



Newsletter 1, April 2009

Welcome to the first newsletter of the Jersey Climate Action Network.

Our first couple of months have been focussed on two areas. First there has been quite a bit of housekeeping - getting registered with various official bodies, and setting up a bank account. We have also begun work on a web site. Second there has been activity to raise public awareness of Peak Oil and Climate Change - our stated aim when we set up.

One of the benefits of working as a network is that it doesn't fall to just one or two people to raise all the issues and promote the causes. So while they may not have obviously been promoted as J-CAN pieces, we have had quite a bit of material in the public eye.

We had hoped to make some comments on the States strategic plan published in April. However the whole context of the report seemed so out of kilter with our thinking that Mark blogged a personal piece about it in which he gave an account of various terms in the document - sustainability, peak oil and climate change hardly registered. Deputy Southern commented on this in the States, and later Ben Queree commended him on political astuteness for this in his JEP Column.

We also had further input in that Mark appeared as a witness to the Scrutiny Migration and Population sub-panel. He talked to them about sustainable population,

and the potential impacts of Peak Oil and food security on Jersey in a generation. There was a brief piece on it in the JEP.

Maya Hammarsal is one of founding members and had an article published in the Spring 2009 edition of Jersey Now. In her piece Maya introduced readers to the idea of Peak Oil, and some background and effects of the oil crises the Cuba went through on the fall of the old Soviet Union. She then went on to outline something of the Transition Movement and its grass roots approach, and finished with a list of actions that people could take up locally. Well done Maya!

Our web site is now taking shape. Nigel has very cleverly identified some tools which enable us to run a wiki-like set up. It means the various campaigns, sub-groups and other organisations working with J-CAN can have their own pages, administered and updated by themselves. It may take us a little time to get the content up there, but it will happen. See [j-can.org.je](http://j-can.org.je) We have also set up another e-mail address you can use to contact us - [contact@j-can.org.je](mailto:contact@j-can.org.je)

The Time4Change group invited Mark to give a talk to them on the global recession. This talk looked at various aspects of oil dependency and economic measures. It considered Peak oil, the limitations of GDP as a useful measure of economic activity, and how ecological footprints might be a useful approach to adopt.

Five members of J-CAN attended the AGM of the Jersey One World Group on 26 March at which the short film SISTERS OF THE PLANET was shown. The film features three women in different parts of the developing world and how they are affected by and coping with the impact of climate change. SISTERS OF THE PLANET is available from the Activist Team at OXFAM on 01865 473123

Francis has been doing a lot of work on transport in the Island. Here's some basic info from him on car usage.

Jersey is a small island with a big addiction to cars, with a population of around 90,000 and over 100,000 registered vehicles it's plain to see that we are a car loving island. J-CAN recognises that this is the status quo and we are not all going to get rid of our cars overnight. However there are several small and easy steps we can all take to make our motoring more environmentally friendly by increasing our fuel efficiency, as an added bonus all the tips below will also **save you money** both in the short and long term:

Although we may not be able to see the emissions coming out of the exhaust a vehicle, they are enough to actually weigh in kilos. The following tips and information can help us minimize the impact of our cars on the environment, with the added benefit of saving you money.

#### **Choose a car that meets your needs, while providing the best possible fuel economy**

Selecting which vehicle to purchase is the most important fuel economy decision you'll make. The difference between a large car that gets 20 MPG and one that gets 40 MPG amounts to over £1,500 per year (assuming 15,000 miles of driving annually and a fuel cost of £4.01 / Gallon or 0.90 / L). That's £7,500 extra in fuel costs over five years! Taking this further some of the most fuel efficient cars on the road get more than 60 MPG. To see how the latest cars measure up, check out [www.green-car-guide.com](http://www.green-car-guide.com)

#### **Use sustainable fuel**

If your car has a diesel engine try using bio-fuel made from restaurant cooking oil. It's the only truly green bio-fuel, it's a lot cheaper at 65 pence a litre and almost all diesel engines can take a 50/50 mix with no modification and it's made locally.

#### **Stay streamlined**

The increase in drag caused by leaving your canoe or luggage pod strapped to the roof of your car result in up to an extra 10% fuel consumption. Make sure you leave these items at home when you don't need them.

#### **Keep tyres inflated**

Properly maintained tyres help a vehicle run efficiently and prolong the life of your vehicle's tyres. With proper tire maintenance, the average driver could save the equivalent of two weeks worth of free fuel every year. As well, because tyres will last longer, you could save the cost of one or two sets of tyres over the life of a vehicle.

#### **Go with the flow...**

... of air through your window in preference to turning on the AC. Open your windows instead of turning on the air conditioning, AC uses a lot of energy and makes little difference on short trips or when you are making multiple stops.

#### **Don't idle your car**

Idling for more than 10 seconds uses more fuel than re-starting. If you are going to be making a quick stop or waiting a few minutes to collect someone turn your engine off as long as you are in a safe place to do so.

#### **Maintain your vehicle**

A poorly tuned engine uses up to 15 percent more energy when idling than a well-tuned vehicle. Keeping your vehicle in good condition is a key to fuel efficiency and reduced GHG emissions. Every litre of fuel consumed by a vehicle results in 2.4 kg of carbon dioxide, a greenhouse gas (GHG) that contributes to climate change, being released into the environment. To bring this full circle if you have a car that delivers 35 MPG and you drive around 10,000 miles a year this will result in over 3000 kilos of CO<sub>2</sub> coming out of your exhaust each year. Try to imagine what that would look like in terms of trees instead of invisible gas!

### **Help us campaign**

Inevitably campaigning takes resources and we need to raise funds to be able to have an impact. We have decided to have an annual recommended voluntary subscription for individuals and families. There are also rates for organisations as follows:

Individuals:	£ 6
Student/unwaged	£ 4
OAP	£ 4
Family	£10
Community group	£20
Commercial org.	£50

Francis the treasurer would be delighted to hear from you. Cheques should be sent to the Jersey Climate Action Network, 27 Ocean Apartments, West Mount Road, St Helier JE2 3LP.

### **The big push**

By far the most important event of 2009 will be the Copenhagen meeting in December. You can read about it at <http://en.cop15.dk/>.

The UK has already become the first country to set legally binding emission reduction targets. The target is 34% reduction on 1990's levels by 2020. The longer term targets, not legally binding, are 80% reduction by 2050. Friends of the Earth believe a 42% reduction by 2020 is the minimum we need to avoid very serious long term consequences. That's the level of reduction campaigners hope to see come out of Copenhagen in December. Anything less would be catastrophic.

The conference faces a difficult task. China, a big emitter because it has a quarter of the world's population, and does a huge portion of the world's manufacturing is arguing against mandatory emissions caps for developing countries. They argue, not unreasonably, that the developed countries emit far more per person, and have done so for many years, so they have the moral burden to cut.

Recently commentators have reported that China is seriously considering implementing taxes on greenhouse gas emissions. It shows just how significant this problem is.

In Jersey as far as I can tell we are still using the old 60% reduction target by 2050, putting us behind much of the world in reduction targets. We were fortunate in that changing from our old power station over to importing French nuclear/hydro power enabled us to claim we had made reductions last time round. We have no such easy get out this time. An eighty percent reduction target means real hard action and will require a detailed plan to achieve. But even our recent strategic plan failed to give any evidence of a plan or even a plan to have a plan.

The States latest report on Climate Change in Jersey is called The Turning Point. It can be downloaded from <http://www.gov.je/> or in paper from Planning and Environment Department, South Hill, St Helier and Howard Davis Farm, Trinity. J-CAN has not reviewed it, but indications are the factual content is useful, but it is light on actions and follow up.

### **J-CAN MEETINGS**

We usually hold our meetings on the last Tuesday of the Month, frequently at the Francis Le Sueur Centre at Les Mielles. We have an open meeting approach, and anyone with energy and campaign ideas is welcome.

Organised by the WI there is a forum evening on Women and Environment, also showing the Sisters of Planet film, at Durrell on 5th June, 7.45 p.m. £5 including refreshments.

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