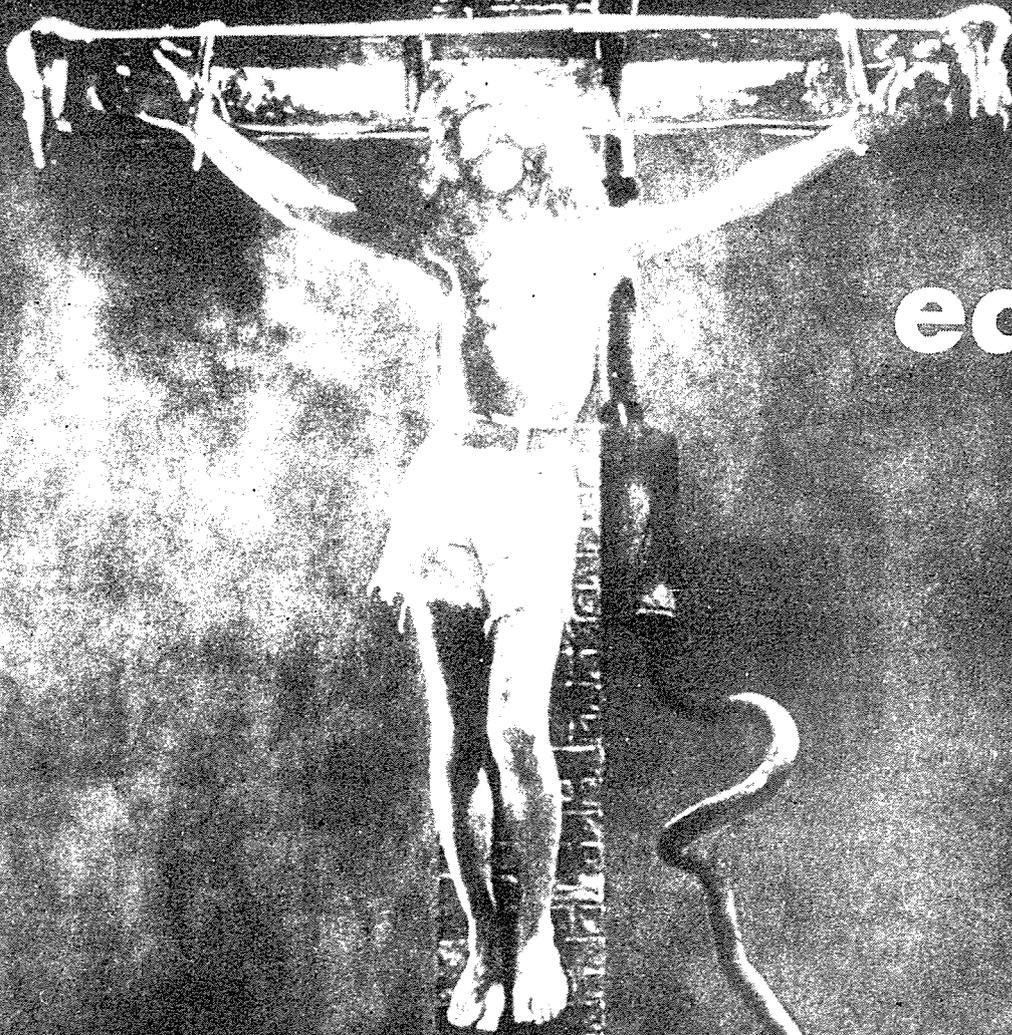


chain

reaction

*friends of
the
earth*



sept. 1975

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Dear Friends,
 Friends of the Earth (FOE) has in recent months taken a step into the limelight in its environmental protests, especially concerning the Concorde affair and the lack of adequate Public Transport in our cities. The Stop Uranium Mining Campaign remains our first priority, with months of hard work being put into a major submission to the forthcoming Ranger Uranium Environmental Inquiry. Public hearings will be held in all capital cities during September, October and November. Stand by to hear of the impact we, the A.C.F. and other environmentalists make at these hearings.

A major demonstration is being planned in Melbourne on 7th November, with Amory Lovins speaking, to show public support for a ban on all uranium mining and export; to be followed by a public debate between Amory and (we hope) an Australian Atomic Energy Commission representative in the evening.

Since the Bike Ride to Canberra in May, FOE has been rapidly growing, so that we now work in overcrowded offices, with people coming and going at all hours, the phones always madly ringing.

We need your participation and support. We believe that to achieve a clean, 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, able 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: Noni, Karin, Denise, Sue (courtesy of "Rabelais"), Alison, Steve, Barbara (courtesy of "Lot's Wife"), all the other FOE people and thanks to AUS for use of the typesetter.

AUSTRALIA/NEW ZEALAND NATIONAL TOUR - AMORY LOVINS

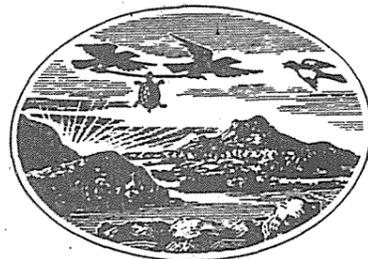
Energy specialist, writer and friend of the earth, Dr. Amory Lovins, is to undertake a speaking tour of Australia and New Zealand between 28th October and 21st November 1975. His visit is timed to coincide with the Ranger Public Inquiry.

Amory is a well known critic of nuclear power and current energy policies in the developed world. He is a consultant physicist, concentrating on resource strategy. He advises such clients as OECD and UN Agencies and is the British representative of Friends of the Earth Inc.(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 AAEC. Included in a tour of the other states is a visit to the Oenpelli aboriginal people.

F.O.E. is organising this tour for the coalition "Campaign Against Nuclear Power"(CANP). We believe it will be the most important event in the anti-uranium 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 cheques are made out to "Australian Conservation Foundation" 206 Clarendon Street, East Melbourne 3002, with a note marked 'CANP appeal'.



FRIENDS OF THE EARTH

- Victoria: 59 MacArthur Place, Carlton, 3053. Phone: 347 6630
- N.S.W.: C/- New South Wales Environment Centre, 263b The Broadway, 2007 Phone: 02 660 0227
- Illawarra: P.O. Box 25 Warrawong, 2502.
- South Aust.: C/- 177 Payneham Road, St. Peters.5069 Phone: 422 870
- Tasmania: P.O. Box 1270, Launceston, 7250.
- Queensland: P.O. Box 82, Paddington, 4064.
- Cairns: C/- Cape York Environment Centre, P.O. Box 21, Edgehill, 4870 FNQ.
- Western Aust.: 41 Broadway, Nedlands, 6009.
- A.C.T.: P.O. Box 1663, Canberra City, 2601.
- New Zealand: P.O. Box 39065, Auckland West.

STOP PRESS: NEXT ISSUE OF CHAIN-REACTION A SPECIAL ISSUE ON THE ALTERNATIVES TO NUCLEAR POWER!! COPY DEADLINE OCTOBER 16TH.

CHAIN REACTION Number 3 September 1975.

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 mineral 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 heathlands 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 Cooktown.
- * The Aboriginal & Islanders Affairs Department has cleared one-tenth of Australia's largest tract of monsoon rainforest at Bamaga near the tip of the peninsula.
- * Thousands of hectares of landscape have been denuded by Comalco for bauxite mining.

- * A road is being constructed into the Windsor Tableland 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 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. K. Tomkins, Minister for National Parks & Wildlife Service, Parliament House, Brisbane, 4000.
- Hon. J. Bjelke-Petersen, Premier, Parliament House, Brisbane 4000
- Minister for Environment, Parliament House, Canberra, 2600.

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

Letter to people about pelicans

<p>I'd woken early worried about some obscure matter</p> <p>decided to start a new school of poetry</p> <p>something to do with temperature</p> <p>but remembered about the american pelican</p> <p>they live on anacapa island fifty miles off calif</p> <p>seemed safe enough</p>	<p>now pollution's reached them they lay funny eggs</p> <p>only four eggs out of six hundred didn't break when laid</p> <p>and fish are poisoned by the sea so seals and pelicans who eat fish also are poisoned</p> <p>thinking about my safe different poems that help no-one decided to try and help the animals</p>	<p>you're killing them your household flushing death seawards</p> <p>it's more to do with commerce and governments</p> <p>so I'll not start my poety revolution</p> <p>instead i want a school of reconstructive chemistry</p> <p>teach pelicans to fly to moskba and washington fly high drop explosive eggs</p>
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Michael Dransfield
 (from the anthology "The Inspector Of Tides")

FOE GOES TO DARWIN

Attended by people from FOE N.T., Sth. Australia, N.S.W., Qld. and A.C.T.

The campaign against nuclear power and uranium mining took a significant turn in early July with anti-uranium activists from all states converging on the Ranger Uranium Mines site at Jabiru. The trip was organised by the small but very efficient group of people who make up the activist core of the Environment Council (NT) and was well attended by FOE members, who made up 10 of the 14 interstate representatives. While in Darwin we were briefed on the biological, geological and anthropological aspects of the area and the present status of mining and exploration.

BUFFALO'S AND TOURISTS

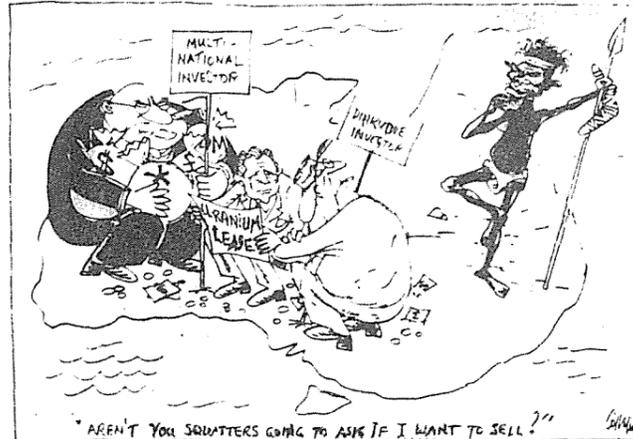
Early on Wednesday morning we headed off in a group of 26 to see the area with our own eyes. We were all impressed by the staggering beauty of the whole region and insensed by the massive destruction to the area caused by buffalo grazing. The damage caused by the buffalo and the tourists is a real threat to the ecological integrity of the region.

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 flown up some of their own 'heavies' from Sydney, Brisbane and Melbourne. Both sides had apparently done their homework and so neither came out on top. Evening followed with a barbeque 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 to 'our side', when we left they no longer considered us as 'ratbag stirrers who use emotional arguments and ignore the real facts'. In fact we may have instilled an element of doubt in their minds, and where there is doubt there is objectivity and who knows where that could lead.

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 Oenpelli people. The degree and warmth of the interchange be-



tween 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 campsite 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 to the social philosophy behind it. After the first meeting a FOE meeting was held on top of Little Nalangie Rock with all except W.A. and A.C.T. participating.

"CAMP CONCERN" BEGINS

The 'vibes' from that meeting were 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.



Verbatim from a conversation with FRANK GUNNUNGA of the Oenpelli Aboriginal Community Tribal Council and FOE at the "Border Staw" in Cahills Crossing on the Arnhem Land Border. July 8th 1975

FG: You stop it on that other side of the world. (long pause) you can't stop it here.

FOE: We don't really know, it's very (interrupted)

FG: Well I'll tell you. Yes we can do this. You stop this side, this side of the world, but where's it already spread..... Hong Kong, Russian, in Americahow you going to get that there, they still got the weapons, they build up. You stop it here, we can stop it here, they've already spread.

FOE: One of the things is that if Australia stops it, if the Australian Government stops it, and they say we won't sell it to anyone, we won't mine it because it's too dangerous, if the Government says that, then a lot of governments might hear, they might listen to that - well, if it's too dangerous for them, perhaps it's too dangerous for us.

FG: Do you think?

FOE: I hope. Someone's got to start, haven't they?

FG: We quite agree when you stop in Australia, you can stop it. But in overseas, it has already been spread. Who started with this atom bomb - Russia (FOE America) - America - that's the one that threw one on Christmas Island and Japan - alright now, Japan don't like that much, so we don't like it too.

We all agree, we aborigines agree with you people, all you (word inaudible) groups like you, you know, number of people, there are so many thousand of people you got, working pull together. We aborigine people, we can build up this, and get aborigine people from all over (word inaudible) to join together. We can all pull together. We can stop it in Australia. While we stop it here we can stop it in overseas too.

FOE: We are trying all together. A lot of these people belong to this group called Friends of the Earth, and that's in England and in America and France, and in a lot of other countries too. And we're all writing letters to one another, now, and sending information to each other about the dangers and about what we're doing, so we're all trying to stop it everywhere at once. But I think Australia might be the place where we're the most likely to be able to stop it.

FG: This is the first time you came here, our aborigine people. You going to go back to centre, Alice Springs, go to any other settlement, talk to aborigine people, and mention about these dangers, and then aborigine people will wake up, they know what is danger, they will all pull together, we will all pull together.....We might begin (inaudible). We can, even our own people, we can pull together, we can stop this danger. Understand?

FOE: It's got to be everyone trying, it's the numbers of people who will stop it.

FG: Yes, because, when you was on the march, we said there was one hundred bicycles rode to Canberra from....(FOE all over Australia). Now if you want to stop make a big talk there.....and we start marching here too, we can get every man, he can walk from here to Darwin, walk, without gun, with spear always, without gun.

You start in there.....make big talk, we'll make a big talk here too.

FOE: We'll let you know all the time what's happening.

FG: Whenever I ask you today you got to give us your address.

FOE: We'll do that before we leave.....

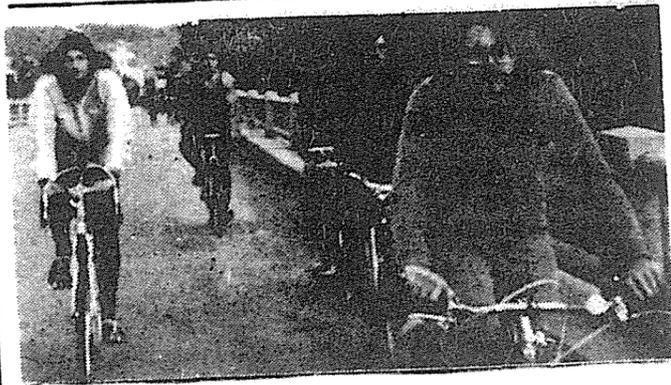
FG: Give it to our President, put away, write it out in our minutes like, what time you came here, what date you here, what time.

I head in the language that people talking here, my colour, my aborigine people talking it very dangerous for our kids, they're afraid of kids. Same for sacred ceremony, sacred place.....Oh, we'll stop it alright. Don't worry, because I can push and push and push and push before I die. An when I die I got my youngsters to push and push, I got my six childred, three boys, three girls, they can push and push. And when they die, when my kids die, we got my grandchildred to push and push.



FOE'S NATIONAL MEETING ON TOP OF LITTLE NOURLANGIE ROCK, N.T. JULY 9TH 1975

bike ride to



Perspectives

The Bicycle Ride Against Uranium to Canberra was a rare exercise in political demonstration. The idea was excellent, aiming at having contact with various Victorian and N.S.W. centres. The route was fortunately not direct and therefore gave us the odd moments of very pleasurable riding.

TWO PURPOSES

The Ride had two main purposes. Firstly to demonstrate in Canberra against Australia's policy of exporting uranium overseas, and secondly to act as a "Long March" Ride to travel on a slightly meandering route from Melbourne, Adelaide and Sydney, to Canberra disseminating information/propaganda, holding meetings, speaking to people generally, leafletting etc. The second function being the more important and effective.

I will spend some time describing some experiences on the ride hoping to show some of the effects of the ride.

On the first day, about 200 bike riders met in the City Square where discussion and a demonstration was held. We rode slowly through the city ringing bells, horns etc. generally attracting attention and interest.

We had a model to scale of a nuclear bomb at the front, and each rider had a large sign regarding the Ride on his or her back.

COUNTRY PEOPLE LISTEN

On the Ride, who did the riding directly effect?

1. Local townspeople had been aroused by the fact of so many riders going to Canberra. Local newspapers had at last something to photograph and write about.
 2. In each town, city, and village, leaflets were placed in letter boxes.
 3. Traffic all along the highway was affected. Trucks and cars had to pass hordes of "political bikies" thus stimulating interest in some and annoyance in others. We all had the satisfaction of pointing at annoying vehicles and thinking that they really haven't got much longer! The effect of seeing these people on the road and then reading about them in the local papers was considerable.
 4. Churches in each city we slept in were forced to become involved, both through our mere presence and our evening lectures.
- Each city we arrived in we would ride through the main streets en masse, ringing bells and chanting.

A TRAIL OF PROPAGANDA

At Benalla (as in most cities), in the evening we had a lecture/meeting where townspeople were audenced to rigorous propaganda on uranium and nuclear energy, films, songs, street theatre and music (overall it was an excellent evenings entertainment). Here is where we had our most successful contact with the country people. Some of the attitudes were amusing as reflected in a remark I was told "The nuclear destruction of Hiroshima and Nagasaki was necessary so as too many people would not die in the War"

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 and political problems etc. Once we overcame our problems of communic-

ations, 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 economic and political problems to people on the street who have "better" things to do. Another problem was that the riders were in a vanguard type situation where they were becoming highly theoretically politicised with out being able to relate to non-politicised people. We alienated ourselves from the locals and then went on to lay blame on the locals' ignorance and country hickness. Those who were ignorant could not see their own faults. The rest of the Ride through Culcairn, Wagga, Gundagai and Yass was more successful. As each discussion in the evening became more involved and deeper, and as our experiences during the day on the highways and in the towns continued, the character of the riders changed immensely.

If one follows the arguments about nuclear energy, economies of scale and (re. nuclear energy), energy problems etc. we find ourselves at problems of capitalist economics.

People who had never thought about politics before were becoming transformed. In trying to influence and change people along the way, 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 Adelaide and Sydney and picked up people along the way, there were two goals.

Rex Connor and Parliament. Parliament, as would reasonably be expected was not moved at all by the effort. Of course not, nothing was really being challenged.

The failure at Parliament had an interesting effect. It increased the resolve of some of the riders to continue the struggle back home. After the Ride and at present, meetings still occur and demonstrations have been and gone since May.

The Ride was successful in as much as it achieved its main aim, increase the awareness and involvement of a great number of people and was really good fun.

Mike Frankel

On the day

The day in Canberra, the important day where we would make the Powers-that-be notice and get national publicity, was quite successful, yet showed how much further we had to go. Masa and Yasu went to the Italian, Iranian and Japanese Embassies with petitions; the Italians said that they had signed the Nuclear Non-Proliferation Treaty and the Japanese representative knew nothing about the issue, or understood why Masa and Yasu were here, or why the Australia Party, being political, could be involved in the anti-nuclear movement.



The big day in Canberra - whilst some cyclists were delivering letters to French, Japanese, American and Iranian Embassies - Parliament House lawns were the scene for a fight between Connor and his conscience.

canberra

At the French Embassy most people rode up and down chanting, as the police only allowed two people in. The Ambassador was non-committal and for nuclear power because he didn't know much about it, and thought it was safe simply because it has more safety precautions than any other energy production (but that just means that there are more complicated things to break down), and he would not approach Connor about it. However, he said he would send us the results of the solar power research programme in France.

At lunchtime the street theatre was great and the strangling of Connor's Conscience was shown on T.V. Not an overwhelming number of people attended, but spirits were high with Jack Mundy speaking against uranium mining and export, as did the Secretary of the Waterside Workers Federation, Ted Bull.

The model atomic bomb was delivered, and telegrams from supporters were read.

After the disappointing welcome by Moss Cass the night before, the statement that the three who had seen Jim Cairns, brought back was hopeful and at least showed recognition of our effort.

The Bike Riders stormed the Department of Minerals and Energy after lunch, handing out leaflets and were invited into a meeting of about twenty people and had three quarters of an hour to talk and answer questions. Great joy when the police effort to throw us out was thwarted because we had been invited!

Organised action included few people after that. A few of us went to the School Without Walls, where the kids were already involved and thought they might do a project on it, but it didn't seem to be of overwhelming importance to them.

Peter Hayes, Rob Robotham and a few others showed our films at the Environment Centre and had a good response, but the people thought there was little they could do. Glen Thomasetti and Rob Robotham spoke on the ABC programme "PM".

Two or three people went into Parliament House at 8pm to show the films which were attended by mostly CP members and about four Labor backbenchers.

T.V. coverage was typically disappointing, emphasizing the call for Connor to resign while ignoring our cause.

M.P.'s DEFENSIVE

Before we'd got to Canberra I'd had visions of talking to many members of Parliament and convincing them of the honour of the situation etc. but on the first night against those many walls and men in blue, we were so tired and so few politicians came out to speak with us. The few that did were defensive and self-righteous and



Canberra - May 21st. A full size model nuclear warhead is delivered to Energy Minister, Rex Connor's Parliament House office.....with an escort.

CHAIN REACTION Number 3 September 1975

blocked at the governments honouring previous contracts with Japan. Those who lobbied Peacock found that he immediately disagreed with us but obviously knew nothing about the nuclear issue and therefore was not prepared to change his attitude the slightest. Connor was not to be seen. The official channels seemed useless, and would need long and sustained effort. Trying to talk to the people in the towns riding up to Canberra, showed that I had a lot to learn that way, and really took courage and energy so in Canberra, besides talking to people I came into contact with anyway, I thought aaagh! leave it to F.O.E. in Canberra.

NATIONAL NUCLEAR POLICY FORMED

A few days later I attended the meeting in Sydney of various interstate groups working on the same thing, and that really brought home what an involved, wide and long campaign its going to be, needing much devotion, and the need to somehow work up from the bottom - almost like South American Revolutionaries working for years in factories etc. to educate the workers. Although all this put the Bike Ride into much smaller perspective, it is still one of the best things I've taken part in, showed how people could leave petty things behind when they all felt the important need to work for something, and great co-operation 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 delivering of the bomb, which the police wanted us to keep on the lawn side of the road, and there 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 about it, the ride was important in encouraging riders to independent action, who needed the backing and knowledge that "every one else is doing it too" of the group who start off, and in showing that you do not need to be a scientist to be an activist for the environment. It was also 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 disband and get lost again.

People Power!

Karin Ruff



Bill Leichacz from FOE N.S.W. burns the coffin of the "ALP Conscience" with a flame kindled by his portable solar cooker.

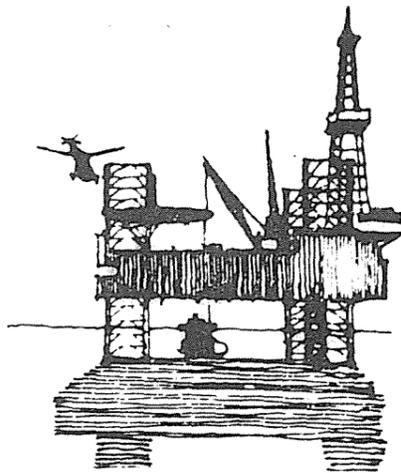
NUCLEAR POWER AND THE THIRD WORLD

NUCLEAR POWER PLANTS TOO LARGE

"Unfortunately, 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 investments do not care to develop reactors of the right size because they cannot see the market and profits in that direction. As the UN Environment Programme Energy Survey put it in March this year:

"It is doubtful whether these countries could afford to spend an additional \$3.4 billion towards the foreign exchange cost of nuclear facilities during the next 25 years, which will be the years of financial stress in these countries arising from pressure of population and scarcity of food. Moreover, the small size of the national electric power grids can integrate only small nuclear power plants, which are at present not being manufactured in any advanced countries. The latest survey done by IAEA shows that only a few of the developing countries could absorb nuclear plants in the medium range of 600 MW capacity in their national grids. In other words, the developing countries will not be able to use nuclear energy for electric power generation as forecast by IAEA because nuclear power plants in smaller sizes will not be available."
(UN Environment Programme, Review of the Impact of Production and Use of Energy on the Environment and the Role of UNEP, p. 22)



ECONOMIC BENEFITS AND POWER

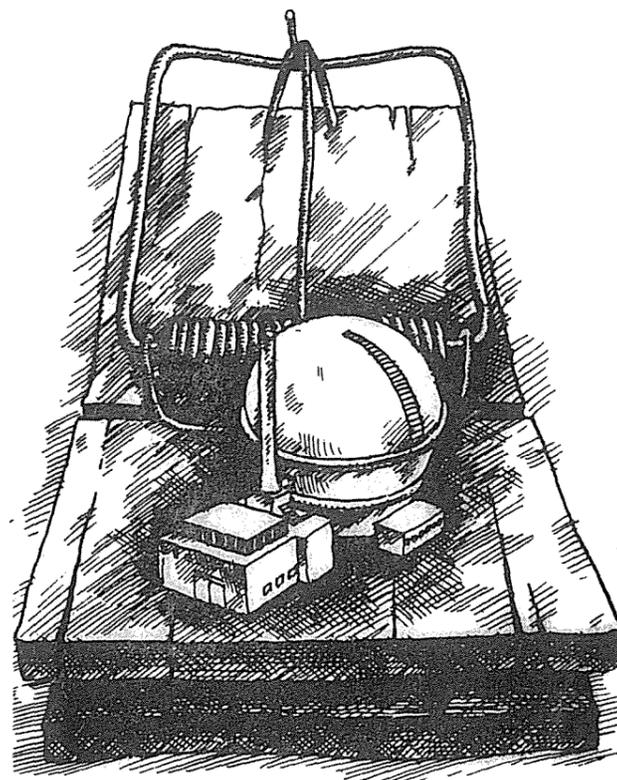
Even if efforts were begun immediately, it would take 15 or 20 years to develop and install reactors in the Third World. But are reactors the right way to produce energy in Third World countries with a limited capacity to divert capital into enormous simple projects? Reactors will serve to reinforce the monopoly control of the powerful small urban elite over production and consumption. Reactors wed the economies of the Third World countries to the industrial countries, supplying the machines, via the imported expertise and the enriched uranium required for their operation. From the point of view of the multinational corporations, reactors will allow the growth of energy-intensive patterns of luxury consumption, i.e. reactors will serve to extend their markets. Resources will be diverted from where they are most needed - amongst the 2½ thousand million rural poor who have no access to a power point!

In fact, there is only one logical (not necessarily correct) argument for uranium exports from Australia from the Third World viewpoint. That Australia could force up the price which would be advantageous for the economies of African countries such as Gabon, Niger, the Central African Republic, and Zaire relying heavily on uranium foreign exchange earnings. For instance, 'Uranium...is the only really bright economic development on the Niger horizon. Groundnuts, which used to provide 50 per cent of the country's income were virtually wiped out in 1973 by the drought and production has not yet recovered. The other main mineral produced is cassiterite and this unfortunately, is now a declining asset....Progress for the next few years...may well depend upon uranium. This now represents 20 per cent of the country's exports and with the French, Germans, Italians and Japanese all interested in obtaining it, Niger has a resource that should provide a part of the capital she urgently needs for development in other fields.'
(Africa 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, avoiding disturbance of the existing maldistribution of resources. Elsewhere, the key factor that will control the exploitation of uranium finds in black African countries is their poverty and sparse population: together these mean that they cannot afford nuclear power for themselves and so the temptation to clinch deals on apparently easy terms with the energy hungry states of Europe will be very great."
(African Development August 1975 p. 17)

AUSTRALIA'S POSITION

That Australia will use its uranium in this highly political way is unlikely. Australia could at the very least make supply to Japan conditional upon the Japanese Kansai Power Company abandoning its contracts with the



Rössing Uranium Mine being operated by South Africa and Rio-Tinto Zinc against UN resolutions in Namibia. Australia could adopt an aggressive stance in a Third World cartel (as advocated in the Dag Hammarskjöld Foundation report, 'What Now - Another Development' to the UN General Assembly this year) to challenge the London based and Rio-Tinto Zinc dominated Institute of Uranium Producers' cartel.
(Australian 31.6.75, Age 14.6.75, Africa 19.6.75.)

What is more likely to occur is that the Australian Labor Government will actively collaborate in reinforcing the monopoly control of the multinational companies over the fuel cycle and the industrial enclaves of the Third World.

REACTOR POLITICS

Reactors are often sold to militarily and strategically significant countries in the Third World - extending markets and powering war machines. For instance, Westinghouse has constructed a 626 MWe Pressurised Water Reactor in Brazil. In Taiwan, 4 reactors are under construction owned by the Taiwan Power Company. They range from 604 MWe (Chin-Shan 1 & 2, Boiling Water Reactors) to 951 MWe (Kuosheng 1 & 2, Boiling Water Reactors). Here, the reactor supplier is General Electric, the Generator supplier is Westinghouse, the Architect-Engineers are Bechtel and Ebasco Services Inc (New York). Utah Construction and Mining Company and the Allied Chemical Corporation, and the Nuclear Utility Services of the USA are supplying fuel requirements, enrichment is by the US Government services, and fuel rod and assembly fabrication is by General Electric Co.

But throughout Asia, 'It is to be expected that Japan will become an import competitor in the world market for complete nuclear power plants especially in South East Asia and South America.' (Nuclear Engineering International, September 1973, p. 700). In a later survey, it is admitted that in Taiwan, 'The indigenous industrial capability to supply components of the nuclear plant is rather limited. For the first and second unit, the pressure vessels are supplied by Japan Steel Works under the general contract of General Electric Company. Containment vessels are supplied by the Hitachi America Limited. The remaining balance of plant are mostly furnished by manufacturers in USA mainly due to financial reasons. Although most of the construction materials such as cement, reinforcing steel, lumber and other miscellaneous items can be supplied locally, yet the majority of the equipment including piping, pumps and valves will have to be imported. This situation will not be improved for some time to

SELL OUR URANIUM SAY 50 P.C.

Fifty percent of Australians say the Federal Government is right to encourage the sale of Australian uranium overseas.

Twenty-nine per cent say it is wrong and the remaining 21 percent have no opinion.

Even more - 74 percent - say Australia should develop nuclear power for peaceful purposes.

These results come from the latest Gallup Poll conducted early in July among 1985 representative Australians 16 years of age and over.

The two questions asked of all people interviewed were: "Is the Federal Government right or wrong in encouraging the sale of Australian uranium overseas?"

"Do you think Australia should or should not be developing nuclear power for peaceful purposes?"

The majorities on both questions were substantially greater among men than women. Fifty-nine per cent of men and 42 per cent of women wanted Australian uranium sold overseas while 80 per cent of men and 69 per cent of women wanted nuclear power developed for peaceful purposes.

By comparison, there was remarkable unanimity among supporters of the major political parties.

come.'
(N'E International: Developing Nuclear Markets, September 1971 p. 770)

It was recently reported that Taiwan is developing plutonium atomic bombs using computer simulation programmes - 'American-trained nuclear scientists recently returned from the United States are helping the Taiwan authorities in developing a nuclear device....The bomb will be produced with fissionable matter from reactors Taiwan is building.'

(South China Morning Post (Hong Kong) July 8, 1975.)

NEO-COLONIALISM BY ODC'S

A further example of extreme importance as the Schlesinger doctrine of strategic placement of nuclear capability and of atomic weapons that trips the Pentagon, is South Korea.

Here, at the Masan Free Export Zone, cheap and strike-free Korean labor and bargain rate facilities have been placed at the disposal of Japanese investors faced at home with the anti-pollution movement and lack of land. The area is an economic concession designed to raise foreign exchange by favouring Japanese industrial manufacturers. Cheap labor is integral to savings on capital investment. Korean wages are one-third to one quarter those of Japanese workers (with less overheads for working conditions, insurance and strikes. AMPO Japan-Asia Quarterly Review, Vo. 6 No. 3-4, 1974, p. 102.) Part of the deal is cheap electricity: so the Korean Electric Company has three reactors under construction - two Pressurised Water Reactors (564 MWe and 600 MWe) supplied by Westinghouse, English Electric Company and George Wimpey Company, and a third 600 MWe Pressurised Heavy Water Reactor (supplied by Atomic Energy of Canada Ltd.).

A further and blatant example of neo-colonialism is a French proposal to place a power reactor into the Southern Pacific colony of Polynesia, long abused as a source of cheap phosphate and as a site for atomic testing.

Only a joint Japanese-Australian campaign against these corporations by people supporting national liberation throughout Asia can remove the nuclear scourge from our region.

Compiled by Friends of the Earth, July, 1975.

Detailed analyses by sex and voting intentions are shown in the following table:

Encouraging Sale of Australian Uranium Overseas:

	All People %	Men %	Women %	ALP Voters %	Lib.-NCP Voters %
Right...	50	59	42	52	53
Wrong....	29	29	30	28	29
Don't know..	21	12	28	20	18
Total..	100	100	100	100	100

Developing Nuclear Power for Peaceful Purposes:

	All People %	Men %	Women %	ALP Voters %	Lib.-NCP Voters %
Right...	74	80	69	73	77
Wrong....	20	17	24	22	19
Don't know..	6	3	7	5	4
Total..	100	100	100	100	100

Approval of both propositions was slightly greater in the 30 to 69 age-group than in other age groups, and in country areas than in cities.

The only important difference by states from the overall figures occurred in South Australia. Here a small majority (42 per cent against 38 per cent) thought the Federal Government was wrong in encouraging the sale of Australian uranium overseas.

from THE HERALD, Friday, August 8, 1975 Page 9

greenpeace V

saves whales

GREENPEACE V SIGHTS SOVIET WHALERS

(San Francisco) Early last Friday morning the crew of the Greenpeace V heard the crackling of Russian voices over the radio. Electrician and radio operator Al Hewett began to turn dials and press buttons on the radio directional finder, managing to obtain a fix on the possible transmission origin of the Russian radio signals. Cameraman Rob Precious, standing his watch at the helm, swung the wheel and we set off on a southeastern course. Three hours later, around 9.30am, Doctor Patrick Moore spied four ships on the horizon, one vessel much larger than the others. Our first reaction was to assume that the vessels were Soviet fishing draggers and their mother ship. We closed in.

As we slowly inched closer our engine churning out her best, we saw the outlines of the ships becoming clearer and more distinct.

A cry arose from the wheelhouse - "Whalers! Christ, they're Whalers!"

The catwalks on the bridge and the bow were unmistakable. Soon we were able to distinguish the harpoon guns ominously positioned on the bow.

We were sailing into the midst of the Soviet whaling fleet, the reality of our position still hard to grasp. We were told by whaling industry spokespeople that the sea was too large and they were not worrying because we would never be able to find a fleet on the open sea. We were laughing, they were wrong. Soviet technological and financial superiority, their codes and secret maps, failed against an underexperienced, technologically inferior crew of volunteers, guided by sheer luck and the wisdom of the I Ching.

As the Greenpeace V moved into the midst of the fleet, the catch boats continued to operate apparently oblivious to our entry on the scene. We were on a course approaching the factory ship, Vostok, still a few miles distance away, when we sighted our first sperm whale. It was not a very pretty sight. Lying on its side, bobbing up and down, the once noble creature rippled obscenely as the air the Soviets pumped into it to keep afloat, shifted with the swell. Lower down, on the back side, an ugly, gaping gash spewed blood and entrails into the sea.

SOVIET CATCH UNDERSIZE AND ILLEGAL

What shocked the crew more than anything else was the size. This sperm was not anything like the great Moby Dick. It was a baby in comparison. We knew that the Japanese and Russians were taking undersized and illegal whales, now we had concrete photographic evidence.

To obtain a size perspective we lowered an inflatable boat into the sea. As one of the ship's divers, I jumped from the boat onto the back of the carcass. Being no more than just over three body lengths, the whale was only a calf. Within the next three days among the fleet we were to observe the kill boats going into a pod of whales, dispatching whale after whale, to the complete elimination of calves, nursing cows and bulls. The International Whaling Commission rules and regulations were not observed and it became increasingly obvious that the I.W.C. is nothing more than a cover up organisation for the Whaling Industry. The size limit for Sperm Whales is 38 feet minimum.

Sitting upon what the Soviets considered their property, it became obvious that they had noticed what we were doing - obvious in the form of 150 Chaser bearing down on our position at full speed.

I jumped from the whale's back into the inflatable boat. By the time we had returned to the Greenpeace V and hauled our boat back on board the Soviets were only 500 yards off our port bow and coming towards us fast.

Beside the harpoon gun stood a Russian crew member wielding a high pressure hose pointed in our direction. The Chaser boat swerved just off our bow, passed along side our bow and turned around just past our stern. We felt that rather than have our equipment hosed down, we would carry on to the factory ship. As we pulled away we observed the Soviets pulling in their kill and making the carcass fast to the side of their ship.

As the mother ship loomed closer we past another bouyed victim of the whalers, this one a little larger than the last but not by much.

We came up to the ship, identifying it as the Dalnyi-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 morning 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 POURING 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 spurted from the pumps over the side. The amount of blood was incredible. The Vostok herself looked as if she were a living thing with the blood swelling into the sea as if from a giant harpoon.

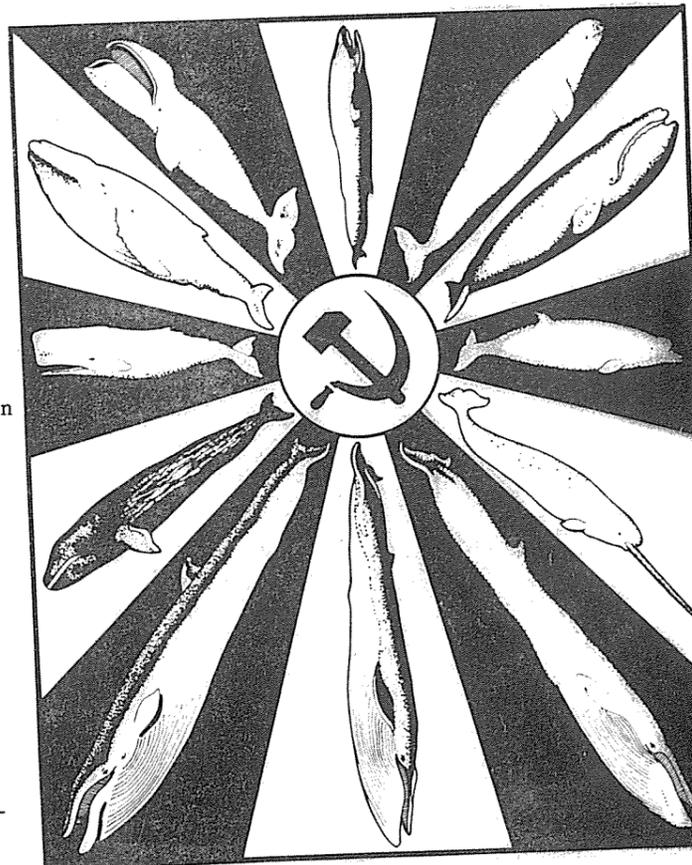
The deck winches hauled sections of whale up from the deck for delivery to the furnaces for rendering into oil. The stench was appalling and the atmosphere barbaric, as off duty crew members amused themselves at volley and badminton on the netted over afterdeck section.

We worried the Vostok for over two hours. 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 recognising the Canadian flag. However, they were very interested in the Zodiac inflatables.

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.



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.

The Russians did not know quite 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 gaze 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 and swimming at speeds surpassing twenty knots.

KILL BOATS BLOCKED

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

The harpooner was unsure of what to do. He crouched and 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 at us 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 splash along 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 props.

The harpooner didn't give us a chance. He positioned himself for the kill again.

ZODIAC II TO THE RESCUE

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

Finding that my engine trouble was caused by a pinched fuel line, it took only a minute or so to get underway again.

The Soviet ship raced once more upon the fleeing whales. With one Zodiac directly in front and the other two on either side, the Soviet crewman ran along the catwalk from the bridge to the harpooner giving an order either from the Captain of the chase boat or from the Captain of the Vostok himself.

The harpooner lost any hesitation that he had demonstrated up to that point. Crouching 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 lead Zodiac, thudding into the back of a fleeing female. The exploding shrapnel 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 back in the days when the sperm whale stood a chance against the old wooden hulled whalers. With modern day slaying vessels, such an attack proved fatal to the bull.

Horried, we watched as the great male whale turned in defence 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, reloaded a 50 millimetre cannon with another harpoon and blasted the projectile into the bull as he threw himself at the bow of the ship.

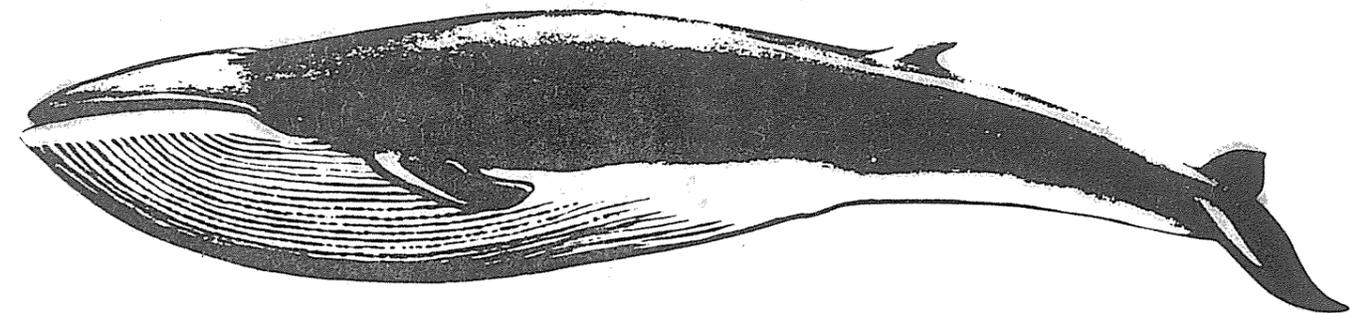
Fred Easton and myself approached the mortally wounded whale to a distance of 25 feet. He foundered and splashed helplessly amid a pool of blood and then raised his head out of the water, exposing his great jaws and small eyes. With thick pinkish liquid gushing from his blow hole he went under for the 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 hit whale and leave a radio marker buoy tied on. In this way an entire pod can be chased down and slaughtered with no survivors.

In this action Greenpeace saved the lives of at least eight whales. How long they will survive against the insurmountable technological killing methods and the greed and deceit of the International Whaling Commission and its members is another question altogether.

Paul Watson

from "Georgia Straight" (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 spreads up to 15 miles from the centre along the arms of its 'Y' design. The seemingly endless low density 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 of the A.C.T. and N.S.W. Government of the need to extend the territory's border for the purpose of further urban sprawl.

BUSES INADEQUATE, WALKING DANGEROUS

At present the private motor car accounts for about 85% of all work trips in Canberra, with the remaining 15% riding the Department of Capital Territory buses. The city's planners (NCDC) vigorously pursue a policy of providing for the 'every whim' of the private motor car. Large areas of the city is taken up by roads and free parking areas ring every shopping centre and office block. Civic, the city's centre, is a comparative social desert, surrounded by acres of bitumen. There are now plans to build large 1000 car

parking structures in the civic area. The Department of the Capital Territory is attempting to increase bus usage, through a policy of upgrading services. However as long as the city is structured for the motor car the chances of this occurring are remote. The city's density is such that distances make walking impractical for most trips, and when practical, a walk usually involves negotiating 'high speed' road barriers. The bus system is incapable of fulfilling the transport needs of a large number of people in such a low density sprawl.

NCDC HIDES FREEWAY PLANS

Controversy was fairly hot in 1972 and 1973 over the NCDC proposal to construct the Molonglo Parkway, which went from city largely through important lakeshore recreation areas and the ANU campus. The impact of this road on some of the most beautiful open areas of Canberra, which are close to the city, will be disastrous. Tenders have just been called for sections of this freeway which has been scaled down from six to four lanes. Scaling down followed an environmental impact statement and public hearings, the terms of reference of which prevented adequate consideration of the public transport option. In fact, the

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 proposal 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 investigation shows that lakefill and tunnelwidths are such that the parkway can be expanded to the originally intended six lanes. It now seems that the NCDC is hell bent on continued massive road development for Canberra, and that the 'scaling 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 dome 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 carve up 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, bikeways and the redesign of the city. The day following this meeting was public transport day. About 150 people turned out on pushbikes, 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 proceeded 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 banked 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 less dominated by the car. A rational 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.

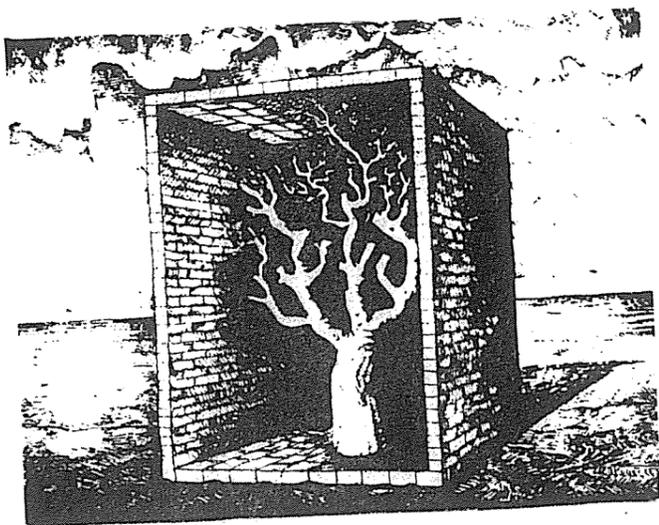
A report by two members of ANU's chemistry department released recently, shows that Canberra is developing a serious air pollution problem. The study shows that in Canberra city the U.S. Government standard and W.H.O. goal (8hr.) for carbon monoxide are exceeded many times a year and that this will worsen 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 the auto/tyre/oil/road building vested interests and the redesign of Canberra for people must begin soon.

from FRANK MULLER, FOE, CANBERRA.



SYDNEY CITY COUNCIL EXPOSED



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 Alberta Centre (approximately 30 stores), bounded by Liverpool Street, Nithsdale Street, Commonwealth Street and Alberta Street; and a further high rise office development of three buildings (approximately 40, 20 and 20 storeys), 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 Alberta Centre: "An environmental impact report has been prepared and is in the appropriate file. This report does not favour the proposal".

Mr. Robert Tickner, Convenor of the FOE Urban Committee said in Sydney today "The exposure 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".

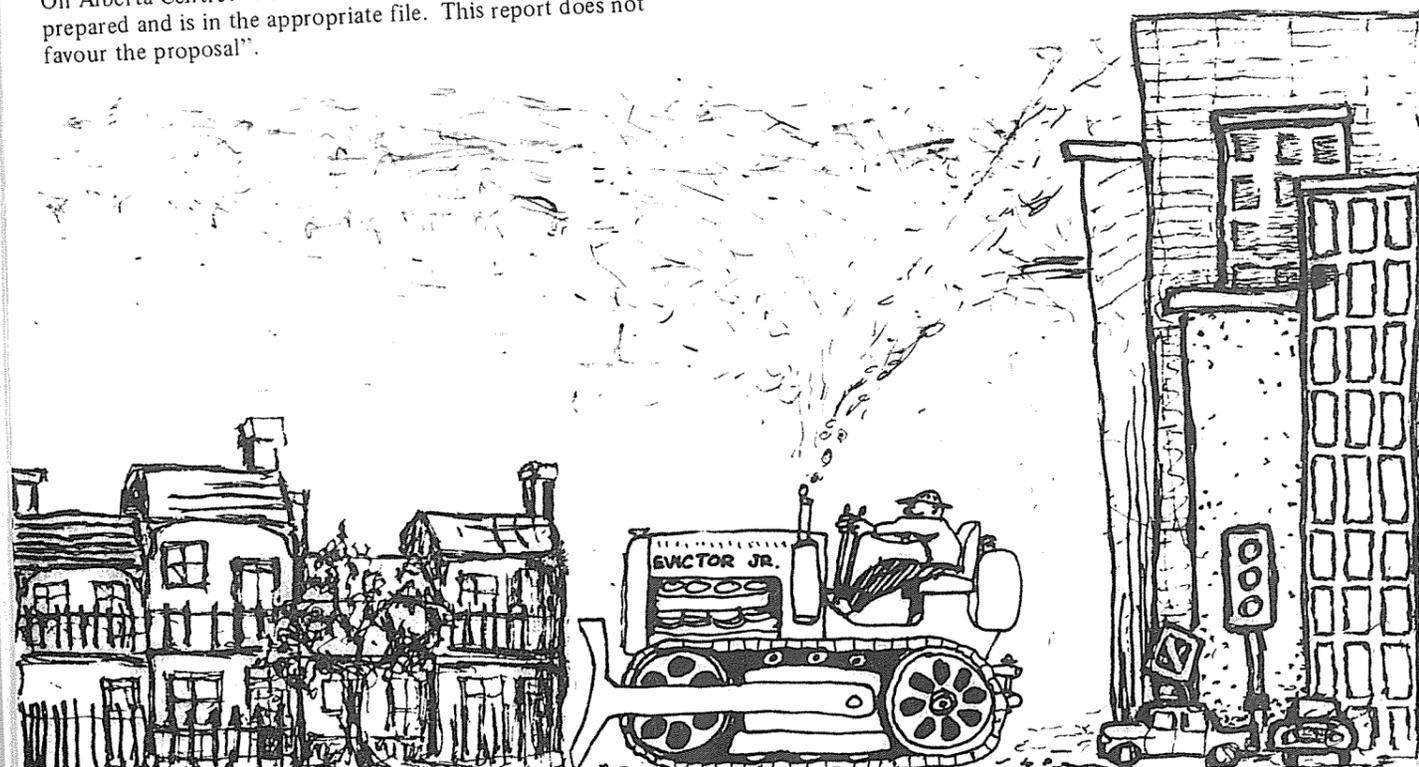
Mr. Tickner said, "Despite the fact that a public fund has been established to improve Martin Plaza, the Civic Reform Alderman have approved the Angel Place Development even though the relevant environmental impact report indicated that as a result of this development 'considerable shadow would be cast 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. Tickner 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



COOK ISLAND CRONIES

Bealmed in the middle of the Pacific and quietly listening to English news I suddenly heard a dog bark. I was about to rush on deck in surprise when the announcer casually apologised for the "ar - noise in the background." This was Cook Island Radio and I thought it was a nice touch. Often you hear roosters crow too.

The place abounds with nice touches. In the one restaurant of the main town dogs sit around you waiting for scraps. One does not wipe the table, but a cat licks it clean. The place is called the "Kai-Inn - Home of Good Food". A motor trader warns "Don't "BEE" stung!" And there is J.I. Brown's enterprises specialising in "Imports, Exports, Bakery, Dancehalls, Cinema, Merchants, etc." Everybody smiles at you in the street. You can buy beautiful avocados for 10 cents! and 20 year old trucks are still running, sometimes better than new ones.

Everything grows here. The climate is ideal. The people are beautiful, healthy, honest, happy. Imagine yourself (I suppose you are a socialist as a reader of this paper, at least being elected to rule over such a place.

That lucky man is Albert Henry, ex-wharf - some say he's a communist. But as they say: You can keep all people happy some of the time and you can keep some people happy all of the time, but you can't keep all people happy all of the time.

People will complain.

If you ever have the chance to become a communist ruler of a South Sea Paradise here is a list of things to avoid, if you want to keep people happy.

Firstly: Don't put all your relatives into the cushy jobs. It sounds bad if several ministries, the radio, the press are run by people with the same surname. And tell them that on an island like this you can't keep news secret. For instance, if a ship sinks in the harbour, that's news on anybodys island, especially here where nothing ever happens. It would be a good idea to report it. Un-initiated visitors will buy the paper and tune into the radio to learn the truth about the event - but it isn't even mentioned. Then they will ask a local for the reason and with a knowing smile they will be informed that the boat belonged to the leader of the opposition - and he does not officially exist. Neither does his boat. Neither apparently do the people that drilled the holes into it. And some nosy visitor (like me) may even dive down to verify the fact that holes have been drilled deliberately.

Secondly: if you should order some necessary equipment, let us say, five small fishing boats, it would be a good idea to confer with local boatbuilders before purchasing the boats overseas, especially if the prices paid are a little steep. People will say that the boats could have been built better and cheaper here and will say that somebody made something on the deal.

Thirdly: Discourage your ministers from using the possessive pronoun in the first person singular, when talking about Government property; as in: "The Ravakai is my boat." To foreigners it causes confusion about ownership.

Also don't display your smug reliance on overseas help which makes it unnecessary to obtain other revenues, such as from the Government slipway. Don't dump one of the permanently out of order 17,000 dollar fishingboats on it and scorn the thousand of dollars that can be made yearly from visiting yachts without any outlay. Even if it means somebody has to lower himself to communicate with popaas, the detestable white-skinned people.

And if a minister wants to express his disapproval about a certain person, tell him to try alternatives before asking the local strongman to rough him up. Local strongmen are only human - they will talk sooner or later. And if you don't want foreigners on your islands, don't waste money printing colourful pamphlets extolling the charms of your country. You can't have tourists without having foreigners.

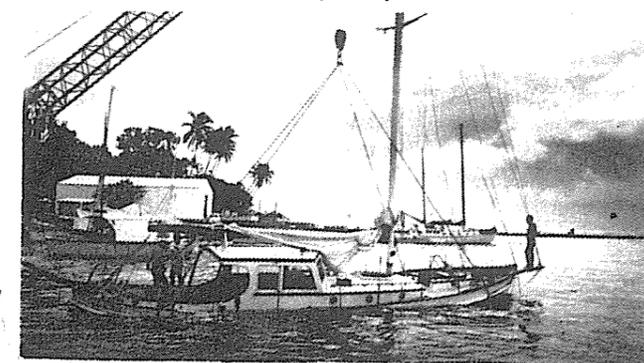
So many "don'ts"! You still want the job?

One of the men who wants the job is Dr. Tom Davis, leader of the opposition Democratic Party - and he has a fair chance of getting it one day. He is a private-enterprise-man, cut Government-control-man. Dyed-in-the-wool-Lefties will have a hard time admitting that private enterprise could have the edge over the present system. If somebody would make money on the slipway, personally, he would operate it. Possibly at outrageous prices - but he would operate it. If Government control was eased over the fruit marketing, product prices would be likely to rise, but it may well make the citrus orchards and banana groves profitable again. Prices paid to producers are so low at the moment that it is often not worth the effort to pick. You certainly can do better simply by going to New Zealand - and that is what about half of the Cook Islanders did already, believe it or not.

But as South Sea Paradises go, one isn't doing so badly. Why do I have to make it my job to find fault? Especially me, who prefers places a little colourful. And an ex-wharf who gets knighted by Her Majesty certainly makes for a colourful country.

By the way, would you let yourself be knighted if you were a communist? No? Ah, that's what you say now.

from Rolf Heinman (La Flor) - Cook Islands.



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

BICYCLIZATION

BICYCLE BOOM

There is a bicycle boom taking place in Australia. Sales for this year are about 300,000 and there has been a twenty per cent increase in bicycle sales since 1971 with an increasing number going to adults each year. This is an on-going trend that needs to be planned for and encouraged as bicycling is a non-polluting form of transportation. This article is about the need for long term planning of bicycle facilities, integrating the bicycle into the rail system and making railway stations far more accessible to people.

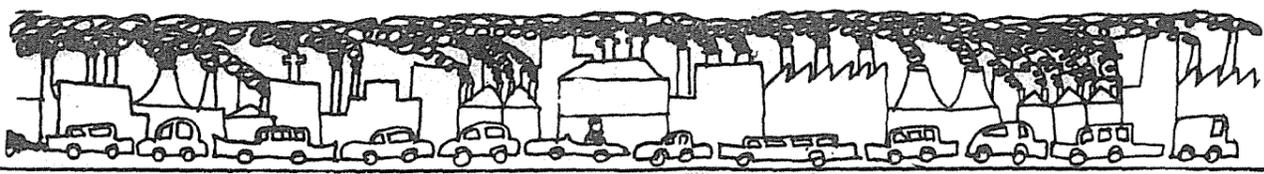
So far hundreds of thousands of dollars have been spent studying how the car can be integrated into the public transport system but not one cent has been spent to show how the bicycle could be so used; despite the fact that in ten years there will probably be more bicycles sold to adults each year than cars. Bicycles make it easy to move around using one's own physical effort and this simple fact should be analysed to see how it could improve the rail system. For the same physical effort a cyclist can go between 4½ times as far as a walker on flat ground and three times as far in a moderately hilly area, if the bicycle has gears. Many people do not use the railways because 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 three reasons. Firstly, many more people would be able to get to the station conveniently as is shown by the map which is based on the assumption that the cyclist will go three times as far as the walker. It was calculated that only about 15% of Melbourne's population are within half a mile or seven and a half minutes walking distance from a station, but over 85% are within seven and a half minutes cycling distance of a railway station (one and a half miles). The other interesting feature about this map is that it shows how few people are beyond twelve minutes cycling distance of a station; if you mentally push out the circular boundaries, half as much again you can easily see this, and many people who live over half a mile from a station would have good access to two railway lines, not just one.

Secondly, many people living between ¼ and ½ mile from a station would be able to get to the station so much more quickly that off-peak use of the railway by commuters would be very much encouraged. Many people who are prepared to walk about ½ mile to catch a regular train to the city would consider too far to walk to go by train for other purposes, however, if they got into the habit of cycling to the station it might be another matter.

Thirdly, the effects of the wide use of bicycles would generate many more passengers during the peak and off-peak hours and so improve the overall efficiency of the railways, turning it into a major growth industry with all the benefits that this implies. This would allow the upgrading of services and the provision of more express lines which in turn would attract more passengers. The railway planners are aware of the large number of people beyond convenient walking distance of a station and they have made limited and highly inadequate plans to cater for them, such as increasing the existing 12,000 car parking spaces to 25,000 in five years, thereby providing for approximately 3,000 new passengers per year which is only one tenth the natural increase in population per year. Meanwhile 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.

CARS DOMINATE

If public transport ever did make a real comeback the number of new passengers would be measured in hundreds and thousands per year and obviously there would not be enough parking space except 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 shopping centre parking spaces were full of commuters' cars and causing great inconvenience. We have to be realistic about cars - they take up far too much space and there is no economic way of providing for them. After all one of the great advantages of the railways is, that apart from being non-polluting, energy conserving and about twenty times safer than cars per mile travelled, they don't need the vast areas of storage space that cars do.

All that the Railways present policy is doing is shifting the car parking problem from the city to the suburban shopping centres and residential streets. It is not solving the problem, just moving it somewhere else. If the public try to use the railways this way in the future then more councils will ban all-day car parking for commuters. To disillusion potential rail users in this way, when many of them are just becoming aware of the problems created by the over use of the car, is just plain irresponsible. Depending on the rack used between ten and sixteen bicycles can be stored in the space of one car and thirty times as many in multi-storey installations. The parking of bicycles is an easily manageable problem.

The car-train combination not only has the parking limitation but it ties up the car at the station, which may be a hassle for the one car family and encourages the expensive and wasteful practice of owning more cars than is necessary. The bike-train combination would need safe and secure storage facilities at stations which can easily and cheaply be 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-proof clothing 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 seems clear that bicycles and trains operating on their own exclusive rights 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 vehicles and not cars.

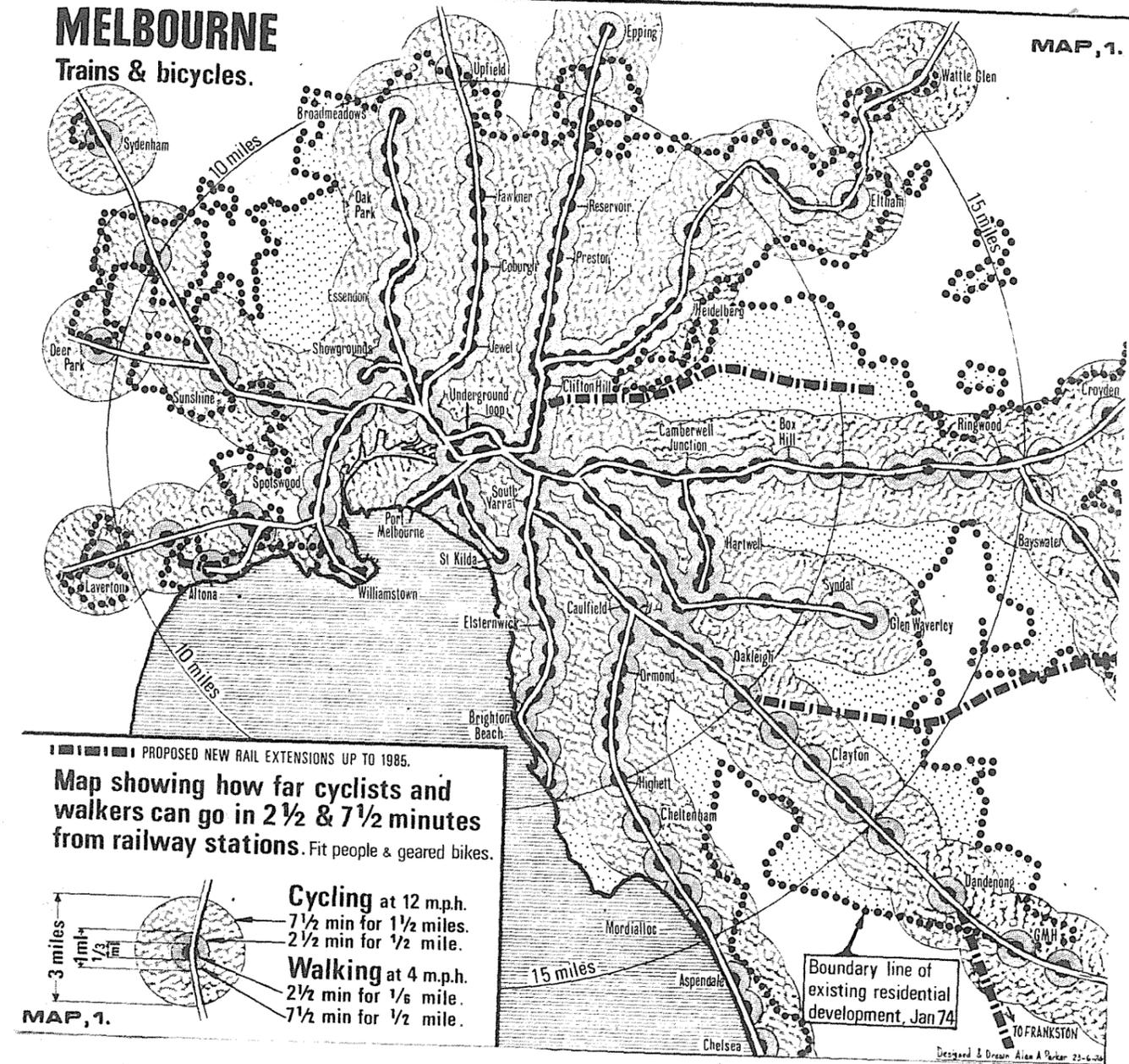
If the private use of bicycles can be creatively planned for and integrated with the public transport system, it should be possible to bring about the withering away of our present state of dependence on the private motor car.

RAIL ACCESS

I'm not trying to suggest that using bicycles as feeders to railway stations is the only solution - merely that from a long term point of view it is very promising and preparatory work can be done now. If the bicycle-train combination can be encouraged for the longer trips we make by car, then it will also promote the use of bicycles for many of the short trips we also make by car. Likewise, the increasing use of the bicycle for recreational purposes will encourage people to use the bicycle for straight commuting and in combination with the train. However facilities for the safe and secure storage of bicycles must be provided and safe routes mapped out to the local stations.

Some people may object to riding a bicycle on arterial roads because of the dangers. This objection can be overcome by finding safe routes through quiet residential streets to the railway station and by walking the bicycle over pedestrian crossings on busy arterial roads. Until such time as the number of adult cyclists are so great that they can form an effective lobby for exclusive bike way

MELBOURNE Trains & bicycles.



medium and long distance commuting will not develop. This is why the most constructive use of bicycles now is in travelling short distances through quiet residential streets to the station and going by rail to the destination, particularly the city.

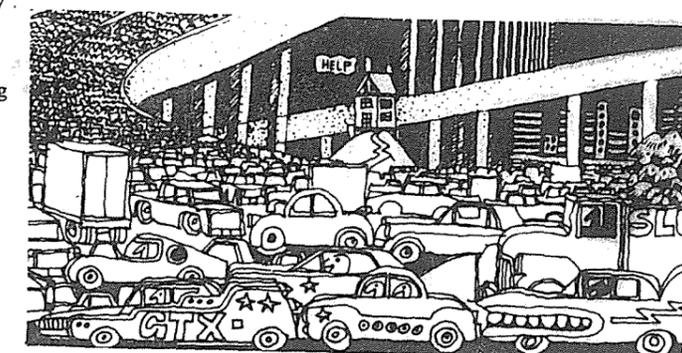
Apart from the provision of storage facilities there is a case for the provision of bicycles for hire at stations and the use of small fold-up bicycles that could be carried on the trains, so that people with an access problem at both ends of their journey could get quickly to their destination.

What is needed for the future is to stop building freeways or any kind of massive road construction and to start work now on a master plan for an integrated public transport network in which a safe system of bicycle routes through residential streets is planned to connect with railway stations, key bus and tram stops, shopping centres, schools and factories.

Victorian railways and the Ministry of Transport need to do their homework about the implications of the bicycle boom; studies should be made of bicycle hiring, hire-purchase, storage facilities and insurance so that the cyclist could use his own or the railway bicycle in conjunction with the train and connecting bus services. This also applies to express bus services that could be created to run on the existing freeways and highways and integrated with the rail system.

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



CONCORDE 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. Newsweek 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 \$55 million plane.

Despite the litany of disasters, the Australian government is suffering a massive dose of cultural cringe and shows every indication of granting supersonic overflight rights and landing rights for triweekly flights. The US Government, faced with substantial public opposition, is insisting that Concorde lands in Newfoundland when regular trans-Atlantic services begin next month.

CONTROVERSIAL PAMPHLET

I see FOE's Concorde Campaign as a story in social ecology. Cultural cringe was just one of the squeaks that were heard when a perturbation in one defined area recoiled through much of the rest of the web of society. The squeak of out-moded libel laws was behind the frantic warning that Jones - Minister for Transport - would sue FOE \$1 million for our pamphlet "BRITISH AIRWAYS IS TAKING AUSTRALIA FOR A RIDE".

MEDIA DISTORTION

The hysterical reaction FOE received from the three family companies that control commercial media was to be expected and almost welcomed when plans are afoot to break their monopoly. On the morning of the demonstration the four daily newspapers all carried full-page ads for the Concorde. Melbourne's once independent Age - now firmly under granny Fairfax's thumb - won the wooden spoon for their immortal editorial urging FOE to unbare our backsides and step out from the toilets and worship with them at the shrine of technological progress.

Other areas of the environment movement failed to give FOE sufficient support. Despite some well-greased palms, squeaks were heard from the axiom that the more you have the more you have to lose when the boat is rocked - the social web perturbed.

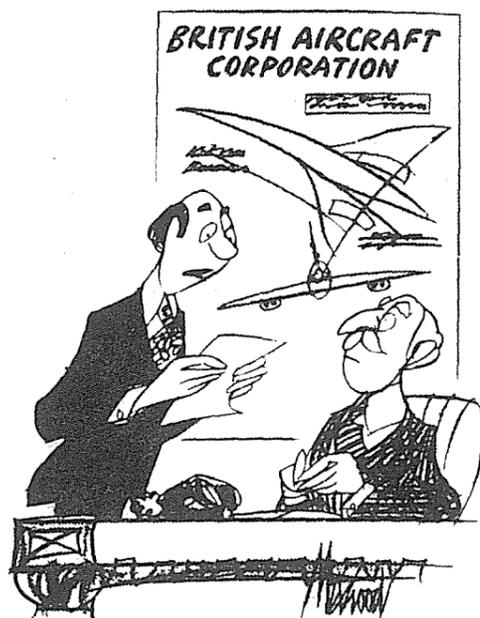
FOE NEEDS ENERGY

The internal operation of FOE wasn't exactly silky smooth either. The campaign was centralised and it too readily offered up a single spokesperson to the media. While it is a necessity that active members consult with the FOE community, the community has a responsibility to amplify enthusiasm and to know that energy is to be prized far above the respectability of the organisation. Middle-class sensibilities still show through. FOE has still to find its identity as a political organisation - to realise that "science" is just a mechanism like a demonstration or access radio, to be employed when the occasion warrants. Our hearts and our minds are telling us that the environment is being destroyed.

CONCORDE E.I.S.?

A public EIS 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 EIS procedure may be of marginal cost-effectiveness. It is the muscle of environmental law in the US EIS procedure which has succeeded in diverting Concorde to Newfoundland.

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



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

The Editor,
"The Age"
MELBOURNE.

Dear Sir,

If the man 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 less-than-vital 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, overbreeding, 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 supplies of 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 have already turned away to concern themselves with more important issues in both material welfare and the quality of life. A colossal financial failure for Concorde would provide the kind of shock to the worlds of industry, commerce, finance and government that is needed to move them to a corresponding awareness of their true present responsibilities.

Yours faithfully,

G. Loftus Hills

COMING F.O.E. EVENTS

1. Friday September 12th 4pm : Bicycle and Uranium Rally City Square.
5pm : Films and Discussion, Nicholas Hall, 148 Lonsdale Street, Melbourne.
2. Tuesday 23rd September - Thursday 25th September
Around the clock VIGIL outside C.R.A. to protest against the mining of Mary Kathleen Uranium.
3. 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

Friends of the Earth (FOE) is an international network of environment 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. FOE is represented at United Nations Environment Program and held its first international meeting in March 1974 to establish FOE International and gain advisory status with UN bodies. Not Man Apart is the international newspaper of FOE, published twice monthly. FOE aims to build a powerful movement to create channels through which the energies of committed people can be applied to environmental problems.

FOE works to use, develop, and change existing laws in order to defend the environment from abuse. FOE supplies many speakers and films to schools, universities and community groups.

Since 1972 FOE in Australia has carried out

FILMS AVAILABLE

Friends of the Earth will provide speakers and two films upon request. The films (16mm) are "Energy: The Nuclear Fission Alternative" (colour, twenty minutes, 1974) and "The Bodily Effects of the Nagasaki-Hiroshima Explosions".

"Mururoa 1973" - A film about the voyage of the protest yacht to Mururoa Atoll during the French nuclear tests in 1973.

research, education, and action on uranium mining and nuclear power, whaling, lead pollution, wood chipping, packaging, bicyclisation, supersonic and public transport, and the problems of energy demand and supply.

In 1974 FOE convened the Greenpeace action against nuclear testing and in 1975 has played a leading part in the campaign to prevent uranium mining and export. Part of this campaign entailed a detailed study of the environmental impact of uranium and nuclear power. FOE also organised the national bicycle ride on Canberra in May 1975.

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 to 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.

REGISTERING 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 _____ CODE _____

TELEPHONE _____

I can actively help FOE by: assisting with publications _____; starting a new group _____
Secretarial _____; Special skills _____.

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.