chain reaction
friends of the earth

sept. 1975 50c
Dear Friends,

Friends of the Earth (FOE) have in recent months taken a step into the limelight in its environmental protests, especially concerning the construction of a nuclear power plant at Cape York Peninsula. The protest has been led by a group of environmentalists, including Anemone Lovins, who is a member of Friends of the Earth (USA). Amory Lovins, a physicist and writer on the subject of energy, has been involved in the campaign and has written extensively about the environmental impact of nuclear power.

FOE is organizing this tour for the coalition “Campaign Against Nuclear Power” (CANP). We believe it will be the most important event in the anti-nuclear battle over the next few months.

As this tour will be a heavy drain on our financial resources, we urgently need your assistance. Donations are tax deductible if checks are made out to “Australian Conservation Foundation” at 206 Clarendon Street, East Melbourne 3002, with a note marked “CANP appeal”.

Since the Bike Ride to Canberra in May, FOE has been rapidly growing, so that now we work in overworked offices, with people coming and going at all hours, the phones always ringing. We need your participation and support. We believe that to achieve a sane, ecologically-sound and just society, we must all learn to live in harmony with our planet and the people around us.

As an organisation, FOE operates as an open collective with anyone who chooses to contribute, learn and participate. This edition of Chain Reaction tapped our resources greatly; we will soon need a full-time person to work on this and our other publications. We need donations, in order to be financially independent, to expand our operations and to pay a subsistence wage to the people who are already working full-time.

Chain Reaction needs people to contribute ideas, news, graphics, photographs, articles and anything else you can think of. If FOE is to establish itself as an authoritative, active and effective environmental group, Chain Reaction must continue to improve and expand.

We Need Your Help!

Richard Nankin

This edition edited jointly by Woody and Richard, with lots of help from: Novi, Karin, Denise, Sue (courtesy of “P scrublet”), Alan, Steve, Barbara (courtesy of “Lot’s Wife”), all the other FOE people and thanks to AUS for use of the typography.

AUSTRALIA/NEW ZEALAND NATIONAL TOUR - AMORY LOVINS

Energy specialist, writer and friend of the earth, Dr. Amory Lovins, is to undertake a speaking tour of Australia and New Zealand between 3rd October and 31st November 1975. His visit is timed to coincide with the Ranger Public Inquiry.

Amory is a well known critic of nuclear power and current nuclear policies in the developed world. He is a consultant physicist, specializing in energy strategy. He advises such clients as OECD and UN agencies, and is in the British representative of Friends of the Earth (USA). He has written and broadcasted extensively. His recent books: “World Energy Strategies” and “Nuclear Power: Technical Bases for Ethical Concern” have generated much interest in scientific and lay fields.

Whilst in Australia he will appear at the Ranger Inquiry in Sydney on 4th November and will be in Melbourne from the 6th to 11th November for public meetings, university seminars, meetings with trade unions, TV and radio appearances, and, we hope, a public debate with a member of the AACE. Included in the other states is a visit to the Nambucca aboriginal people.

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A road is being constructed into the Windsor Tabeland to facilitate the extraction of timber.

It is our belief that an enquiry should be established now to determine the conservation needs of this region before development has destroyed and beyond repair what is Australia’s most unique piece of natural heritage. The enquiry should investigate:

* The environmental impact of current and proposed development in Cape York Peninsula.

* The potential for a wilderness national park over Cape York Peninsula and the importance of the cape in preserving Australia’s wildlife and historic heritage.

* The implications of establishing a permanent regional authority to administer future development in the cape.

* The designation of those areas considered to be in need of permanent protection in the cape and suggested forms of protection for same.

* The role of aboriginal reserves in protecting the environment of Cape York Peninsula.

WE NEED YOUR SUPPORT

Support is urgently needed from interested organisations for the proposed enquiry. It is requested that you write supporting the establishment of a Commission of Enquiry into the Conservation Needs of Cape York Peninsula to:


Hon. J. F. Stirling, Minister for Environment, Parliament House, Canberra, 2600.

G. Roberts, “Wildlife Research Group” (Qld.) P.O. Box 867, Fortitude Valley, Qld. 4006.

Michael Dransfield

(from the anthology “The Inspector Of Tides”)

伪CAPE YORK SANCTUARY?

PROPOSED ENQUIRY INTO CAPE YORK PENINSULA

Discussions have recently been held with Australian and Queensland Government officials with the aim of establishing a joint-Government Commission of Enquiry into the conservation needs of mainland Cape York Peninsula, north of latitude 16°. It is believed that Cape York Peninsula is the most vital region in Australia in terms of natural habitat (content and diversity), scientific and educational interest, wildlife content and recreational wilderness potential. The inquiry has been called for the light of ever-increasing threats to the natural environment of the Peninsula including:

* Proposed extension of pastoral leases and mining exploration over Australia’s largest and most important tract of lowland rainforest at Iron Range. (La. 13° Lo. 143°)

* Proposed pastoral development in the catchment of the Jardine River and unique brakelands in that region by Comalco. (La. 11° Lo. 142°)

* Proposed pastoral development of lowlands between the coast and the Mcilwraith Range. (La. 14° Lo. 143°)

Cape York Peninsula represents a unique opportunity for Australians to boast a wilderness park of international standing. Yet destruction is occurring on an ever-increasing scale, and has included to date:

* Development sponsored by the State Land Administration Commission has caused the destruction of large tracts of rainforest to the north of the Daintree River, South of Cooloon.

* The Aborigines and Islanders Affairs Department has cleared the eastern half of the montoon rainforest at Bamaga near the tip of the peninsula.

* Thousand of hectares of landscape have been denuded by Comalco for bauxite mining.

* A road is being constructed into the Windsor Tabeland to facilitate the extraction of timber.

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Letter to people about pelicans

To:

We worried about some of the obscure matter decided to start a new school of poetry something to do with temperature.

Not remembered about the American pelican

they live on

magazine island

fifty miles off call

seemed safe enough

now addition’s making then they lay

only four eggs out of a hundred didn’t break when fed

and fish are poisoned by the sea-to-seal and pelicans who eat fish also poisoned

thinking about my safe different poems that help no one decided to try and help the animals

you’re killing them your own soul

flying dead seawards

it’s most too do with commerce and governments

so I’ll start my new revolution

instead I want a school of reconstructive chemistry

teach pelicans to fly to moskba and washington fly high drop explosive eggs

Michael Dransfield

(from the anthology “The Inspector Of Tides”)
Early on Wednesday morning we headed off in a group of 26 (mostly younger) miners who had obviously to the ecological integrity of the region. The massive destruction to the area caused by buffalo grazing. The barbeque and beer on the boys with a long, long. night of dis...and so neither came out on top. Evening followed with a discussion/debate between those of us who felt up to it and the...in their minds. and where there is doubt there is objectivity. Melbourne. Both sides had apparently done their homework. 'Ratbag real facts'. ln fact we may have instilled an element of doubt by us as the most valuable event was the meeting with the...stirrers who use emotional arguments and ignore the...personal benefit to us as well as a benefit to the whole anti-nuclear campaign.

**RANGER MINERS TALK WITH FOE**

While at the Ranger site at Jabiru we had a debate/seminar organised by Ranger Uranium Mines Pty. Ltd. who had shown some of their own 'forces' from Sydney, Brisbane and Melbourne. Both sides had apparently done their homework and so neither came out on top. Evening followed with a barbecue and beer on the boys with a long, long. night of discussion/debate between those of us who felt up to it and the (mostly younger) miners who had obviously been efficiently propagandised. Although we didn't 'convert' any of them...we as the most valuable event was the meeting with the...stirrers who use emotional arguments and ignore the...personal benefit to us as well as a benefit to the whole anti-nuclear campaign.

**OENPELLI TRIBAL COUNCIL MEETS**

However, the highlight of the trip and the thing considered by us as the most valuable event was the meeting with the...people. The degree and warmth of the interchange between the Oenpelli and the FOE people is something that I shall remember for a long time. The Oenpelli people present at the meeting of the tribal council were as pleased to hear of our efforts to stop uranium mining as we were to hear of their opposition to uranium mining on their land. The following night two meetings were held at the campsites at Jabiru. The first one involved each person present expressing their feelings on the issue and their level of opposition to the nuclear industry as well as the social philosophy behind it. After the first meeting a FOE meeting was held on top of...Nilangie Rock with all except W.A. and A.C.T. participating.

**"CAMP CONCERN" BEGINS**

The 'vibe' from that meeting was very good and among other things it led to the idea of 'Camp Concern' which is to be set up on the South Alligator River in the very near future.

Back in Darwin the participants formulated and released a declaration dealing with the Proclamation of the proposed Kakadu National Park and Uranium mining. In all the trip was of great personal benefit to us as well as a benefit to the whole anti-nuclear campaign.

Paul Marshall - FOE Queensland
bike ride to Canberra

Perspectives
The Bicyclette Ride Against Uranium was a rare exercise in political demonstration. The idea was excellent, aiming at having people about energy problems, in this case, nuclear energy. However, the execution was not so successful. The riders were often met with opposition from the locals. Some of the attitudes were amusing as reflected by the townspeople. Some of the riders on the streets talked to people about energy problems and political matters. The riders themselves were becoming transformed. Their thinking became increasingly critical and sense of purpose became increasingly resolved. By the time they arrived in Canberra, after joining riders from other cities, they had new energy and were really good fun.

TWO PURPOSES
The Ride had two main purposes. Firstly, to demonstrate in Canberra against Australia’s policies (particularly from overseas), and secondly just as a “Long March” to ride on a slightly longer route from Melbourne, Adelaide and Sydney, to demonstrate to various groups working on the same thing, and that really brought home what an involved, wide and long campaign it being to need much devotion, and the need to somehow work up from the bottom - almost like South American Revolutionaries, writing for years in factories etc. to educate the workers. Although all this brought the Bicyclette Ride into much smaller groups, it was still one of the best things I’ve taken part in, showing how people could leave petty things being when they all felt the important need to work for something, and great cooperation naturally followed under the importance of the uranium (nuclear) life issue. As Mike said, many things that we need to work on, showed up. Maybe we had fewer problems because we had little organisation, and the only major moral dispute was in Canberra at the arriving of the bomb, which the police wanted us to keep on the lawn side of the road, and followed a debate about obeying police, as the Canberra people had not been involved in our previous vote to avoid violence and arrest. They argued that it got more publicity, and that there was no democracy if whoever happened to have the microphone gave the orders. But this was in the excitement of immediate action, and with new people.

EVERYONE AN ACTIVIST
I think that besides trying to spread awareness of the issue, and our self-education, we all kept in to being encouraged to encourage others to independent action, which needed the backing of knowledge that “every one of us can do too”, and that the group who start off, and the group who started the idea, are showing that you do not need to be a scientist to be an activist for the environment. It was important that F.O.E. was permanent and a good resource centre for continuing and widening action, and a friendly place of support and encouragement, so that we didn’t just drift and lost again.

Country People
On the Ride, who did the riding directly effect?
1. Local townspeople who had been arrested by the force of so many riders going to Canberra. Local newspapers had at last something to photograph and write about.
2. In each country area we went through, the riders were forced to become involved, both through our mere presence and our evening lectures.
3. Traffic all along the highway was affected. Trucks and cars pointing at annoying vehicles and thinking that they really haven’t been working up from the bottom.
4. Churches in each city we slept in were forced to become involved, both through our mere presence and our evening lectures.

On the day
The day in Canberra, the important day where we would make the day memorable and national publicity, was quite successful. Yasu and Masato and the Canberra Embassies with petitions, the Italians said that they had signed the Nuclear Non-Proliferation Treaty and the Japanese representative knew nothing about the issue, and thought what was being done was useless and count people. Some of the attitudes were amusing as reflected by the townspeople.

Mike Frankel

LEARNING TO COMMUNICATE
In the first few days and evenings we had some problems with communications. We were not used to walking up and down the streets, talking to people about energy problems, etc. Once we overcome our problems of communication, and once we became better versed on the subject of nuclear energy and proliferation we had more success. One main problem was: how do you relate energy problems and therefore local economic and political problems to people on the street who have “better” things to think about. Another problem was that the riders were in a vanguard type situation where they were becoming highly theoretically politicized with out being able to relate to non-politicised people. We alienated ourselves from the locals who were on the street who then went on to lay blame on the local’s ignorance and counted hypocrisy. Those who were ignorant could not see their own decision, and even worse, to see their own faults. The rest of the Ride through Culcairn, Wagga, Gundagai etc. on the day the highways and in the towns continued the character of the riders changed immensely.

M.P.’S. DEFENSIVE
Before we got to Canberra I’d had visions of talking to many members of Parliament and convincing them of the hollowness of the vote to avoid violence and no one involved in our cause.

Bill Lasich from F.O.E. N.S.W. burnt the coffin of the “ALP Conscience” with a flame kindled by his portable solar cooker.
NUCLEAR POWER

NUCLEAR POWER PLANTS TOO LARGE

"Unfortuntely, the international commercial market is dictating that manufacturers continue to develop nuclear power reactors of a size far too large for the needs of most developing countries." — G. Webb, January 1974, Nuclear Engineering International.

Webb's understanding of the circumstances Third World countries find themselves in with the nuclear industry demonstrates that Australia cannot justify uranium exports using a Third World argument. The nuclear companies which stranglehold nuclear power developments and shipments do not care to develop reactors of the right size because they do not care to develop reactors of the right size for the Third World. The reason that Australia can supply reactors of the right size is for several reasons: first, Countries such as Indonesia may find it politically more convenient to export oil and import nuclear power, a doubling of the existing international control of uranium. Second, the key factor that will control the exploitation of uranium finds in Black African countries is their poverty and space population: those means that they cannot afford nuclear power for themselves and their ambitions to obtain it are often still in the 1960s. This means that the efficiency of their uranium export industry is very poor. (Afroca No. 47 July 1975 p. 42)

The atomic strategy of countries such as France, America and Japan is to maintain domestic resources of uranium, using the Third World resources first. Countries such as Indonesia may find it politically more convenient to export oil and import nuclear power, the existing international control of uranium.

ECONOMIC BENEFITS AND POWER

Even if efforts were begun immediately, it would take 15 or 20 years to develop and install reactors in the Third World. But are reactors the right way to produce energy in Third World countries with a limited capacity to depict crucial costs into enormous sums? The answer is no. Reactors will be developed from where they are most needed - amongst the 2,000 million rural poor who have no access to a power point!
We came up to the ship, identifying it as the Dalyia-Vostok out of Vladivostok. We came upon her at an opportune moment just when two other Chaser boats were in the process of transferring their musing kills. Lowering the two inflatables, we raced between the two Chaser boats and filmed and photographed the whales, about a dozen of them, all sperm, being hauled up the shipway to the flensing deck.

**BLOOD FLOWING EVERYWHERE**

From the top of the mast of the Greenpeace V crew members witnessed the entire gory business of flensing. The blood poured across the decks and spurting from the pumps over the side. The amount of blood was incredible. The Vostok itself looked as if it were a living thing with the blood swelling into a more or less visible mass, pushing the deck winches and the cranes up onto the bridge and the bow.

The deck winches hauled sections of whale up from the deck for delivery to the furnaces for rendering into oil. The stench was appalling and the atmosphere barbaric, as off duty crew members amused themselves at volley and badminton on the netted overdeck section.

We waited the Vostok for an hour. Two hours later we expected to be on our way. The crew lined the decks, not knowing what to make of us. We approached within talking range of the crew of one of the Chaser boats and they were ignorant of our nationality, not recognizing the Canadian flag. However, they were very interested in the //Greenpeace//. 

**THE CHASE BEGINS**

After the final killer boat departed from the Vostok, the Greenpeace V raced off southward in pursuit. For three hours we stayed on their tail as the Soviets searched for whales. Finally around 6pm Walrus Oakenbough saw a dozen or so whales break the surface in front of the kill boat. The Russians were in full pursuit. Within minutes so were we.

**ZODIAC INTO THE RECV**

Along side of us our comrades raced to our rescue. Bob jumped in with George Korotva and camera man Fred Easton quickly transferred to masts. George and Bob sped after the Chaser and once again two human bodies were on the line between the harpooner and the whales.

Bob Hunter and I raced off in the first inflatable lowered into the water. We could not risk waiting for the other two crews to get into the water as it was imperative that a boat be put between the killers and their victims.

We were not worried about what to make of us as we sped along beside them. When we suddenly positioned ourselves directly in front of them they were obviously puzzled, but not puzzled enough to abandon the chase.

I looked back at the harpooner, saw him crouching and watched him. I followed his eyes as the Zodiac rode up on a wave, to go upon the most impressive sight I had ever seen. There, no more than fifteen feet in front of us, were ten or so great sperm whales surfacing and blowing at speeds surpassing twenty knots.

**KILL BOATS BLOCKED**

I gave the 20hp motor more throttle and we plowed through and parked ourselves in a position where the only way the harpoon could hit the whale would be if it went up to us first.

The harpooner was unskilled and untrained. He crouched, aimed again and again, only to stand up again in frustration. Suddenly on the verge of success, a near disaster. My Mercury outboard engine sputtered and died. The bow of the Chaser boat was coming in at full speed. I tried to get the engine going, swore and pulled violently on the starter, pulled out the choke and saw the knife like bow splashing on side of us. The Zodiac was picked up by the bow wave and tossed aside like a feather. From above us the Captain and crew jeered at us. The Captain looked as if he would like nothing better than to have run us down and chopped us up in his prop. The harpooner didn't give us a chance. He positioned himself dead in the middle of the kill.

The harpooner lost any hesitation that he had demonstrated up to that point. Crawling down, he took aim and fired.

**TWO WHALES KILLED, EIGHT SAVED BY GREENPEACE CREW**

The roar was deafening. The 250 pound explosive harpoon passed over the back Zoilis, sl roughing into the back of a fleeing female. The exploding schrapnel ripped and tore through her insides. The heavy line whipped down on the water only five feet from the inflatable. Zodiac operator George Korotva tore out of the area as quickly as possible.

We had been warned that when a cow whale was hit the bull would turn the attack against the attacker. This was all well and good but bad for the other whales when the sperm whale stood a chance against the old wooden hulled whalers. With modern day weapons such, an attack proved fatal to the bull. Fortunately, we watched as the great male whale turned in defense of one of his ladies charging towards the source of the attack. The Zodiac offered a prime target and the whale could not be blamed if he confused friend with foe in such a circumstance.

He spared the Greenpeace and sped at the Russians. The Soviets showed no emotion at all, released a 50 millimeter cannon with another harpoon and blasted the projectile into the bull as he threw himself at the bow of the ship.

Fred Easton and I approached the mortally wounded whale to a distance of 25 feet. He foamed at the mouth, splashed helplessly and raised a cloud of blood and then raised his head out of the water, exposing his great jaws and small eyes. With thick pinkish liquid gushing from his blow hole he went under for the last time.

Not trusting us with their kills, the Russians abandoned the rest of the pod in order to retrieve the two already hit. The usual routine is to inflate a whale and leave a radio marker buoy on it. In this way, the other whales can be chased down and slaughtered with no survivors.

Not this action. Greenpeace saved the lives of at least eight whales. How long they will survive against the insurmountable threat of modern whaling methods is another question altogether.

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Paul Watson from "Georgia Strait" (Vancouver Free Press) Vol.9, No.401 July 3 1975

**One is killed every 20 minutes.**
The chaos of planning around the private motor car has been exemplified in many events over the last few months in Canberra. Canberra, a city of only 188,000 people, now sprawls up to 15 miles from the centre along the arms of its ‘Y’ design. The seemingly endless sprawl is rapidly spreading in the south towards the Murrumbidgee River, consuming prime pastoral land.

At the same time the National Capital Development Commission is pushing ahead with plans for inner urban freeways and is attempting to convince landholders to the north to extend their territory’s border or to accept compensation. Meanwhile controversy over the extension of the A.C.T. border continues. The NCDC appears to be planning for a city of one million, despite muted conflict with the Department of Capital Territory which appears to have a smaller vision dominated by the car. A national policy for Canberra would contain further population growth within the existing urban area and stop at a size no greater than 800,000. FOE appears to be in the curious position of having the Lewis Government and rich N.S.W. landholders as allies; in the battle to prevent border extension.

Pedal Power has designed an integrated bike pathway network for the whole of Canberra and presented this to NCDC. The NCDC seems to be putting the network low in priority for financial allocations compared with freeways. However, the cyclists are growing in strength, and Pedal Power, which was formed less than a year ago now has 300 members.

A report by two members of ANU’s chemistry department recently showed that Canberra is developing a serious air pollution problem. The study shows that in Canberra city the U.S. Government standard and W.H.O. goal (8hr.) for carbon monoxide are exceeded many times a year and that this will worsen greatly by the late 1970s. It also predicts that U.S. standards for photochemical oxidants will be exceeded in the 1980s. With common conditions of restricted air movement and bright sunlight, Canberra is an ideal city for photochemical smog.

The time has come for the end of planning for autoroute/road building ventures and the redesign of Canberra for people must begin soon.

From FRANK MULLER, FOE, CANBERRA.

The meeting condemned the NCDC for secretive and elitist decision making and called for an end to the building of Canberra around the motor car with a reallocation of funds to public transport, bike ways and the redesign of the city. The NCDC appears to be hell bent on continued massive road development for Canberra, and that the ‘scrambling down’ of the Molonglo Parkway is a facade.

E.I.S. considered only the immediate impact of the parkway, as well as all the worse alternatives that the NCDC could dream up; thus arriving at the conclusion that their proposals minimised environmental impact. The NCDC now has plans to build a feeder road, the western distributor, leading from an interchange off the Parkway and along the western side of the city. The interchange and distributor were not mentioned in the 1973 E.I.S., yet tenders for the road were very nearly called early in July. The NCDC had refused to make any public comment about the existence of these plans until forced to by the calling of a public meeting on July 31. Its initial reaction to the idea of a public meeting was that the meeting would be premature. Documents relating to the road have been kept from the public and all decisions have been taken in an elitist manner with no public environmental scrutiny. The distributor is designed as part of a system with a six lane parkway, and investigations show that bike SE and tunnel widths are such that the parkway can be expanded to the originally intended six lanes. Now seems that the NCDC is hell bent on continued massive road development for Canberra, and that the ‘scrambling down’ of the Molonglo Parkway is a facade.

UNIVERSITY AND PUBLIC CONDEMN FREEWAY

Opposition to the Western Distributor has come from the Academy of Science, whose dense shaped building would find itself ringed by roads under the NCDC plans. This would prevent AAS plans to develop the area into a ‘human scale’ scientific and academic precinct. The ANU, Students, Research Students and Staff Associations also opposed the distributor as it would cut off the area between the university and city placing an impenetrable barrier to pedestrians, and reduce the quality of the work environment for many people. Proposals for low cost accommodation between the university and city would be stopped and several buildings supplying desperately needed office accommodation would be demolished by the distributor. A public meeting sponsored by the above four organizations and the ACT Environment Centre was attended by about 180 people. Despite attempts by the Academy of Science to restrict the meeting to consideration of alternative routing of the distributor (ie. elsewhere to their building), overwhelming opposition was expressed to the whole Molonglo Parkway/Western Distributor road system. The meeting condemned the NCDC for secretive and elitist decision making and called for an end to the building of Canberra around the motor car with a reallocation of funds to public transport, bike ways and the redesign of the city.

The day following this meeting was public transport day. About 150 people turned out on footpath, walking or in a bus on loan from the Department of the Capital Territory. The demonstration occupied all three lanes on one side of Northbourne Avenue (major road) as it proceeds from the city to NCDC offices, where some speeches were given and the demonstrators proceeded back to the city, occupying the other side of Northbourne Ave. Traffic was backed up for well over a mile by the demonstration. A static street theatre, in which a car had been ‘run over’ by a cycle was held on the roadside during the day. The Public Transport Day Committee consists of representatives of FOE Canberra, Pedal Power, and the Trades and Labor Council.

BATTLE CONTINUES

Meanwhile controversy over the extension of the A.C.T. border continues. The NCDC appears to be planning for a city of one million, despite muted conflict with the Department of Capital Territory which appears to have a smaller vision dominated by the car. A national policy for Canberra would contain further population growth within the existing urban area and stop at a size no greater than 800,000. FOE appears to be in the curious position of having the Lewis Government and rich N.S.W. landholders as allies; in the battle to prevent border extension.

CHAIN REACTION Number 3 September 1975.
Contrary to recommendations from secret environmental impact reports, the Sydney City Council has approved massive high rise office development in the Sydney Central Business District. On 17th June at a full meeting of council the approval was given for the Albert Centre (approximately 30 stores), bounded by Liverpool Street, Nithsdale Street, Commonwealth Street and Albert Street; and a further high rise office development of three buildings (approximately 40, 20 and 20 stores), bounded by George Street, Pitt Street, Ash Street and Angel Place.

Reports of the council officers were received today, 18th June, by Friends of the Earth (FOE). These reports state: On the Angel Place Development: “An environmental impact report has been prepared which recommends refusal of the application; On Albert Centre: “An environmental impact report has been prepared and is in the appropriate file. This report does not favour the proposal”.

Mr. Robert Ticknor, Convenor of the FOE Urban Committee said in Sydney today “The expoture of these reports, shows the council’s blatant disregard of the living and working environment of the inner city community. To go ahead with these developments, in direct opposition to their own environmental reports, shows that this council’s overriding aim is to perpetuate the interests of developers”.

Mr. Ticknor said, “Despite the fact that a public fund has been established to improve Martin Plaza, the Civic Reform Alderman have approved the Angel Place Development even though the relevant environmental impact report indicated that as a result of this development ‘considerable shadow would be cast over Martin Plaza’. It is council policy that these reports be non available for public inspection.”

“Contrary to a purported policy of intending to restrict the use of cars in the central business district, the city council has pursued a policy of insisting that each high rise office development is forced to include a large component of car parking space.”

Mr. Ticknor said “It is deplorable that as a result of these approvals, and others like them, generations of Sydney residents will be forced to spend hours every day travelling on inadequate public transport into the inner city to become the office fodder of city council developers.”

Friends of the Earth is embarking upon an immediate campaign to expose the present city council’s policies and backing. The aim of this campaign is to obtain open government and responsible town planning in NSW.

FOE NSW PRESS RELEASE 18 JUNE 1975

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The yacht Torea sunk in Avativ Harbour. "Vandals" drilled holes below the waterline. The boat belonged to the Cook Islands opposition leader.

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The yacht Torea sunk in Avativ Harbour. "Vandals" drilled holes below the waterline. The boat belonged to the Cook Islands opposition leader.
BICYCLIZATION

There is a bicycle boom taking place in Australia. Sales for this year are up by 20% and there has been an increase in bicycle sales since 1971 with an increasing number going to adults each year. This is an ongoing trend that needs to be planned for and encouraged. A bicycle is a non-polluting form of transportation. This article is about the need for long-term planning of bicycle facilities and making railway stations more accessible to people. The railway planners are aware of the large number of people being discouraged from using the railways due to limited and highly inadequate plans to cater for them, such as the local councils banning all-day parking near Glen Waverley station? The council did this because the local streets and suburban roads are already too congested with the over use of the car, is just plain irresponsible. Depending on the statistics used between ten and sixteen bicycles can be stored on the space of one car and thirty times as many in multi-storey storage facilities. All that the Railways present policy is doing is shifting the car parking limitation from the rail stations to the streets. The car-train combination not only has the parking limitation but it is too far to walk to the station and the services are too infrequent. The mass use of bicycles could overcome both these problems in the long term. For the same physical effort a cyclist can go between 1½ and 2 miles as far as the walker. A bicycle is an easily and cheaply provided for about one twentieth the cost of parking spaces for cars.

MELBOURNE
Trains & Bicycles.

Cyclists and walkers can go in 1½ and 2½ minutes from railway stations. Fit people and trained cyclists can easily see this, and many people who live over a half a mile from a station would have good access to two railway lines, not just one. The other interesting feature about this map is it shows how few people are beyond 12 miles cycling distance of a station; if you mentally push out the circular boundaries, half a million people already can easily see this, and many people who live over a half a mile from a station would have good access to two railway lines, not just one.

Secondly, many people living between 1½ and 2½ miles from a station would be able to get to the station so much more quickly than the off-peak use of the railway by commuters would be very much enhanced. Many people who are prepared to take at least 2½ minutes to catch a regular train to the city would consider too far to walk or go by train for other purposes, however, if they got into the habit of cycling to the station it might be another matter.

CARS DOMINATE

If public transport ever did make a real comeback the number of passengers would be increased in hundreds and thousands per year and obviously there would not be enough parking space reserved for a tiny minority. Why then do they continue to promote this idea which, when coupled with the current favourable public attitude to public transport only results in idiotic situations such as the local councils banning all day parking near Glen Waverley station? The council did this because the local streets and suburban roads are already too congested with the over use of the car, is just plain irresponsible. Depending on the statistics used between ten and sixteen bicycles can be stored on the space of one car and thirty times as many in multi-storey storage facilities. All that the Railways present policy is doing is shifting the car parking limitation from the rail stations to the streets. The car-train combination not only has the parking limitation but it is too far to walk to the station and the services are too infrequent. The mass use of bicycles could overcome both these problems in the long term. For the same physical effort a cyclist can go between 1½ and 2 miles as far as the walker. A bicycle is an easily and cheaply provided for about one twentieth the cost of parking spaces for cars.

LONG TERM SOLUTION

The Dutch manage to use bicycles all year round, by using water-proofing and they have much worse weather than we have in Australia. This is no problem for people who see the communal benefit of cycling. What we should be trying to create for future generations is a non-violent passenger transportation system that would reduce the death rate to about one tenth of what it is now and also conserve non-renewable resources for future generations. It means that bicycles and trains operating on their own exclusive right of way will be one means of achieving this objective. In the large cities where the travel distances are often long, this transport system will be dominated by public transport and not cars.

If the private use of bicycles can be creatively planned for and integrated with the public transport system, it should be possible to bring about the withering away of present transport systems on the private motor car.

RAIL ACCESS

I’m not trying to argue that using bicycles as feeders to railway stations is the only solution—merely that from a long term planning point of view the bicycle system must be given a fair chance of survival. While the volume of motor traffic increases by 3% per year, it has to. The railways have no policies likely to result in more people using trains more and their cars less.

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Just as using the Railway more can reduce the need for more, bigger, wider and noisier roads, so the use of integrated bus services makes better use of the roads we have already got. The $200,000 study of the use of buses in Melbourne commissioned by the Victorian Government does not include any mention of using the bicycle as a feeder in its brief, that is why the money will largely be wasted as it was in the studies done for the Victorian Railways.

Alan Parker

CHAIN REACTION Number 3 September 1975
CONCERDE DISCORD

In the face of FOE Melbourne's much publicised lavatory sit-in, the British Aircraft Corporation maintained a bemused upper lip. Short of actually crashing, however, Concorde could hardly have had a worse proving run. Newspaper reported that two engines had to be replaced, a third broke down temporarily and Prime Minister Whitlam and a party of VIPs who had been ushered aboard to sample the plane's speed and comfort aloft were left stranded in Singapore's sweltering airport heat for twelve hours while mechanics repaired the 155 million plane.

Despite the litany of disasters, the Australian government is suffering a massive dose of cultural cringe and shows every indication of taking punitive copyright and libel laws against FOE for our pamphlet "BRITISH AIRWAYS IS TAKING AUSTRALIA FOR A RIDE".

MEDIA DISTORTION

The hysterical reaction FOE received from the three middle-class newspapers was typical of the current attitude towards FOE and of the popular press in general. Middle-class sensibilities still show through. FOE has still to find its identity as a political organisation to Newfoundland when regular trans-Atlantic services begin next month.

CONVERSATIONAL PAMPHLET

I see FOE's Concorde Campaign as a story in social ecology. Cultural cringe was just one of the symptoms that were heard when a perturbation in one defined area receded through much of the rest of the web of society. The squeal of out-moded libel laws was behind the frantic warning that FOE's Concorde Campaign is still over the organisation. Middle-class sensibilities still show through.

FOE NEEDS ENERGY

FOE has spent in preparation for an overseas trip, in travelling to and from airports, and in the necessary period for readjustment of the circadian rhythms is large enough to make current travel times a rather-constant part of the whole time requirement.

The second reason is a deeper and more important gut reaction. It is a feeling that super-expenditure for super-sophisticated equipment to provide a super-luxury is a moral as well as a financial misjudgement in a world in which not only are millions struggling against poverty, disease, over-expenditure, malnutrition and ignorance, but in which we our­selves face a bleak prospect unless science and technology rapidly apply themselves to the production of safe and plentiful energy and materials to replace the disappearing fossil deposits. From this viewpoint Concorde is an rather grotesque monster, the product of insensitive minds crazily extrapolating a trend from which many wise people can be applied to environmental problems.

Fighting to reject, develop, and change existing laws in order to defend this environment from abuse, FOE supplies many speakers and films to schools, universities and community groups.

Since 1972 FOE in Australia has carried out research, education, and action on uranium mining and nuclear power, whaling, lead pollution, energy, management and export. Part of this campaign entailed a detailed study of the environmental impact of the F1 project. F1 was organised the national bicycle ride on Canberra in May 1975.

Friends of the Earth is an international network of environmental action groups which has been a leading force in restoring and conserving world life support systems.

Flexible, and active FOE groups are now firmly established in many countries: France Belgium, Holland, Germany, Sweden, Switzerland, Italy, U.K, Yugoslavia, Kenya, South Africa, Mexico, Ireland, Thailand, New Zealand, Canada, the United States and Australia.

IRIS is represented at United Nations Environment Programme meetings held its first international meeting in March 1974 to establish FOE International and gain advance recognition. MAN Apart is the International newsletter of FOE, published twice a month.

FOE aims to build a powerful movement to create channels through which the energies of committed people can be applied to environmental problems.

CONCERDE E.I.S.?

A public E.I.S inquiry may be held later this year and a FOE application has been lodged with the Department of Environment for Technical Assistance. Without funding, involvement in the E.I.S procedure may be of marginal cost-effectiveness. It is the muscle of environmental law in the US EIS procedure which has succeeded in derailing Concorde to Newfoundland.

The controversial Concorde Campaign is still over $100 in debt to donations please! And don't forget to write to Ministers' Bernison and to Jones – Parliament House, Canberra.

COnCERDE DISCORD

"Good news and bad news—an order for three Concorde from Rhodesia."

The Editor, "The Age", MELBOURNE.

Dear Sir,

If the ship in the street does not respond enthusiastically to the current spate of propaganda for the Concorde, it is, I believe, for two main reasons.

The first is a common-sense awareness that the time spent in preparation for an overseas trip, in travelling to and from airports, and in the necessary period for readjustment of the circadian rhythms is large enough to make current travel times a rather-invariable part of the whole time requirement.

The further reduction of travel time is therefore very much up against the law of diminishing returns, and when the capital expenditure is as enormous as for Concorde, one must question the basic soundness of the project.

The second reason is a deeper and more important gut reaction. It is a feeling that super-expenditure for super-sophisticated equipment to provide a super-luxury is a moral as well as a financial misjudgement in a world in which not only are millions struggling against poverty, disease, over-breeding, malnutrition and ignorance, but in which we our­selves face a bleak prospect unless science and technology rapidly apply themselves to the production of safe and plentiful energy and materials to replace the disappearing fossil deposits. From this viewpoint Concorde is a rather grotesque monster, the product of insensitive minds crazily extrapolating a trend from which many wise people can be applied to environmental problems.

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Members are encouraged to participate in organisation and decision making and are kept in contact with FOE's national magazine "Chain Reaction" and other publications. There are eleven FOE offices in Australia each of which acts as a library and resource centre for a large number of people.

FOE relies on the commitment of concerned individuals who give time, energy or money. Join Friends of the Earth and help build a society free of ecological, economic and social exploitation, a society in which love, joy and care for the earth are prime considerations.

REGISTRATION AS A FRIEND OF THE EARTH......

Simply fill out this form and send it to FOE, 59 MacArthur Place, Carlton, 3053 Australia.

Telephone: (03) 347 6630

Enclosed is my membership fee of $10.00 OR ANY SUM THAT I CAN AFFORD......

NAME ____________________________________________

ADDRESS _________________________________________

TELEPHONE ___________________________ CODE

Enclosed is my membership fee of $10.00 OR ANY SUM THAT I CAN AFFORD......

PHONE _______________________________________ TOWN

I can actively help FOE by: assisting with publications ________; starting a new group ________; Special skills ________; Section trial ________

Friends of the Earth needs money to continue our effort to keep the public informed

All separate donations over $2.00 are tax deductible if cheques are made to "Australian Conservation Foundation", with a note marked "FOE appeal", and sent to 206 Clarendon Street, East Melbourne, 3002.

CHAIN REACTION Number 3 September 1975

COMING F.O.E. EVENTS

Friday September 12th 4pm: Bicycle and Uranium Rally City Square.

5pm: Films and Discussion, Nicholas Hall, 148 Lonsdale Street, Melbourne.

Tuesday 23rd September - Thursday 25th September Around the clock VIGIL outside C.R.A. to protest against the mining of Mary Kathleen Uranium.

Friday 7th November: Afternoon - The Great Uranium Rally. 8pm: debate between Lovins and a nuclear proponent. Further details to be announced.

WE INVITE YOU TO JOIN US!!

(also meetings are held every Tuesday at 7.00pm at F.O.E.)

THE EARTH NEEDS YOU FOR A FRIEND

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