make sure MPs vote for the amendment and that they go further. If aviation and shipping are not included, the Climate Change Bill could end up as tokenism.

There is a vast amount of airport and air traffic expansion planned. If aviation and shipping companies are not included in the polluter pays principle, global trade will continue to race ahead on the basis of artificially “cheap” goods transported unnecessarily across the world.

Susan Trill

POLITICIANS STICK HEAD IN SAND OVER AIR TRAVEL

Our political leaders insist that air travel, the fastest growing source of greenhouse gases, has to keep growing for Britain’s economy to prosper. In 2004 government statistics showed that visitors coming to the UK by air spent £11 billion while UK tourists spent £26 billion abroad, a £15 billion deficit for the UK economy. By 2030 the number of outgoing Britons is set to rise by 30 million, but visitors to the UK will increase by 18 million. The deficit and the carbon will grow.

The government’s Stern Review on the Economics of Climate Change warned that if we take radical action to reduce carbon emissions now, worldwide annual growth will only fall by 1%, but if we fail, annual global growth is likely to tumble by 5 to 20%. Stern notes that the two most important sectors where cuts are needed are power generation and transport.



Where is Gordon going with his boats and planes ?

SHIPPING AND BIOFUEL CHAOS

EU biofuel producers are shipping biofuels to the US, adding a little fuel there then shipping back to the EU, to pick up subsidies on both sides of the Pond. So much for cutting carbon. **Take Action ! Page 5**



HELP BEAT THE BATH TRAFFIC



About 25% of the car journeys in the UK are of less than 1 mile. Traffic congestion is very bad now, in Bath as everywhere else in the UK, and is set to get much worse as the total number of car journeys continues to increase every year.

Showing people that alternatives to car journeys for shorter distances can actually be faster (as well as being good for their health, the environment and saving them money), could also improve the overall vehicle traffic flow for **their** benefit as well as for everyone else.

We are looking for people who are prepared to join in a survey to compare journey times in Bath using Car, Bike, Walking and Public Transport. It would be particularly helpful if you regularly make the same journey at the same time – to work, to the supermarket or on the school run – and would be prepared to measure your journey times and to try alternative transport methods.

It is not necessary to try all of the different alternatives, but we are particularly interested in walking and/or bike as an alternative to a normal car journey. The idea is to correlate these measurements and to publish the results, with a view to trying for (another) **Car Free Day for Bath**.

How to Measure Your Journeys

The measurement should start with recording the start and destination points, the time the journey starts and an estimate of the length of the journey. This can be done by using a street map or some sort of car or bike measuring device and only needs to be approximate, since the same journey will be taken by all methods.

Walking: simply measure the time from departure until arriving at your destination. Obviously walking is less affected by time or day, so you could walk a journey at the weekend (or on a sunny day!) that you normally take by car, bus or bike during the week.

Bike: measure the time from departure until the bike is safely locked at the destination. Bike journeys are also not particularly dependent on time or day, and you could try out your normal car or bus route on a bike at the weekend or on a sunny day if you are not a regular cyclist and used to the traffic. Bike journeys are, however, affected by hills, so please measure the average of both legs of a return journey.



Bus/Train: taking the average of a number of journeys (5 minimum) is important to allow for different traffic and waiting times. Measure the total journey time including walking to and from the stop and waiting time.

Car: here again the average of a number of journeys is important and the total journey time, including parking legally at the end, should be measured.

Please record any results you measure in the format below and send them initially to bridger_richard@hotmail.com (with Subject: **BATH TRAFFIC SURVEY**). It is hoped to expand this survey in conjunction with the Bath Cycling Campaign, Better Bath, Transition Bath and the media and try for a car-free day later in 2008.

From: _____ To: _____ Week or

W/E: _____

Start time: _____ Distance: _____

Time (mns) : Walking: _____

Bike: _____

Bus/Train: _____ Car: _____

Richard Bridger

SAY NO TO INCINERATION

B&NES Council has decided against investing in an incinerator to deal with our waste as it considers this will not fit with its commitment to a zero waste policy.

This is welcome news as Bath FoE and others campaigned to get this message across. We also urged the Council to go for smaller scale units that will keep rubbish and the resource it produces in recovered materials or compost local. The signs are that they will. This will generate more local income and reduce polluting transport.

But the three other Councils in the West of England Partnership, Bristol, South Gloucestershire and North Somerset are keen to commit to building an incinerator which will spew dioxins into the entire region. They are seeking to finance a large facility with public money, but the plant will be run by a private company for private profit over a long period. If it goes ahead, the contract will be for 25 years, locking a large amount of money into a scheme which is not in the public interest.



FoE and many others provided the Councils with facts and figures to show that incineration is the most wasteful way of dealing with waste, as well as being the most highly polluting option in dioxins and greenhouse gases. The size of facility is already larger than the region needs. There will be a lot of transportation, and no incentive to re-use, reduce or recover materials.

You can help by signing the e-petition on Bristol Council's website against the incinerator. You do not need to be resident in Bristol or South Gloucestershire or North Somerset. This incinerator will affect all of us in the region.

<http://epetitions.bristol.gov.uk/petition.php?id=180>

Susan

SHUT THE DOOR!



If you've visited Bath city centre recently, you may have noticed that a trend for leaving store doors open has taken hold. Even on the coldest days, warm interiors are exposed to the elements while over-door heaters blast away and assistants shiver.

No one would imagine energy prices are skyrocketing, let alone that the world is endangered by global warming. Bath is not unique; go to any High Street in the UK and you'll see the same thing. When the Government is urging us all to insulate our homes and turn down the central heating, the retail industry seems intent on being as profligate as possible.

Why this madness? Customers aren't in favour, and staff don't enjoy icy draughts. Heating costs money. It's hard to imagine shop managers being motivated by a perverse desire to eliminate polar bears or submerge low-lying islands, or a wish to help the economies of gas and oil-producing nations. Nor does blasting heat into the atmosphere help the corporate image. At a time when Retail organisations are trying to be more 'green', with initiatives such as doing away with plastic bags and introducing organic cotton garments, it seems extraordinary that many chains still have the policy that doors should be left open.

The story in the industry is that browsing shoppers, faced with a door (even an automatically opening one), will avoid entering and instead walk on further to somewhere with the door open. It makes you wonder how shops sell anything on an upper floor! Vague references are made to 'studies' that are supposed to have shown this, though no details about these studies are available.

But it's not really about facts, it's about following the herd. It's safer for managers to do what everyone else does. Yet if all stores have their doors open, none can actually benefit. They all lose. They can't gain extra custom, but their energy use increases by an average 25% when doors are open.

The solution is to persuade a majority of retailers to have a policy of keeping their doors shut when heating or air conditioning is being used in the store. Then everyone wins. Stores save on energy costs, have a greener image and make more profit, staff are more comfortable, and there's more chance for those polar bears....and for all of us.

Bath Friends of the Earth has gained valuable insights from the 'Close The Door' campaign started in Cambridge, where over 120 shops have signed up. We hope to make Bath a town of closed shop doors. We will try and get support from the council, and to work co-operatively with shops, persuading them to join the scheme.

You can help! If you want to stop this appalling waste of energy, we'd be happy to have any time you can spare. We need people to visit stores and give out information, talk to store managers, help hold awareness days, contact retail store head offices, and more! You can get involved with whatever aspect most appeals to you – just an hour or two makes a difference.

Call Sue Board on 335962, or email Dave Searby at dpcsearby@googlemail.com.

Sue

NUKE NEWS

The bad news: a new study by the independent 'Green Audit' has shown a 3-fold excess of infant mortality in areas downwind of the Hinckley Nuclear Power Station, no doubt caused by radioactive particles, released daily by the station, accumulating in the estuary mud, then being blown inland.



Although the figures have been rejected by the current authorities, they are supported by Dr Derek Pheby, former head of the Cancer Registry. Green Audit has also found an excess proportion of male to female births of 19% over the normal ratio, which is similar to that found in Hiroshima in 1945. The basic problem is that the official methods of monitoring radiation are based on a theoretical model, rather than what is observable in the real world.

On the subject of nuclear waste, there is still – after 60 years – NOWHERE in the world where it can be stored safely in the long term. Although deep storage plants are under construction in Finland and France, they are way behind schedule, and not yet approved for safety by the EU. The Finish plant keeps filling up with water....., and there is a rumour that Gordon Brown has done a deal with his nuclear French brother-in-law for storing some French waste on the surface of the new British stations.

Hinckley B has been granted an extra 5 years running beyond the planned closing date of 2011, despite the knowledge of cracks in the boiler tubes and graphite core. At the end of the Stop Hinckley meeting in Watchet last December, the man sitting next to me told me he worked at Hinckley, and could tell stories of the flouting of safety regulations there which would make my hair stand on end!

There was a good letter in the Grauniad on 8th March from Michael Meacher – one of the three Environment Ministers sacked by Blair for being 'too Green' - in which he castigates the Government for spending £470 million of taxpayers' money on the reprocessing plant at Sellafield, which produced only a tiny fraction of the MOX fuel in was designed for, before it was closed.



A new report from the National Audit Office shows that the costs of decommissioning old nuclear stations have now risen to £73 billion, - and guess who will be paying for that? – No, it is not the nuclear-energy producers of this mythically profitable enterprise!

Has there ever been a more terrifying example of human hubris in messing with lethal dangers to genetics which are not really understood, than has occurred with all aspects of 'atoms for peace'? – It is the story of the Sorcerer's Apprentice writ very large, except that there will be no magician to come along to sort out all the problems!

The good news? – Well there has been a new study of energy needs by Dr Paul Dorfman, funded by the Joseph Rowntree Trust, which sees no need for nuclear power, given the sensible introduction of higher energy-conservation, combined with use of renewables. By April we shall know which companies are bidding for the building any new stations in the west country. For more detailed info, check the following websites:

www.stophinkley.org and www.LLRC.org for the Low Level Radiation Campaign.



Richard Carder

Three Books on Peak Oil and Climate Change



These three books are well written, highly informative, and credible. Not to mention deeply alarming!

The peak oil books both give a convincing case for an early 'topping point' for oil supply, and describe the reasons why the world is in denial. They point to dire economic and political consequences if we don't address our dependence on oil, and assess techniques for energy conservation and alternative energy technologies. They acknowledge the reality of climate change and the consequent need for replacement energy sources that don't pump carbon into the atmosphere.

The book on climate change tackles similar territory from a different motivation. It talks about the appalling environmental consequences of rising greenhouse gas concentrations, but its main focus is on what we can do to cut emissions - which brings us back to conservation and renewables. Despite the overlaps in subject matter and conclusions, each book has a very different style, approach and emphasis.

The End of Oil by Paul Roberts

'The Decline of the Petroleum Economy and the Rise of the New Energy Order'

This book is focused on peak oil, though it does have a chapter on climate change. It is especially good on the history of oil production and use, and on geopolitics. It was first published in 2003, which may seem recent, but in the fast-moving area of oil depletion and climate change, things become out of date amazingly quickly. He speaks with horror of a \$80 a barrel oil price as a possible precursor to economic meltdown, and here we are at \$100 a barrel and the economy (so far) seems remarkably resilient. This illustrates that no matter how well informed these authors are, how good at analysing the situation and how knowledgeable about what's gone before, none of them is really able to predict how things are likely to go, even in the short term.

Roberts is an American, and the book is very USA-centric. The US is of course the World's Greatest Economy and the Biggest Player in the oil game. He seems to take it as an automatic and unquestioned maxim that economic growth must be preserved. At 340 densely-packed pages, it's the longest of the three books, and a bit long winded.

His general technique is to build up a sequence of arguments with great climaxes of evidence, quotes and claims, then knock them down with counter evidence. He's fond of introducing characters from the industry - describing them and their surroundings, so we meet a sequence of people, rangy or dapper or craggy, in luxurious suites, bland offices or derelict oil terminals, who say something which provides the launch point for his chapter before vanishing, never to be heard from again. But he sweeps the reader along and the welter of facts whiz by merrily, if sometimes a bit dizzily.

Half Gone by Jeremy Leggett

'Oil, Gas, Hot Air and the Global Energy Crisis'



The book focuses on oil depletion, with a chapter on climate change. It's especially good on the evidence for an early 'topping point', while being - as one might expect from the author's job - rather over bullish about the potential for renewables.

Jeremy Leggett is a Brit, an interesting character, who seems to go in for periodic major career changes. A former academic geologist who consulted for the Evil Oil Empire, he saw the light in 1989 and joined Greenpeace as their chief scientist. Seven years later he moved into private enterprise becoming CEO of Solarcentury, a solar electric company, and a director of a private equity fund in renewable energy. His book was written in 2005 and is considerably shorter than Roberts', though it covers much of the same ground. It has lots of quotes from British energy insiders. If you want to cut to the chase and you're not so interested in world politics, this is your best bet. Leggett has a breezy style and it's a pleasant read.



Heat by George Monbiot.

'How we can stop the planet burning'

This book is about climate change - peak oil doesn't even get a chapter, though it does get a mention.

However, it overlaps with the other books in its descriptions of and discussions on alternative energy. It's a practical book, focused very much on solutions.

Monbiot, in case you didn't know, is a British 'green' journalist. The book is rigorously researched - he only quotes government research or peer-reviewed scientific papers, and they're all carefully referenced. He starts off by summarising the climate change evidence and consequences - which is scary - and gives some telling insights into the cynical workings of the denial industry, which is either grimly amusing or sickening, depending on your point of view.

Based on everyone on earth getting the same carbon ration, he works out the amount of carbon we need to cut to stop the temperature rising 2 degrees and setting off destructive feedback mechanisms. He then sets himself the challenge of working out how Britain could achieve those necessary cuts, not just as a general discussion, but using figures and timescales. He covers energy conservation, and alternative energy sources for power generation and transportation. He's cautious about the claims of the renewables industry, and hence less gung-ho than Leggett.

This book delivers a thoroughly well-researched, clear and to-the-point discussion of practical solutions.

Sue Board

HEAT AND SERVE – HOW WHAT WE EAT IS WARMING UP THE PLANET



Amazon forest burns to make way for cash crops (photos Greenpeace)

When we sit down to a hearty meal or take a snack during a busy day (maybe bread and cheese or a mozzarella-topped pizza), we don't think how we are adding to greenhouse gases and global warming.

It came as a shock to me last year when cow farts were revealed to be a major contributor to climate change. It is not a joke, they really are!

The fastest way to reduce the global warming impact of what we eat is to

- ▶ Go vegetarian or cut down on meat and dairy products.
- ▶ Ensure that the meat and dairy we eat is organic or farmed with traditional non-intensive methods, thus reducing deforestation for animal feed crops and methane farts from huge sheds.
- ▶ Buy locally produced food to cut down the amount of transport used.

Some food facts

A massive 30% of European Union carbon emissions are down to food and drink, according to a 2005 report for the European Commission. This includes imports and we import more and more. According to the UN Food and Agriculture Organisation, when deforestation to make way for monoculture crops is included, the food sector accounts for over one third of global greenhouse gases. And this is before the recent surge in cutting down forests and planting crops for biofuels.

The World Resources Institute, an independent think tank, reported that in 2000, 14% of global greenhouse gas emissions came from growing crops and rearing livestock, in particular nitrous oxide from fertilisers and methane from meat and dairy production. This was about the same contribution as the transport sector.

The New Scientist reported last year that eating 1 kg of beef contributed as much to greenhouse gases as driving the car for 3 hours or leaving the lights on overnight.

Food is transported hither and yon and food miles are rising. In 2005 government figures show 25% of UK lorry miles were for food, as were one in 10 car journeys. Air freight is the fastest growing mode of food transport, accounting for 11% of food industry emissions but for only 1% of food - very globally warming, those mange-tout!

The Future Foundation estimates many food shopping trips, equivalent to over 500,000 transAtlantic flights a year, could easily be done on foot, by bike or bus, or could be eliminated altogether if people plan ahead.

A recent press report noted that around half of food bought ends up in the rubbish bin. The reasons for this are no doubt many, but packaging, use-by dates and two-for-one offers contribute to a culture of waste.

Packaged "fresh" food, ready meals, dips, chips, biscuits and more are part of the food processing and distribution industry which accounts for 11% of energy use by UK businesses. Ready meals are cooked once by the manufacturer and again by us at home.

The increased consumption of processed foods, chilled drinks, meat and dairy products has led to a rise in food refrigeration, which accounts for 3.5% of UK greenhouse gas missions.

A survey by Sheffield Hallam University found that large superstores are the least energy efficient businesses in the UK light industrial sector. Per square foot they generate three times more carbon dioxide than greengrocers. FoE calculated in 2005 that Tesco's expansion plans would wipe out the energy improvements it is planning. A case of every little not helping!

Susan

ACT NOW TO STOP BIOFUELS DISASTER

The 100 metre dash to the corner shop in the 4x4 might just be priced out of sight as oil prices soar, so the EU and its member governments, including ours, are promoting biofuels as the new "green" solution.

Biofuels are made from grains which would otherwise have become food. You don't need to be a brain surgeon to realise that food will become much more expensive in the rich countries and unavailable to the poor. Many more people in developing countries will starve.

In addition even more rain forest will be destroyed to plant biofuel crops.

Biofuelwatch has an email alert to MPs asking them to support calls for the UK Renewable Transport Fuel Obligation (RTFO) and EU legislation promoting biofuels to be suspended due to this emerging global food crisis.

Click here to go to the webpage to send your MP an email:

<http://www.biofuelwatch.org.uk/mp-Mar2008.php>

EU COMMISSIONER NEEDS YOUR SUPPORT AGAINST GMO LOBBY

Stavros Dimas, the EU Environment Commissioner, has been resisting pressure from the big agri-chemical owners of GMO patents to force him to approve two GM crops for cultivation.

Send him a postcard of support urging him to continue standing up for life, biodiversity, health, beauty of nature -- and against reckless industry giants aiming for nothing else than control of the world's food and biodiversity.

Mr Stavros Dimas
Commissioner for the Environment European Commission
rue de la Loi 200
1040 Brussels, Belgium.

TAKING THE TRAIN TO GREECE – AND AVOIDING THE PLANE

For our holiday last September Anne and I went to a Greek island by train – and a couple of boats. Travel and villa agents have made it cheap and “simple” for holiday makers to fly. It is difficult to find information on more eco-friendly transport because the agents don’t sell it. Internet and phone provide the answer (see the links below).

Taking the green route means more planning, ingenuity and cost than we are used to. There was more than one moment when we both thought, “Why are we going through all this?”

It was a voyage of discovery even before we set off. The phone was more useful for booking than the web. Our best call was to Simply Rail, which sells tickets to Eurostar, French and Italian trains.

So on September 1st at 5:40am we boarded the train for Paddington to pick up the Eurostar. By 9:30 the following morning we were in the Italian port of Brindisi ready to join the ferry to Corfu.

We spent the day in glorious sunshine on deck. After a slightly longer than the 7 hours promised, we arrived in Corfu with an evening and morning to spend in the delightful old town. Great food, an excellent old hotel, flocks of spectacular, colourful swifts squealing across the evening sky.

The next day we joined other Paxos-bound travellers fresh off the 6am flight from Gatwick. A short tempestuous ferry ride later, we arrived at Lakka Bay and were quickly settled on our villa balcony contemplating the beautiful harbour in the late afternoon light.

Air and train plus sea compared

Let me compare journeys thus far. When we travelled with the whole family to Paxos three years earlier, the trip consisted of an overnight stay in a lovely but unrestful B&B under the flight-path (Gatwick flies airfreight all night), up at 3:30am, flight at 6, my daughter passing out from low blood sugar on the flight, landing at Corfu to what appeared utter chaos. Thankfully the holiday company collected us and we bussed through the humdrum and desperately congested side of town to the ferry port. When we finally arrived at Lakka Bay and took in the spectacular colour of the sea, such as I had never seen before, the appalling air trip was forgotten.

Our off-season train journey gave different problems. In Turin the 12 minutes to make our connection (our train from Paris was an hour late) was a cliffhanger, leaving us in a high state of anxiety. It was 9pm; if we missed the next train we would miss the ferry, a day and a half of our Paxos booking and need hotel accommodation in Turin that night. Leaping into a taxi with a cry of “con veloce” (as we had been advised by our sympathetic fellow Italian train travellers) we sprinted for our Brindisi sleeper arriving with 2 minutes to spare.

In retrospect, the length of this first day’s journey was overly ambitious! The slower pace of train travel has to be accepted; the city of Chambéry would have made a lovely stopping point on the edge of the French Alps.



The west coast of Paxos

Paxos boasts of beaches, boats, restaurants and sunshine and they didn’t disappoint: the aqua-coloured sea with its brightly coloured fish, the family-run tavernas, wonderful rest and relaxation. But the older history of Venetian olive groves, houses with ancient rainwater collection systems is in danger of succumbing to over-development.

Jana Clarke leads walks, criss-crossing the island through landscapes without beaches and tavernas. She is struggling to preserve the old donkey trails, which are falling into disrepair through lack of use now the car has arrived. They are often bulldozed for new development.

Learning some history and seeing how life is still lived on the island away from the tourist spots, was the high point of my first visit. The first car only came to the island 17 years ago, but sadly now the fashion is to build villas further inland and away from towns, thus requiring more cars (and swimming pools).

The boat crossing back to Italy was rather hard work. After another warm and delicious evening in Corfu, our ferry set off for the mainland at 1am. In spite of a cabin and some sleep, we arrived in Brindisi somewhat worse for the wear. We had hotel reservations for our next week in Italy, but bought train tickets as we needed them.



Life in the slow lane - our island paradise

Italian trains vary in comfort and cost but the prices are lower than in the UK. Italy is well served by rail routes.

Setting off for Stroncone, a medieval hilltop town north of Rome, we soon realised we had packed too much into one day’s travel, especially after the unsettling ferry journey. All the same, making our way across Southern Italy through a mountainous landscape, past looming Vesuvius and tantalising glimpses of Naples and Rome was exciting. We will pause for a night or two in the dry mountains of Basilicata the next time we come this way.

The last part of our Italian week was spent in the Cinque Terre, five small towns perched on steep hillsides on the Mediterranean coast south of Genoa. Thirty years ago these villages relied on fishing and vineyards and only the railway, trails and boats connected them to each other and the outside world.

We stayed in Levanto, just north of the Cinque Terre, and found this charming town with its active resident community more engaging than the stunningly beautiful and picturesque Terre villages, which were jam-packed with tourists. We visited all five via the little trains, treating ourselves to lunches, cliff top walks and glasses of prosecco. On our way home we had dinner in Milan and, the following morning, lunch in Paris with an old friend before heading across the channel.

The train gives a more varied holiday than the cheap flights allow but it requires a different mindset. I am an anxious traveller and we need to give

ourselves longer turn-around times to stop me worrying about missed connections. Next time we will go to fewer places, see more of less.

It is more expensive but what a difference in holidays! You board an aircraft in the dull early morning light in England and emerge blinking in the dazzling sunlight of the Mediterranean with a feeling of disconnection. Seen from the sky, mountains, rivers and vineyards don't give you the sense of scale you have on the train, or of change to a new language, the smell of the coast.

Given up flying for good? No, I can't abandon California or my mother who is on her own (though I have just met someone who trained across the US from San Francisco and took a berth on a cargo ship). But we are learning to make the journey part of the holiday and to slow down. Anne now fancies Istanbul via the Orient Express. Not likely, I said, it'll cost a bomb....You don't know that, was the reply...we shall investigate.



A noticeable distinction between Greece and Italy was how they deal with waste. (You could hardly expect me to

spend the whole holiday without noticing!) Greece is taking some steps, but discarding wherever one can is common and recycling hasn't really made any impact. Stroncone, the medieval Italian town, had neatly separated blue bags of plastics, metal, paper, card in front of every door on the second day of our visit and on the train platforms in Orte, instead of waste bins, were 3 public recycling bins.

Scott

- ▶ Simply Rail: International Rail Ltd. www.simplyrail.com 08700 841414
- ▶ Trenitalia www.trenitalia.com
- ▶ Agoudimos Line to Corfu www.hellasferries.gr
- ▶ Planos Holidays (Paxos holidays, based in Mells) www.planos.co.uk 01373 814200
- ▶ Jana Walks Paxos JanaWalksPaxos@myway.com
- ▶ Alastair Sawday's "Special Places to Stay" Italy www.sawdays.co.uk



WITHOUT TEARS

Reuse and recycle, Yes!

So Bath Freecycle is one of the angels. However, using it can prove a challenge. Here is a short guide on how not to give up and resume that antiquated and expensive habit of buying things.

You can give and get almost anything, it seems, and it is all local and free. So it might be little, now big, Jimmy's little bike or the frogspawn (and future frogs) you know would like to set up home in your wildlife pond, a sofa, fridge or even a car.

Freecycle is a worldwide network and there is a Bath group, founded in early 2005 and with over 7,000 members as I write. Traffic at Bath Freecycle has soared from the initial four messages to over 2,000 messages per month.

But it takes perseverance to join and more to actually use this marvellous network. Here is what you do. First open a new word processing document and call it "Freecycle passwords" or something like this. Alternatively reuse a piece of scrap paper and fish out your pen. You cannot possibly remember all that follows!

Now go to www.freecycle.org and type in Bath where it asks for your local town. You will discover there is a Bath in Pennsylvania, as well as the one we know and love. Be sure to select the correct one and you will then find yourself at the initial Bath Freecycle page with an invitation to sign up at the bottom.

Here it begins to get complicated as Freecycle is hosted by Yahoo! and you will be asked to create a Yahoo user ID and password – be sure to note these down in your open document (I know you are not supposed to record user IDs and passwords in this way, but we are talking about Freecycle here and not your online bank account – do NOT do this for your online bank account!), or on your piece of paper.

You can choose either a new Yahoo! email address to receive messages or you can give your normal one – the latter is probably better.

Next you have to be approved by a moderator and, unless your user ID is george.w.bush, you probably will be. Try to check your email fairly regularly after this (at least once per day). After a short while you will receive an email to your specified address which tells you that you are approved. Save the text of this message to your Freecycle passwords document or piece of paper.

You will probably find that immediately after this message, your inbox is swamped with Freecyclers offering and requesting this and that – about 50-60 messages a day!

DO NOT PANIC!

Read and delete these messages and then go to the Bath Freecycle website (whose link is given in your acceptance email), sign in to your Yahoo! Group (using the user ID and password that you recorded in your doc or wrote on your piece of paper – remember those?), where at the top of the page you will see Edit Membership.

Click on this and you will find that you can select Daily Digest instead of the default Individual Emails. This packs about 20 individual messages into one digest message and is the way to go unless you are lonely and really want to receive a Freecycle email every few minutes. Save these changes (bottom right).

Once you are a member of Bath Freecycle you can read the various help pages, etc. If you see something offered that you are interested in, just send an email directly to the person listing it to agree a pick-up. And glow in the knowledge that you are saving the planet and money at the same time!

Richard Bridger

DIARY 2008

April

- Wed 2 7.30 pm** **Transition Bath**, Upstairs at The Ram pub, Widcombe. Info: transitionbath@googlemail.com
- Sat 5 9.30 am** **Climate Action Day**, Bath FoE, Oxfam, Bath Activists. Green Park Station
- Mon 7 8 pm** **Bath FoE meeting**
Stillpoint, next to YMCA, Broad Street
- Tue 8 4.30–5.45 pm** **ICE Seminar: *Psychology and Personal Carbon Trading***, Prof Alan Lewis and Stuart Capstick. University of Bath. 8 West 3.22 Lecture Theatre. Free. Info www.bath.ac.uk/ice/seminardates.htm
- Wed 9 8.30 pm** **Green Drinks**, Upstairs at The Rummer pub, Grand Parade. Info T: 01225 425200
- Sat 12 12–3 pm** **Bath FreeShop**, Outside Holland & Barrett, Stall Street. E shavenyak_99@yahoo.com
- Tue 15 4.30 pm** **ICE Seminar: *Economics of Adaptation to Climate Change*** Richard Boyd, venue as above.
- Tue 15 6 for 6.30 pm** **Better Bath: *Safeguarding our Environment*** St Michael's Church, Broad Street. Open discussion.
- Sun 20 12.30 pm** **Bubbling Under**, activist info, debate Porter Cellar bar, George Street
Info shavenyak_99@yahoo.com
- Mon 21 7.30 pm** **Bath Cycling Campaign**, Upstairs at The Rummer pub (see above). Info www.bathcyclingcampaign.org.uk
- Mon 21 7:30 pm** **Fairtrade Bath**. Kaposvar Rooms, Guildhall
Info T 319799 or E info@bathfairtrade.org
- Tue 22 4.30 pm** **ICE Seminar: *Morals, Markets and Sustainable Investments***, Prof Alan Lewis and Carmen Juravle. Venue as above.
- Tue 29 4.30 pm** **ICE Seminar: *Clean Energy Materials***. Prof M Saiful Islam. Venue as above.
- Tue 29 7.30 pm** **Bath – An eco city?** Bath Churches debate on Climate Change. Bath Abbey. All welcome.

May

- Mon 5 8 pm** **Bath FoE meeting**
Stillpoint, next to YMCA, Broad Street
- Fri 9 7.30 pm** **Greenlight Lecture: *Corporate Greenwashing***
Dr James Bellini. BRLSI, 18 Queen Square. £3 (£1.50 unwaged)
- Sat 10** **Bath FreeShop**, 12–3 pm. Details as April.

May

- Wed 14** **Green Drinks, 8.30 pm**. Details as April.
- Mon 19** **Bath Cycling Campaign, 7.30pm**. As April.
- Tues 20 9.30 am** **Carfree Communities** – One day conference
Marriott Royal Hotel, College Green, Bristol.
Info www.carfree.org.uk
- Sat 31 10.30 am** **FoE South West Regional gathering. Taunton**
Info mike.birkin@foe.co.uk

June

- Mon 2 8 pm** **Bath FoE meeting**
Stillpoint, next to YMCA, Broad Street
- Tue 3** **Network for Climate Action, *Food and Climate Day***. Info www.networkforclimateaction.org.uk
- Wed 11** **Green Drinks, 8.30 pm**. Details as April.
- Sat 10** **Bath FreeShop, 12–3 pm**. Details as April.
- Mon 16** **Bath Cycling Campaign, 7.30 pm**. As April.

Who Does What

Group Coordinator	Scott Morrison	463555
Membership & Treasurer	Mike Gordon	334516
Webmaster	Dave Beasley	425200
Spokesperson & Press	Sue Board	335962
Newsletter Editor	Susan Traill	339861

General enquiries: Scott Morrison 01225 463555
Email info@bath-foe.org.uk
Website www.bath-foe.org.uk

Please check your label to see if your subs are due.

Subscriptions £10 (£6 unwaged) Send cheque payable to "Bath FoE" to Mike Gordon, 3 Raglan Street, Bath, BA1 6HP or contact Mike to request a standing order form.

When you join Bath FoE you get free membership of National FoE for 1 year
(Tell your friends)

All items for newsletter welcome - send items to Susan, preferably by email or disk as **plain text**. Include photos/images. E-mail to susan.traill@talktalk.net

For occasional news updates between newsletters please email a request to info@bath-foe.org.uk or if you no longer wish to receive this newsletter or would prefer to receive it via e-mail, contact Susan or Scott.

Printed on 100% recycled paper from The Green Stationery Company, Bath www.greenstationerycompany.co.uk.