

**The aviation paradox continues - passenger numbers fall,  
airline profits are down, air freight is down -  
and airports are planning to expand**

**The decline side .....**

**Global demand for flights nosedives in  
September - IATA**

Global traffic fell 2.9% last month, the most significant deterioration since 2003, and the SARS fear, according to IATA. Global recession seems to be hitting event the biggest airlines as demand slumps. IATA said the passenger load factor had fallen from 78.8% to 74.8% - showing there is excess capacity. In September traffic fell by 0.5% in Europe and 0.9% in North America. It recently predicted a two-year recession in the industry, with carriers expected to report a combined loss globally of \$9.3bn for 2008-09. 24.10.2008  
The full IATA data are at <http://tinyurl.com/6o3ppx>



**Half year profits plunge at British Airways**

Half-year profits at BA fell 91.6%, with the airline blaming "incredibly difficult trading conditions" for the plunge. However, Willie Walsh was confident BA would make a "small profit" for the financial year, but would reduce its number of flights by about 1% in 2009 in anticipation of less demand from travellers. The reduction includes the suspension of services from Heathrow to Dhaka and Kolkata, and Gatwick to Dublin and Zurich. 8.11.2008

**Passengers down 5% at BAA airports**

BAA's UK airports handled 5% less passengers this September than in 2007, a total of 13.3 million. Year to date, BAA's UK airport traffic shows a decline of 1.4% for the nine months to September with a total of 113.4 million passengers, and a decline of 0.6% for the 12 months to September. The largest drop in September was a 12.6% decrease in European charter traffic, partly as a result of the closure of XL Airways. North Atlantic traffic was down by 6.8% and other long haul routes by 6.0%. European scheduled traffic achieved the best result with a drop of 2.2%. Heathrow's passenger total fell by 3.6% overall, despite a 9.6% increase in North Atlantic traffic. European scheduled traffic at Heathrow was down by 8.1%. Gatwick's North Atlantic traffic was down 44.0% (mainly due to the introduction of the 'Open Skies' Agreement) but European scheduled traffic was up by 8.8%. Stansted's passenger total fell by 4.7% overall, with European scheduled traffic down by 2.9% and domestic by 0.8%. Southampton recorded a drop of 4.0% overall, with European scheduled traffic down 8.6%. And so on ..... <http://www.uk-airport-news.info/heathrow-airport-news-111008b.htm>

**September passenger figures down at a many UK airports**

Compared to September 2007, Exeter is down 5%, Norwich is down 11.4%, (4.5% down across the UK as a whole), 2.2% down at the Isle of Man, 2.9% down at Edinburgh, 4.2% down at Aberdeen, 11% down at Glasgow, and sharp drops at Newcastle and Durham Tees Valley - as well as the 5% BAA airports drop. Details at: [http://www.airportwatch.org.uk/news/detail.php?art\\_id=2297](http://www.airportwatch.org.uk/news/detail.php?art_id=2297)

## Ryanair 6-month profits down 47%

Ryanair's half-year profits slumped by 47% £172 million as a result of fuel costs. The airline's fuel bill in the six months more than doubled from €392.7 million to €788.5 million, with fuel accounting for more than half of total operating costs. But passenger traffic grew by 19% to 32 million in the 6 months to September, as average fares (including bag charges) fell by 4% to an average of €47. They expect full year average fares could fall by almost 12%, although the lower fares could be largely offset by lower fuel costs.

## September - Air freight's worst month since 2001

Bleak forecast for coming months as international volumes slump. Air freight felt its worst decline in September, since the technology bubble burst in 2001, with similar results or more decline expected over the coming months. International volumes were down 7.7% year-on-year, with all regions except the Middle East and Africa reporting negative results, according IATA. European air cargo fell by 6.8% and North American by 6%. Year on year air cargo grew just 0.1% 3.11.2008

## .... and the increase side ....

## Leeds Bradford hopes to expand its terminal

Proposals for a £28m two storey extension of the terminal at Leeds Bradford Airport will be discussed in a series of open meetings before the submission of a planning application to Leeds City Council. The initial expansion proposals are part of a £70m package.

## Prestwick Airport sets out draft master plan

Glasgow Prestwick Airport has published its draft master plan, setting out plans to cope with a doubling of the number of passengers using the airport in the next decade, equipping it to handle 5.7m passengers in 2018 rising to approximately 12m in 2033 - compared to 2,4 million in 2007. It expects there will be a need to upgrade the existing apron and taxiway facilities as the number of flights increases, but the current runway infrastructure will be sufficient. Master Plan can be found at <http://www.gpia.co.uk/masterplan/MasterPlan.pdf> Deadline for comment is 31st Jan 2009.



## Doncaster airport master plan launched - while it contracts

Doncaster airport's owner, Peel, has published its draft master plan. Details are at:

<http://www.robinhoodairport.com/about-us/master-plan.html#introduction>

According to the 250-page document, it hopes to create 18,300 jobs - both direct and indirect - in just over 20 years. Peel want to increase passenger numbers tenfold by 2030 - for forecast annual passenger growth to 6.6 million by 2016 and to 10.8 million by 2030. It also forecasts cargo reaching 60,000 tonnes by 2016 and 120,000 tonnes by 2030 by extending the current terminal and improving public transport, and increase freight. More pie in the sky..... Meanwhile, it reported on 4th November that it is to cut 9 jobs, in order to be better prepared to face the challenges of the current economic crisis. The airport, which is expected to run at a loss until 2010, currently attracts over one million passengers a year and employs just over 1,000 staff. Deadline for comment is 31st Jan 2009.

## And yet another master plan consultation - Manston (Kent International)

The consultation states that they estimate a throughput of up to 6 million passengers and up to 400,000 tonnes freight per year could be achieved at the airport by 2015 and that these figures should not be seen as a ceiling limit on development. In 2007, just 16,000 passengers used the airport, and it moved 28,371 tonnes of freight. The master plan claims "it is not necessary to extend the runway within the Master Plan period unless required by airline operators." The consultation period ends on the 19th of December 2008. Stobart have just put in a bid to buy the airport - result expected very soon. The final version of the plan will be published in early 2009.

A public meeting has been arranged, to discuss the Master Plan, as well as the China Gateway scheme, which is close to the airport, and involves warehousing for Chinese imports. Caroline Lucas MEP will be speaking, as well as John Stewart and Hilary Newport from CPRE Kent. This will be on **Friday 12th December, in Ramsgate, starting at 7.30pm.**

### **Belfast City Airport gets go ahead for an extra 3,000 flights per year**

Northern Ireland environment minister Sammy Wilson has given the go ahead for an extra 3,000 flights per year in and out of George Best Belfast City Airport, up from 45,000 to 48,000. In 2007 the airport had just under 2.2 million passengers. Now an extra 0.5m passengers will be able to use the airport each year. The airport claims it will be subjected to tighter regulations on noise and activity levels. There is local concern that George Best airport is overtaking Belfast International, down the road. The local group opposing expansion is Belfast City Airport Watch <http://www.belfastcityairportwatch.co.uk>

### **Things are hotting up at Bristol International Airport**

In December 2007, Bristol International Airport unsuccessfully applied to build a massive "walkway" more than 4 times as long as the existing terminal under permitted development rights. Now they are applying for an even more arcane judgment called a Certificate of Lawful Proposed Use or Development which would allow them to build the walkway without council enforcement action, and without going through the proper planning permission process or evaluating environmental impacts. The application is to be decided at a meeting of North Somerset Council next **Wednesday 12th November at 6pm at the council house in Weston super Mare.** SBAE would appreciate as many people as possible coming to be part of the audience to show the strength of concern.

### **SaxonAir Announce Norwich Airport Development**

SaxonAir has announced that it is to construct a £1 million business aviation centre and hangar at Norwich Airport. The airport see the executive jet and business aviation market as one which is set to grow over coming years, particularly with the 2012 Olympics in mind. 13.10.2008

## **News on Heathrow and Stansted .....**

### **Government plans to steamroller Stansted runway Inquiry**

The expansion intended for Stansted is the UK's biggest ever airport planning application. If approved, it would make Stansted bigger than today's Heathrow and in fact bigger than any other airport in Europe today. Plans to steamroller through the Public Inquiry into BAA's application for a second Stansted runway - starting in April 2009 - in just 6 months have been condemned by Stop Stansted Expansion (SSE). The sheer scale and complexity of the forthcoming Public Inquiry has been grossly underestimated.

The Government wants the speed, so the inquiry is completed in record time to prevent the Conservatives cancelling the project if they win the next general election. The intention was to run parallel sessions examining different subjects in different Inquiry rooms at the same time. This 'twin track' approach would severely compromise the community's ability to participate fully in the Inquiry because it would stretch resources beyond the limit. It would be impossible for opponents to conduct a fair and proper examination of BAA's plans by effectively excluding community representation by SSE and parish councils who intend to play a leading role.

### **Inspector agrees to think again at the Pre-Inquiry meeting on 10th November**

At the well attended Stansted Pre-Inquiry Meeting, which took place on November 10th, SSE cited the 4 years it had taken for the Heathrow T5 Inquiry which had fewer issues to consider and the 6 months taken for the London City Airport Inquiry examining whether it should be allowed to expand to 700,000 passengers a year. It was inconceivable that a planning application for almost 100 times that throughput could be dealt with in the same space of time. The Inspector agreed to take account of all the views expressed and to re-consider the proposed timetable and arrangements for the Inquiry. He insisted that he attached great importance to the Inquiry being conducted fairly. Many members of the public who spoke at the meeting also expressed strong and passionate views that the Inquiry had to consider the issue of climate change,

More on the SSE website at <http://www.stopstanstedexpansion.com/> If you can help the campaign in any way, info is on <http://www.stopstanstedexpansion.com/whatyoucando.html>

## **50 Labour MPs oppose Heathrow runway (121 MPs in total have signed EDM 2344 by 10th November)**

A growing number of Labour MPs have urged ministers to rethink their plans for a 3rd runway at Heathrow. MPs from all parties have signed a Commons motion urging the government to look at "alternative solutions" to take into account noise and air pollution. The Tories and Lib Dems oppose a 3rd runway and so far 50 Labour MPs are among the 121 who have signed the motion

## **Ministers agree to Heathrow debate - Tuesday 11th November**

Ministers have bowed to growing pressure from MPs and have agreed to a government-led debate on Tuesday on plans to expand Heathrow with the addition of a 3rd runway and 6th terminal. A group of rebel Labour MPs have joined forces with Conservative and Liberal Democrat leaders to express opposition to the government's support for the project. Gordon Brown has been warned by senior ministers that approving a 3rd runway at Heathrow could wreck the government's green credentials and undermine efforts to combat climate change - an 80% cut by 2050. The prime minister is facing a revolt from the cabinet and senior MPs. Among the critics is Harriet Harman, who fears residents angry at the increased noise and congestion could eject a clutch of Labour MPs in west London at the next election. Geoff Hoon, the Transport Secretary, will use the full-scale Commons debate to send the clearest signal yet that the Government will give the go-ahead to the expansion of Heathrow within weeks.

Ministers are determined to face down Labour rebels, seeing how many have signed the EDM against a third runway. The Government also want to expose the different views held by the Conservatives, whose official policy is against a new runway, though there is internal dissent. There will be a small protest outside Parliament at 5pm on 11th November - anyone who would like to attend is very welcome - wear a red T-shirt if you have one. (More details below).

## **Tories warn they will not honour decisions over Heathrow or Stansted expansion**

The Conservative party told BAA to abandon a £160m planning application for a 2nd runway at Stansted airport after warning that the project would be scrapped by a Tory government. Theresa Villiers also warned any firm considering working on the proposed 3rd runway at Heathrow to be "very, very careful" about signing contracts. The Tories have pledged to replace a new runway at Heathrow with a high-speed rail link. Villiers reiterated opposition to a third runway at Heathrow, saying that the Tories were "determined" to stop it. "We will not consider ourselves bound by any decision taken by this government. We will stop a third runway". She said the £15.7bn high-speed rail link would reduce demand for domestic flights. "By freeing up slots, we will make Heathrow less overcrowded."

## **Government accused of delaying EU pollution cuts to allow Heathrow expansion**

Ministers are planning to water down EU pollution curbs in order to allow Heathrow to expand. Official Whitehall papers show civil servants are working to delay for 5 years a Brussels air quality directive due to come into force in 2010 - specifically to avoid harming the airport's growth. The documents, obtained under FoI reveal that EU rules on levels of NO2 would pose a 'risk' to plans to increase flights at Heathrow. 16.10.2008

## **Some recent campaigning activities across the country .....**

### **Climate Rush on Parliament demands "Deeds not Words" on climate change**

Demanding deeds not words from the government, 500 Climate Rushers gathered in Parliament Square to celebrate 100 years to the day since the Suffragettes rushed parliament demanding votes for women. One of the speakers, Caroline Lucas, leader of the Green Party, said it was a time for action not words. "We are here to do



everything we can within the law and possibly without the law to peacefully prevent our descent into climate chaos," After sharing tea and cake on the lawn of Parliament Square, men and women dressed in Edwardian garb became a little less civilised, and the doors of to Parliament were locked as climate activists rushed the main entrance. Although no one got in, the sounds of protesters striking the doors were clearly audible from the inside. 13.10.2008

## Stop Bristol Airport Expansion (SBAE) is gearing up for the campaign

Bristol Airport is expected to apply for planning permission this autumn, maybe very soon. The application is expected to include considerable extra car parking, extension of the terminal, two large walkways with integral lounges, and many other changes. They are now aiming for *10 million passengers by 2016*, (currently about 5.9 million) whereas the Government only expected 10-12 million by 2030. SBAE are preparing to campaign strongly against expansion, and would like as many as possible to get involved. <http://www.stopbia.com>

SBAE recently drew attention to Bristol airport's expansion plans now meaning that other local industries will pay more for the airport's free ride unless the airport curbs its growth. The airport's anticipated growth is entirely inconsistent with the recent - and welcome - Government decision to go for the 80% CO2 reduction target, and that emissions from international aviation and shipping will be taken into account in the UK's Climate Change Bill. This growth would mean the rich fly at the expense of the poor.

## Airport expansion activists target Scottish First Minister in Edinburgh



At 4am on 16th October, on SNP conference day, residents from Clydebank, Paisley, Kirkliston and Cramond peacefully set up a stereo and blasted aeroplane noise through the entrance of the First Minister's Alex Salmond's private residence. For half an hour about ten residents surrounded the building dressed in bright pyjamas, night caps, clutching teddybears, and wearing ear defenders to demonstrate the dangerous levels of noise pollution endured by their families and communities. This protest 'dawn chorus' highlighted the experience of living in the shadow of a growing airport. It's aim was to stress that the First Minister can't ignore the effects of airport expansion. The noise was at 110 decibels - equivalent to a jumbo jet taking off. Some of the placards read 'have a taste of your own medicine'.

## Scottish airport expansion campaigners take to the streets on opening day of new Glasgow £32 million "skyhub"

Residents living under flight paths joined forces with climate groups, AirportWatch Scotland and Plane Stupid Scotland to take part in street carnival as BAA open the "Skyhub" extension of Glasgow Airport. At the opening of the biggest development at Glasgow airport since 1994, residents from the surrounding communities set off "climate alarms" attached to helium balloons, with "Give BAA an ASBO" written on them - in the streets of Paisley.

The action comes just weeks before the Scottish Parliament is set to debate 'National Planning Framework 2' (NPF2) which proposes the most radical overhaul over the Scottish Planning System in 60 years. It could accelerate plans to expand both Glasgow and Edinburgh airports. The Skyhub forms part of those expansion plans. 30.10.2008



## **Carlisle campaigners oppose Andrew Tinkler's new plans for Carlisle Airport**

Fresh proposals to redevelop Carlisle Airport have been tabled with Carlisle City Council. The application is for the erection of a freight storage and distribution facility including chilled cross dock facility and other infrastructure works. The local community group, (South Lakeland Action on Climate Change - SLACC - <http://www.slacc.org.uk>) say that of note is the fact that, although the airport is planning to resurface the runway, do a new passenger terminal and increase flights etc, they do not need planning permission for this, so it is not in the application for the freight storage and distribution facility. However, for the planned expansion of flights and terminal to go ahead they need to move their freight distribution service there, so the key will be in objecting to this. To see how to comment on the application, see the SLACC website, and their suggested, pro-forma letter. The suggested letter is at <http://www.slacc.org.uk/CarlisleObjection.doc> Submitted 15.10.2008

Stobart shelved an earlier £35m scheme for a new runway, hangars, terminal, offices and warehousing after it was called in for a public inquiry. His latest proposals are less ambitious. The main building will be 30% smaller and there are no plans to replace the runway, which will be improved.

## **Residents oppose Cardiff airport access road**

Angry residents campaigning against plans to build an access road to Cardiff Airport mounted a protest in Barry yesterday. The Welsh Assembly Government has asked for the public's view on 3 options for a road to the airport. Many Vale residents do not want a new road at all. An anti-access road action group - NEVAR (No Ely Valley Airport Road) - held a demonstration outside the Civic Offices, saying there was no need for an access road. 3.10.2008

## **New fears over Suffolk air traffic**

Campaigners fighting a 2nd runway at Stansted have claimed closer scrutiny of the plan reveals there could be a major impact on the peaceful Suffolk countryside. Campaigners and the Suffolk Preservation Society have joined forces to call for the plans to be shelved. People in the Lavenham and Newmarket areas particularly have voiced concerns. They say the county's tranquility would be "severely" shattered. 24.9.2008

## **Other news .....**

### **EU votes to limit airlines' emissions**

EU governments gave formal approval to the system of capping greenhouse gases from any airline flying into or out of the trade bloc - just as the airline industry reported new evidence of its business being hit by a worsening economy. EU justice ministers approved the greenhouse gas measures, which oblige airlines, regardless of nationality, landing or taking off from any EU airport to join the ETS from Jan 1st 2012. The aim is to tackle aviation's small but fast-growing contribution to climate change, helping the Union to achieve its agreed long-term target of slashing total CO2 emissions by 20% by 2020.

It came as IATA reported global airline-passenger traffic fell 2.9%, and air freight fell 7.7%, in September, compared with a year earlier. 24.10.2008

## **Change Bill to include aviation and shipping - guarded optimism?**

The Aviation Environment Federation comments: The Climate Change Bill passed its 3rd reading in the House of Commons on 28th October. Following the announcement that the government would be accepting in full the interim advice of the Committee on Climate Change, the vote (463 votes in favour to 3 against) backed many key goals for environmental campaigners, with amendments such as a target of 80% emissions reductions by 2050 instead of the original 60%, statutory requirements for British companies to report their emissions, and a stated commitment from the Government to make measurable year-on-year progress towards achieving its targets. Campaigners had also been pushing for emissions from international aviation and shipping to be included in the bill. The government finally agreed to include aviation and shipping in an ambitious push to cut greenhouse gas emissions. Ministers said they would give "due regard" to projected emissions from the two industries - which produce about 7.5% of the UK's total CO2 emissions - when setting budgets for carbon reduction in the future.

This adds a new clause to the bill placing a duty on the Committee on Climate Change to advise the Secretary of State on the consequences of treating UK emissions from international aviation and shipping as though they were covered by the bill. A further amendment to Clause 11 requires both the Secretary of State and the Committee on Climate Change to 'take into account' predicted emissions from international aviation and

shipping when setting the future budgets. These amendments are in line with the controversial advice given by the Committee on Climate Change that aviation and shipping emissions be included in the national 80% target for 2050, but not in the 5-yearly budgets that will ensure its delivery.

Nothing in the bill ensures that international aviation will be included in the UK's carbon budgets. This means there will be no requirement for aviation to reduce its emissions; they merely need to be reported. Other industries will be tasked with making up for any increase in aviation emissions, thus threatening the achievement of the UK's emissions reduction targets.

The Climate Change Bill has gone from a position of explicitly excluding international aviation emissions to one of requiring the Government to at least take account of them and, by 2013, to either include them in the budgets or issue an explanation of why they have been unable to do so. We continue to believe, however, that for genuine, effective action on climate change, international aviation must be included in UK carbon budgets and that the government must be open to revising plans to expand UK airports in order to deliver the carbon reductions necessary.

For the full AEF comment, see <http://www.aef.org.uk/?p=287>

### **John Stewart - Chairman of AirportWatch - tops the Independent on Sunday's list of Britain's top 100 environmentalists**

Britain's most successful transport campaigner - and Chairman of AirportWatch and of HACAN - has come top of the first comprehensive list of the country's most effective greens, compiled by the IoS. John Stewart soundly beat far more high-profile figures – from Jonathon Porritt to Zac Goldsmith, from Sir David Attenborough to Prince Charles – to take the honour. All AirportWatch members join in offering John congratulations on this tremendous and well deserved recognition. 12.10.2008

### **UK companies urge steps to head off global 'oil crunch'**

The risk to the UK from falling oil production in coming years is greater than the threat posed by terrorism, according to a report from an industry taskforce released on 30th October. The report from the Peak Oil group warned that the problem of declining availability of oil will hit the UK earlier than generally expected - possibly within the next five years - as producer countries start to scale down the pumping of dwindling supplies. Timetables vary, but the taskforce of eight companies, including Stagecoach, Virgin and Scottish & Southern Energy, is predicting the end of cheap and easy oil supplies as early as 2012. Report - 44 pages - at <http://peakoil.solarcentury.com/wp-content/uploads/2008/10/oil-report-final.pdf>

## **Upcoming actions, dates and events .....**

### ***Four events in the Heathrow campaign leading up to the Government's decision***

#### **(1). Small protest outside Parliament - to coincide with the Heathrow debate in Parliament on Tuesday 11th November**

There will be a small protest, **at 5pm**, opposite the Houses of Parliament - to coincide with the debate on Heathrow expansion. It's not a Flash Mob, but you know how colourful you look if you go anywhere in your red t-shirt! It is not the decision about Heathrow expansion. That is expected in December. This debate has been prompted by the fact that 50 Labour MPs have signed an Early Day Motion opposing expansion at Heathrow. It is an important debate. A group of us – councillors, campaigners, concerned individuals – will be gathering. The event will be peaceful and legal. **It would be great if you could join us!**

#### **(2) Evening Event: World Development Movement presents “Framing Injustice”**

**Monday 17th November** 7pm - 9pm. At Old Chiswick Film Theatre, George IV pub, 185 Chiswick High Street, W4 2DR (5 mins from Turnham Green station) ***Heathrow & Kingsnorth: Local issues with global significance***

Join WDM for a thought-provoking evening of short films, on climate change and trade injustice. Speakers include Benedict Southworth (Director of WDM) and John Stewart (HACAN ClearSkies). Films include 'Stop Kingsnorth' & 'The Trade Dictator'. Find out how to take action with local WDM groups in London To book your free place email [register@wdm.org.uk](mailto:register@wdm.org.uk) or call 020 7820 4900 [www.wdm.org.uk](http://www.wdm.org.uk)

### (3). Stunt: "Are you listening, Gordon? Say NO to ALL expansion at Heathrow"

**Saturday 29th November.** 11.00 – 11.30am, at Lampton Park, Lampton Road, Hounslow

- **NO** to a 3rd runway - **NO** to a 6th terminal - **NO** to busier runways and all day noise

A number of people will be wearing Gordon Brown masks and big ears, with a tape of aircraft noise playing in the background. This is probably our last chance, before the Government decision, to persuade Gordon Brown to listen to us (thus the idea of the ears!)

### (4). Flash mob: On the first Saturday after the Government decision on Heathrow

A Stop Airport Expansion Flash Mob will take place on midday (on the dot!), if all expansion plans are not dropped, in the Departures section of Terminal 5. **Red t-shirts** desirable but not essential! We will be unveiling our t-shirts at 12 noon (on the dot!) in the departures section of Terminal 5. It will only last a few minutes but will be an immediate chance to demonstrate our feelings if expansion is given the go-ahead. The flashmob will be an immediate chance to demonstrate our feelings if expansion is given the go-ahead - and show that opposition to expansion is not over for the Government by any stretch of the imagination.

**Be ready to come!** Details at: <http://www.stopairportexpansion.org>

## National Climate March 2008 - Sat 6th December in London - 12 noon

**March on Parliament to demand that the government acts on climate now !**

Part of a global day of climate protest. **The march this year goes to Parliament Square to demand that the government act now on climate.** The march will start at Speakers Corner, Hyde Park - assemble 12 noon. Bike ride commences 10.30am at Lincoln's Inn Fields to join the start of the march at Grosvenor Square.

The March on Parliament has 4 main themes -

- 1) **NO to a 3rd runway at Heathrow** and the runaway expansion in aviation expansion.
- 2) **NO to new coal** - no new coal-fired power stations as planned at eg, Kingsnorth in Kent
- 3) **NO to the expansion of agrofuels** - with negative impacts on forests, the climate and world food supply.
- 4) **YES to a renewable energy revolution** and green jobs - a "Green new Deal"

Come with your own banners, costumes etc on an aviation theme (if you fancy !) and join up with thousands of others. Organised by Campaign Against Climate Change. Details [www.campaigncc.org](http://www.campaigncc.org)

### Email Hazel Blears on the planning bill



The Better Planning coalition (Planning Disaster, by its former name) would like as many people as possible to take part in their email action. You can send an email - adding your own words if you wish - to Hazel Blears, Sec of State for Communities and Local Government.

The proposed new planning legislation will make it easier for major infrastructure, such as power stations, waste incinerators and airport runways to be built near where you live, withough your say. There will also be no legal duty for these major infrastructure projects to consider the impact on climate change. This raises serious concerns about how the UK will meet national and international obligations on carbon reductions.

The letter is on the Planning Disaster website at: <http://www.planningdisaster.co.uk>