



Friends of the Earth Pembrokehire Cyfeillion y ddaear Sir Benfro

Newsletter Winter 2020



Climate and Ecological Emergency (CEE) Bill

The CEE Bill is a Private Members' Bill with growing cross party support and is due for its second reading in March 2021.

The Climate and Ecological Emergency Bill calls for:

- the UK to make and enact a serious plan. This means dealing with our real fair share of emissions so that we don't go over critical global rises in temperature
- our entire carbon footprint be taken into account (in the UK and overseas)
- the protection and conservation of nature here and overseas along supply chains, recognising the damage we cause through the goods we consume
- those in power not to depend on technology to save the day, which is used as an excuse to carry on polluting as usual
- ordinary people to have a real say on the way forward in a citizens' assembly with bite

To find out more about the Bill, its importance in securing a safer, healthier, fairer future and how you can help: <https://www.ceebill.uk>

Wellbeing of Future Generations Bill 2020

This Bill introduced to Parliament in March by Lord Bird and Carolyn Lucas is based on the Welsh Bill of 2015 and what has been learnt from it since it was passed. Please urge your MP to support this important piece of legislation.

It will enshrine in law the future generations principle that is defined as

'seeking to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs'

The act will also enshrine a series of sub-principles or ways of working which include:

- Balancing short-term and long-term needs
- Acting preventatively
- Forecasting emerging risks.

For more information look here:

<https://services.parliament.uk/Bills/2019-21/wellbeingoffuturegenerationsbill.html>

Updates from the A40 development project: Inquiry Redstone Cross to Penblewin

We objected to the above development, stressing the following points:

- we support the improvement of Redstone Cross junction on safety grounds, but object to the additional one-mile road to Penblewin
- the new road development leads to an increase in GHG which is not acceptable in a climate emergency
- the development violates the sustainable transport hierarchy in that it does not support a modal shift away from car dependency
- building the additional road entails the destruction of ecosystems and a negative impact on biodiversity

We submitted our objections and spoke at the inquiry on 13 November, but our impression is that the project is already too advanced for our objections to have much impact.

PM's 10 Point Green Plan falls far short

Responding to the government's [10 point plan for a green industrial revolution](#), outlined this evening, Friends of the Earth's head of policy Mike Childs said:

"Despite a number of positive commitments, the Prime Minister's 10 point plan falls far short of the ambitious policy overhaul needed to demonstrate real global leadership on the climate crisis.

"A much bolder approach is needed if the UK is to create the hundreds of thousands of new green jobs and other benefits that building a cleaner, safer future will bring.

"While the phase-out of petrol and diesel cars and the pledge to build a much larger offshore wind industry are very welcome, the government must also encourage the development of onshore wind and commit to ending gas-fired heating in our homes. Without a much swifter switch to heat pumps the UK's carbon commitments may not be met.

"We have the ability to build a zero-carbon future, but we need tough and urgent action from our politicians at all levels - and with the world spinning towards catastrophic climate change we don't have time to waste."

Erebus floating windfarm off the Pembrokeshire coast

In March 2020, Total teamed up with Simply Blue Energy in a JV named Blue Gem Wind, to develop floating wind sites in the Welsh waters of the Celtic Sea. An application was submitted at that time to the Crown Estate for the first demonstration site, the 96MW Erebus Project south of Pembroke Dock where Blue Gem Wind has recently set up a new office. This site and others that are planned to follow will be developed for deployment of Principle Power's WindFloat® technology with the turbines being chosen during the development process.

Find out more here:

<https://simplyblueenergy.com/erebus/>

What Future for Welsh Railways?

Pembrokeshire Friends of the Earth has recently written to all our assembly members urging them to

put pressure on Transport for Wales to reconsider their purchase of new rolling stock. This new rolling stock, which has a life of 30 years, is fuelled exclusively by diesel pushing the decarbonisation of public transport way into the future, just as the climate crisis deepens and we need urgent action. It is also of a lower standard of comfort than existing stock.

Please read the [letter](#) and add your voice. Wales and in particular Pembrokeshire deserves better, cleaner public transport reducing our dependency on the car for travel out of the county.

As we reported previously, a new fleet of poor-quality diesel trains ordered by private firm KeolisAmey are being built for long-distance and rural services across the Wales & Borders area. Most of KeolisAmey's commitments will roll over to the new nationalised operation; this is mostly good news since it means the electrification of the core ValleyLines north of Cardiff can continue.

However, it is probable that the contract for new diesel trains will also be transferred to the nationalised operator. We remain keen to see the number of new diesel trains reduced and are now planning two lobbying actions. The first of these is trying to reach as many relevant politicians as possible (Members of the Senedd in Wales and MPs in the English counties bordering Wales). For our part we have written to the six Members of the Senedd who represent Pembrokeshire and have so far received responses from five of them. Next, we will try to contact other local FoE groups and request that they contact their political representatives. The other lobbying action we have planned is an open letter to the Welsh Government. We are hopeful that we will be able to get a range of other organisations, such as rail passenger groups, to support the open letter.

We have now seen plans of the interior layout of the planned new fleet. Do get in touch if you'd like to see these. Although four carriages are shown, only two and three carriage trains have been ordered. The majority are planned to be 2-car units (using one 'DMS' carriage and one 'DSML' carriage) – as can be seen these would have just one toilet (a very large wheelchair-accessible one). Two types of three carriage train have been ordered, both in small quantities. Both types would comprise one 'DMSL' carriage and one 'MSL' carriage with the third carriage being either a 'DMS' or a 'DMS First Class'. The trains with a first class section are intended primarily for

operation between Manchester and Swansea – we think with a two-carriage unit attached which would continue to Milford Haven or Carmarthen. We think it is noteworthy that even in first class there are seats which would have their view out of the train blocked by a window pillar. Both types of three-carriage unit would have two toilets. As we reported previously, the current long-distance fleet has a toilet in every carriage.

A key feature of the new diesel trains is the wide doors (much wider than on the existing long-distance trains). These wide doors create extra space for passengers to stand on busy services. We feel that this is a poor use of space – if the doors were narrower as on the current fleet (and similar trains recently built for TransPennine Express) there could be room for an additional toilet without sacrificing seating capacity. Narrower doors would of course mean less room for passengers to stand, but on a long-distance service we don't believe passengers should have to stand anyway. What do you think?

Kenfig National Nature Reserve

A campaign has been started to protect Kenfig National Nature Reserve, an internationally important sand-dune system on the Glamorgan coast near Porthcawl. The site is threatened because its owners have yet to agree management arrangements to replace those which they have had for many years with the local council (who have had to withdraw due to funding pressures). Without active management the rare wildlife found on the site is likely to disappear. Negotiations with Natural Resources Wales have not yet delivered a satisfactory solution and we are asking the Welsh government to intervene.

Please sign the petition here:

<https://petitions.senedd.wales/petitions/244222>



Orchids in the Kenfig reserve

Novel Waste solutions from slurry, crop waste, to car tyres

You may be familiar with the bokashi system for dealing with cooked food waste, meat and dairy that you wouldn't want to put on your compost. Bokashi is the Japanese word for "well fermented organic matter". The waste is put in a bin (which you can buy on the internet, or make one yourself, look for instructions on "You tube") and covered with a layer of the bokashi fermentation preparation which can be bought or you can make yourself. The fermentation process which follows is similar to that in beer, wine, yogurt, sauerkraut or sourdough in which there is a build-up of beneficial organisms.

In Japan research has been done into the use of this process in agriculture and horticulture where waste is treated in a similar way. In contrast to traditional composting there is virtually no emissions of CO2 and almost all the energy is retained. Dairy farmer slurry and straw are an ideal base for making bokashi. This process is used widely in the Netherlands and could be a solution to the pollution from slurry in our farms here.

For more information contact Jon Williams Soil Consultant, fynnonteilo@gmail.com.

A novel way of using crop waste is to produce a material that absorbs stray UV light from the sun and converts it into renewable energy. 27-year-old Carvey Ehren Mague, a student at Mapúa University in the Philippines, has landed this year's James Dyson awards for his Aureus system which uses the natural scientific principles behind the northern lights

Aureus can be attached in panels to windows and walls. It allows high energy photons to be absorbed by luminescent particles derived from fruit and vegetables, which re-emit them as visible light. Unlike solar panels, the system is effective even when not directly facing the sun because it can pick up UV through clouds and bouncing from walls, pavements and other buildings.

The Tyre Collective, a group of master students from Imperial College London and the Royal College of Art, scooped the UK prize of the international competition with their solution for the growing environmental scourge of tyre wear caused by road transport.

Recent research by the Norwegian Institute for Air Research revealed that more than 200,000 tonnes of tiny plastic particles are blown from roads into the oceans every year. The problem could get worse as

the UK increases use of electric vehicles, which tend to be heavier than comparable petrol or diesel models due to their batteries, meaning more wear on tyres. It is also the second-largest microplastic pollutant in the oceans after single-use plastic.

The winning device is fitted to the wheel and uses electrostatics to collect particles as they are emitted from the tyres, taking advantage of air flows around a spinning wheel. The prototype, which the designers said is a world-first, collected 60% of all airborne particles from tyres under a controlled environment on a test rig.

<https://www.theguardian.com/technology/2020/nov/19/invention-that-makes-renewable-energy-from-rotting-veg-wins-james-dyson-prize>

What Next

Maria Neira, director of the World Health Organisation's department of environment and climate change wrote in June, "We must embrace a just, healthy and green recovery and kick start a wider transformation towards a model that values nature as the foundation of a healthy society. Not doing so, and instead attempting to save money by neglecting the environmental protection, health system and social safety nets, has already proved to be a false economy. The bill will be paid many times over".

Naomi Klein said "There are no non-radical solutions." We have to re-imagine our future, it is a huge opportunity says Rob Hopkins author of "What is to What if" <https://www.resilience.org/stories/2020-08-21/why-the-climate-and-ecological-emergency-bill-could-lead-to-a-revolution-of-the-imagination/>

Post Covid we will need to move to a caring society one that "would value the essential work of caring for people and the planet, as well as the wellbeing and safety of those they care for, regardless of their economic productivity" says Prof. Nancy Fraser, New School of Social Research: "It's a society in which the success of an economy is measured in terms of the quality of life and the way people are looked after, rather than income or economic growth."

As I Grow Old I Will March Not Shuffle

By Brian Bilston

As I grow old
I will not shuffle to the beat
of self-interest
and make that slow retreat
to the right.

I will be a septuagenarian insurrectionist
marching with the kids. I shall sing
'La Marseillaise', whilst brandishing
homemade placards that proclaim
'DOWN WITH THIS SORT OF THING'.

I will be an octogenarian obstructionist,
and build unscalable barricades
from bottles of flat lemonade,
tartan blankets and chicken wire.
I will hurl prejudice upon the brazier's fire.

I will be a nonagenarian nonconformist,
armed with a ballpoint pen
and a hand that shakes with rage not age
at politicians' latest crimes,
in strongly worded letters to The Times.

I will be a centenarian centurion
and allow injustice no admittance.
I will stage longstanding sit-ins.
My mobility scooter and I
will move for no-one.

And when I die
I will be the scattered ashes
that attach themselves to the lashes
and blind the eyes
of racists and fascists.



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(Leave a message and I will get back to you)