

# FRIENDS OF THE EARTH

NEWS MAGAZINE

WWW.FOE.ORG | VOLUME 37, NUMBER 1 | SPRING 2007



# Fuel for Thought

# Shifting the Momentum

## LAST FALL THE INTERNATIONAL

Friends of the Earth Network voted to prioritize global warming as the number one issue the organization will tackle in the coming years. Over the past year, public awareness of the issue has skyrocketed. At Friends of the Earth we helped sponsor the climate change film "The Great Warming," which ran in theatres just prior to last November's elections. The film has become a key global warming educational tool for Friends of the Earth and has expanded our partnerships with human rights, environmental and religious groups. Copies of the DVD can be ordered from our website.

In addition to our educational outreach on global warming, we are working furiously to respond to the surging interest in biofuels. We have developed a global biofuels database, which compares biofuels based on the source – for instance, palm oil or sugar cane for biodiesel and corn or switchgrass for ethanol – and examines their impacts, such as land use or greenhouse gas emissions. In his last State of the Union Address, President Bush announced his goal of replacing 35 billion gallons of the United States' fossil fuel consumption with biofuels by the year 2017. But the bottom line is that not all biofuels are created equal. If we attempt to meet this goal using mainly corn ethanol, as is the current trend, we will end up with an equally unsustainable fuel addiction without making much of an impact on global warming.



photo credit: Lisa Matthes

Brent Blackwelder, President

Meanwhile we continue to hear from some economists that meeting the carbon dioxide emissions reductions laid out in the Kyoto Protocol would ruin the economy. Yet California's per capita electricity use is a mere 50 to 60 percent of the national average – and the state still manages to maintain economic growth and keep utility companies happy. If the rest of the nation were as energy efficient as California, utilities might be considering which power plants to close down rather than seeking to build 150 new coal-burning power plants.

For the past six years environmental groups have been playing defense, trying to keep Congress from weakening major laws protecting our air, land and water. Now we are taking the offensive. Congress is feeling the repercussions of last November's elections – voters are demanding action on global warming, cronyism and wasteful government spending. The

House of Representatives has already approved legislation to cut \$14 billion in subsidies to oil companies and use those savings to support clean, renewable energy. Friends of the Earth took the lead on this key bill, which, if it becomes law, would be our biggest Green Scissors victory ever.

Just this past January, the Supreme Court handed Friends of the Earth its second clean water victory in a decade. The Washington, D.C. Water & Sewer Authority petitioned the U.S. Supreme Court to overturn the D.C. Court of Appeals ruling requiring the Environmental Protection Agency to set daily pollution caps for the Anacostia River. But the U.S. Supreme Court refused to hear the appeal, ruling in favor of Friends of the Earth and common sense.

Thanks to efforts by our California office, the Environmental Protection Agency has updated its new-car fuel economy tests to reflect real-world driving conditions. Previous testing did not resemble actual driving conditions and consumers relying on this inaccurate fuel economy data were shocked when they ended up spending more than anticipated at the gas pump. This is a huge victory for Friends of the Earth as well as American consumers.

We anticipate more victories in the coming months. Please remember to renew your membership for 2007.

*Brent Blackwelder*

Fuel for Thought.....	4	Daily Means Daily: A Victory for Our Anacostia River .....	16
One Step Closer to a Clean Energy Future.....	9	We Don't Inherit this Earth From Our Parents... We Borrow It From Our Children .....	16
Campaign News.....	10	Connected by Slender Threads.....	17
EPA Up to Speed on Fuel Economy Labeling...	12	Being Bold in Boulder .....	18
Washing out the Green.....	14	Youth Movement.....	18
Peru Puts Mahogany on the Chopping Block.....	15	Tom Chapin .....	19
With Great Thanks.....	15	Annual Meeting .....	20



Friends of the Earth (ISSN: 1054-1829) is published quarterly by Friends of the Earth, 1717 Massachusetts Ave., NW, Suite 600, Washington, DC 20036-2008, phone 202-783-7400, fax 202-783-0444, e-mail: foef@foe.org, website: www.foe.org. Annual membership dues are \$25, which include a subscription to Friends of the Earth. The words "Friends of the Earth" and the FoE logo are exclusive trademarks of Friends of the Earth, all rights reserved. Requests to reprint articles should be submitted to Lisa Matthes at lmatthes@foe.org. Periodicals postage paid at Washington, DC.

**Our Mission: Friends of the Earth defends the environment and champions a healthy and just world.**

**Board of Directors**

Dan Gabel, Chair; Arlie Schardt, Vice Chair; Harriett Crosby, Secretary; David Zwick, Treasurer; Whitey Bluestein; Jayni Chase; Clarence Ditlow; Michael Herz; Marika Holmgren; Douglas Legum; Russell Long; Garrett Loube; Patricia Matthews; Avis Ogilvy Moore; Charles Moore; Edwardo Lao Rhodes; Doria Steedman; Rick Taketa.

**Staff**

Brent Blackwelder, President  
Norman Dean, Executive Director  
Elizabeth Bast, International Policy Analyst  
Nick Berning, Press Secretary  
Michelle Chan-Fishel, Senior International Policy Analyst  
Hugh Cheatham, Chief Financial Officer  
Danielle Fugere, Regional Program Director  
Josh Hilgart, Field Director  
David Hirsch, Program Director  
Kate Horner, Program Associate  
Ian Illuminato, Health & Environment Campaigner  
Roxanne Lawson, International Policy Campaigner  
Marsha Mather-Thrift, Director of Development & West Coast Operations  
Lisa Matthes, Executive Assistant/Publications Editor  
Kate McMahon, Research Assistant/Receptionist  
Chris Pabon, Director of Foundation Relations & Planned Gifts Manager  
Colin Peppard, Transportation Policy Coordinator  
Amy Phelan, Executive Assistant to the Executive Director  
Erich Pica, Director of Domestic Programs  
Teri Shore, Clean Vessels Campaign Director  
Erica Staatterman, Executive/Research Assistant  
Peter Stocker, Donor Services Manager  
David Waskow, Director, International Program  
Chris Weiss, Director of D.C. Environmental Network  
Sara Zdeb, Legislative Director

**Publications Staff**

Lisa Matthes, Editor  
Design by JML Design

**Consultants/Advisors**

Shems Dunkiel Kassel & Saunders PLLC  
John W. Jensen  
Dorothee Krahn

**Member Groups**

Argentina, Australia, Austria, Bangladesh, Belgium, Belgium (Flanders), Bolivia, Brazil, Bulgaria, Cameroon, Canada, Chile, Colombia, Costa Rica, Croatia, Curacao, Cyprus, Czech Republic, Denmark, El Salvador, England-Wales, Northern Ireland, Estonia, Finland, France, Georgia, Germany, Ghana, Grenada, Guatemala, Haiti, Honduras, Hungary, Indonesia, Ireland, Italy, Japan, Korea, Latvia, Lithuania, Luxembourg, Macedonia, Malaysia, Mali, Malta, Mauritius, Nepal, Netherlands, New Zealand, Nicaragua, Nigeria, Norway, Palestine, Papua New Guinea, Paraguay, Peru, Philippines, Poland, Scotland, Sierra Leone, Slovakia, South Africa, Spain, Sri Lanka, Swaziland, Sweden, Switzerland, Togo, Tunisia, Ukraine, United States, Uruguay.



Friends of the Earth International

**Affiliates**

Africa: Earthlife Africa; Australia: Mineral Policy Institute; Australia: Rainforest Information Centre; Brazil: Amigos da Terra Amazonia - Amazônia Brasileira; Brazil: Grupo de Trabalho Amazonico; Canada: Blue Planet Project; Czech Republic: CEE Bankwatch; Japan: Peace Boat; Middle East: Friends of the Earth Middle East; Netherlands: Action for Solidarity, Equality, Environment and Development Europe; Netherlands: Stichting De Noordzee (North Sea Foundation); Netherlands: Corporate Europe Observatory; Netherlands: Wise Europe; United States: Corpwatch; United States: International Rivers Network; United States: Rainforest Action Network

Friends of the Earth is printed with soy ink on 100% recycled paper, 30% post-consumer content. Bleached without chlorine.



Earth Share giving campaigns allow you to designate a donation to Friends of the Earth. Federal employees can donate through the Combined Federal Campaign by marking #0908 on their pledge forms. To set up an Earth Share campaign at your workplace, contact Rosemary Greenaway at 202-222-0722.

# Fuel for Thought

The biofuels quick fix  
that may warrant  
a second look

By Kate McMahon

**WHEN PRESIDENT BUSH** acknowledged our nation's oil addiction in his 2006 State of the Union address, he also offered a solution to our problem. He proposed turning to biofuels – fuels made from plants – as a replacement for our gasoline gluttony.

Soon after, General Motors launched its “Live Green, Go Yellow” campaign promoting cars that can run on E85, a mix of gasoline and corn-based ethanol fuel. Over the past year and a half, the oil, agriculture and automobile industries each came forward with their own biofuels strategy, promising an answer to the challenge posed by limited oil resources.

At first glance, biofuels are enticing. They are a renewable energy source, unlike other natural resources such as oil, gas, coal and nuclear. Also unlike oil, biofuels are biodegradable and if spilled, they do relatively little harm to the environment.

But biofuels come with a significant set of downsides. While biofuels will undoubtedly be part of a broader solution for future energy needs,

**While biofuels will undoubtedly be part of a broader solution for future energy needs, not all biofuels are created equal.**

not all biofuels are created equal. The biofuel commonly seen today as the solution to our oil addiction is ethanol, primarily produced from monoculture crops such as corn and sugar. Other monoculture crops such as soybeans and palm oil are used to make biodiesel.

How these biofuels are produced – from the fields where the crops are grown to the factories where they are processed – will make all the difference in the world. Any large scale agricultural production will have serious ecological impacts, including pesticide contamination, fertilizer

runoff, water shortages, soil erosion, biodiversity loss and more.

Meanwhile, the increasing scale of biofuels production will likely place mounting pressure on sensitive lands worldwide as rainforests and other vulnerable ecosystems are clear-cut and converted for biofuel production. And, depending on how they are produced, biofuels also have the potential to increase the greenhouse gases that contribute to global warming.

This year, President Bush renewed his commitment to biofuels by mandating the production of 35 billion gallons of alternative fuels per year by 2017, which would replace approximately 15 percent of our gasoline use. If implemented without taking great care, this initiative could send us racing headlong into what could become an equally unsustainable fuel addiction.

## Global Warming Pollution

At the forefront of the debate over biofuels is the purported benefit of decreasing greenhouse gas emissions (GHGs), such as carbon dioxide,



that are responsible for global warming. Unfortunately, many bio-fuels do not reduce greenhouse gas emissions by much and in some cases emissions are actually greater than from fossil fuels.

The entire chain of production, from the pollution caused by growing, converting and transporting the biofuel to the emissions from running a car on biofuels, affects the emission rate of biofuels.

By burning fossil fuels, such as coal or natural gas, on the farm or in processing facilities, the production of biofuels can expend as much energy as the new fuel provides.

As a result, depending on the production process and the type of crop used to make a particular kind of biofuel, biofuels often do not reduce global warming pollution. For example, a recent estimate for corn ethanol identified a 13 percent reduction in greenhouse gas emissions when processing facilities use gas, but absolutely no reduction when the facilities are coal-fired.

*(continued on page 6)*

## What are Biofuels?

There are many different types of biofuels and it can get pretty confusing when talking about them. Here are some quick definitions of biofuels.

**Ethanol** is the main replacement for gasoline, used mostly in cars and lightweight trucks. Ethanol falls into two categories: “traditional” and cellulosic.

- “Traditional” ethanol comes from plants that are inherently starchy and/or sugary, such as corn grain and sugar. The sugar is then fermented into alcohol for fuel.
- Cellulosic ethanol can be produced from essentially any plant or organic material; however, the plant’s cellulose must be chemically broken down, turning complex carbohydrates into simple sugars. The sugar is then fermented into alcohol for fuel.

**Biodiesel** and straight vegetable oil (SVO) are both replacements for diesel fuel, used in automobiles, heavyweight trucks, trains, and other freight vehicles. Both biodiesel and SVO come from crops that produce oil, such as beans, seeds and nuts.

- Biodiesel is made from straight vegetable oil and converted through a process called transesterification. Transesterification removes the thick glycerin from the straight vegetable oil, thus modifying the fuel so that normal diesel engines will accept it.
- SVO does not require modification to be used as fuel, but it is too thick to be used in normal diesel engines. As a result, engines must be modified to accept the SVO. Diesel engines can often be mechanically converted to accept the SVO.

Greenhouse gases sometimes come from sources that are not so obvious. For example, as a farmer plows the land, greenhouse gases are released from the soil into the atmosphere.

Furthermore, as land is cleared for farm use to grow biofuels feedstock the greenhouse gases stored in trees and ecosystems are released.

That is the case in Southeast Asia, where palm oil plantations for biodiesel have caused massive deforestation and destruction of peatlands. Palm oil, which is being imported for biodiesel use in the United States, seemed promising when production began because it required so much less energy to produce than it creates. But the increased greenhouse gases that come from the deforestation and burning of peat cancel out any positive energy benefits.

This is further proof that not all biofuels are created equal when it comes to greenhouse gas emissions.

## Land Use & Soil Degradation

Attempting to replace our gasoline use with biofuels could lead to significant increases in large-scale agricultural farming in order to meet



the demand for biofuel inputs. The latest data from Natural Resources Conservation Service estimates there are 368 million acres of designated cropland in the United States – 20 percent of all our land. To grow enough corn for fuel to meet the demand for displacing 35 billion gallons of gasoline with biofuels would require almost 30 percent of all U.S. agricultural land at current yields.

Large-scale, intensive land cultivation causes the erosion of topsoil, which in turn decreases the productivity of the soil and sends sedimentation in waterways downstream. If President Bush's vision

for ethanol production was realized, 2.1 trillion pounds of soil would be lost annually.

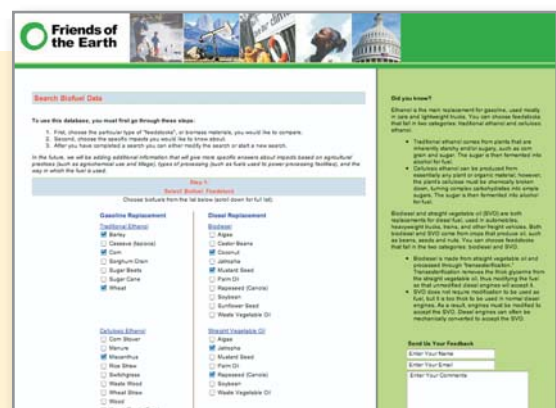
Faced with land shortages brought on by poor land use practices and soil degradation and erosion here at home, we will turn to other countries that produce biofuel crops to meet our biofuel needs. This will place an ecological strain on the countries that supply us with biofuel inputs. In Brazil, biologically diverse ecosystems such as the *cerrado* savanna are threatened due to the expanding market for ethanol made from sugarcane. As mentioned

## Global Biofuels Database

### How do you know which type of biofuel is best?

Different biofuel crops have varying impacts, such as overtaxing water supplies, air and water pollution, soil degradation and erosion, uncontrolled genetic modification of crops and energy efficiency.

Each feedstock used to produce ethanol has different positive and negative attributes. To address the need for greater understanding of biofuels impacts, Friends of the Earth has developed the Global Biofuels Database, an online database that enables users to compare the environmental and social impacts of a wide range of transport biofuels. Please visit the database at [www.foe.org/globalbiofuelsdatabase](http://www.foe.org/globalbiofuelsdatabase) in order to learn more about the environmental impacts of different types of biofuels.



above, palm oil plantations for biodiesel are causing widespread deforestation and biodiversity loss of the Borneo rainforest of Malaysia and Indonesia.

## Water Usage And Pollution

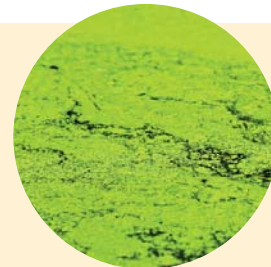
Across the country and around the globe, we are facing water shortages that threaten to reduce global food supply and the availability of clean drinking water. Increased biofuels production will have an enormous impact on water use. Each gallon of corn ethanol produced requires approximately four gallons of water in the agricultural and production process. It would take almost 140 billion gallons of water to meet the president's goal of replacing our gasoline needs with biofuels – enough water to fill over 212,000 Olympic swimming pools.

The water problem is magnified when you take into account the water pollution from agricultural runoff. Increased agricultural production of biofuels will lead to an increase in the use of agricultural pesticides, as well as fertilizers that include nitrogen, phosphorus and potassium. Replacing 35 billion gal-

## Fuel from Pond Scum?

**That's right!** Algae is one of the highest yielding biofuel feedstocks available. Algae can be grown in power plant exhaust stacks and clean the emissions so that 40 percent less CO<sub>2</sub> and 86 percent less nitrous oxide are released into the atmosphere. Algae needs practically no environmentally harmful inputs – little more than water and sun – and can be grown in saline water.

The algae oil, once extracted from the plant, can then either be converted into biodiesel or used in cars converted to accept straight vegetable oil. The remaining dried remnants can be used to make ethanol as well. One study suggests that a 1,000 megawatt power plant could produce more than 40 million gallons of biodiesel and 50 million gallons of ethanol a year with a 2000 acre “farm” of algae-filled tubes nearby.



lons of our gasoline by 2017 with corn ethanol will annually cause 6 billion pounds of nitrogen fertilizer runoff into waterways. When these fertilizers are washed away from fields by rain and irrigation, they create algae blooms in bodies of water, lowering oxygen levels in the water and often killing species and harming biodiversity.

Some biofuel crops are not as harmful. Soybean production for biodiesel requires significantly less nitrogen fertilizer because legumes keep nitrogen in the soil.

## Genetic Modification

Genetically modified organisms, or GMOs, are species that have been genetically altered in order to heighten yields and increase resiliency to disease and pests. Our unquenchable thirst for fuel will most likely lead to a push for genetic modification of biofuels crops in order to bring about higher yields. The consequences of releasing genetically modified biofuels plants into the ecosystem are largely unknown.

Already in the United States genetically modified, pest-resistant Bt corn is used widely in biofuels production. In Brazil, genetically modified “Roundup Ready” soybeans make up 60 percent of Brazil's soybean harvest.

## Possible Solutions

As the threat of climate change looms larger on the horizon, human ingenuity is reaching new heights in the spheres of energy and transportation fuels. It is obvious that old fossil fuel technology is no longer a viable option, considering its limited availability and ecological costs. And

*(continued on page 8)*



while the allure of biofuels is capturing the minds of policy makers, it is clear that certain biofuels could have profound environmental and health repercussions if production goes forward without careful planning and a bit of skepticism.

However, there is hope for the future. New types of ethanol – often called cellulosic ethanol – can be made from switchgrass and other plants in ways that are more environmentally beneficial than other biofuels. More importantly, when comparing it with “traditional” ethanol, producing cellulosic ethanol could be less environmentally harmful.

Based on estimates for large-scale production, switchgrass is much more energy efficient and requires less fertilizer and pesticide use, would create up to 90 percent fewer greenhouse gas emissions compared to gasoline, and would require 27 percent of all agricultural land to achieve the president’s goal of replacing 35 billion gallons of our gasoline with biofuels by 2017.

Although murmurs of cellulosic ethanol are beginning to turn into real conversations, these “next gen-

## We are not just addicted to oil; we are addicted to cheap and easy forms of transportation.

eration” biofuels are still a number of years away from commercial viability and will not replace any significant portion of our gasoline supply for at least a decade. Until there are financial incentives to grow sustainable cellulosic crops, such as switchgrass, widespread production will not be realized for some time.

Meanwhile, production of corn ethanol continues to move forward quickly, while imports of biofuels from Brazil and Southeast Asia increase steadily. As a result, the immediate environmental and social challenges from biofuels are

mounting rapidly. Safeguards need to be placed on greenhouse gas emissions, pesticide and fertilizer use, water use and other concerns if biofuels are to be a positive, rather than an environmentally harmful, force in our energy future.

We should strive for local production and use of biofuels, which will make them more energy efficient and environmentally friendly by reducing the need to transport them. Already, local biodiesel initiatives are becoming more and more prevalent. There are also several small scale collectives that are sprouting up around the country, gathering used frying grease in order to make biodiesel or to use the straight waste vegetable oil in vehicles with converted engines. Farmers are producing their own biodiesel for tractors. Others are growing algae in backyard ponds for biodiesel and straight vegetable oil.

These innovative biofuel initiatives are beginning to address the most basic principle at hand: we must change the way we think about transportation fuels. But ultimately, the real challenge is reducing our use of fuels altogether. Wasteful and unsustainable use of fossil fuels must not be replaced with wasteful and unsustainable use of biofuels.

We are not just addicted to oil; we are addicted to cheap and easy forms of transportation. As part of our rehabilitation, we must demand transportation policies that prioritize public transportation and promote new energy efficient vehicle technologies, strict fuel efficiency standards and reductions in vehicle miles traveled. The potential for biofuels is limited and they can only play a small part in a broader solution to oil dependency. ○

### Straight Vegetable Oil

Straight vegetable oil (SVO) can be used as fuel in converted diesel engines. Alternative car mechanic shops are starting up across the country in order to convert engines to run off of SVO. While SVO is too viscous to use in a normal engine, alternative car mechanics have developed technology to heat the vegetable oil before using it so that it won’t gum up the engine.

Using SVO is currently illegal according to the Clean Air Act because it is not certified by the Environmental Protection Agency. However, there has not been one arrest for illegally using SVO as a fuel. Many people who have converted their cars to run off of SVO use filtered waste vegetable oil from restaurant fryers. Due to limited waste oil sources, this is clearly not the answer to fill our fuel demand, but it is an important step in changing the way we think about fuel.



# One Step Closer to a Clean Energy Future

By Sara Zdeb

## What a difference a year makes.

Last year, Congress debated proposals to open pristine coastal areas to offshore drilling and to relax environmental restrictions on oil refineries. Those proposals embodied Congress' approach to energy policy for the past several years: drill more, weaken environmental laws and provide giveaways to the same oil and gas companies who were earning record profits.

One year later, Congress is off to a dramatically different start. As part of the first 100 hours of legislative activity, the House of Representatives – under the new leadership of Speaker Nancy Pelosi (D-Calif.) – passed the CLEAN Energy Act of 2007, a bill that repealed \$14 billion in handouts to Big Oil and invested the money in clean energy.

The House vote set us on a path toward a clean energy future. But much more remains to be done and Congress must now commit to a bold new energy policy: one that combats global warming, reduces our dependence on fossil fuels and protects the health and environment of communities at home and around the world. Judging by the House leadership's creation of a new committee on global warming and the flurry of hearings and activity on global warming, it's clear that Congress agrees – and now, it's time for them to act.

Among the clean energy solutions Congress must champion is a renewable portfolio standard, a requirement that more of the electricity we use come from clean, renewable sources. Congressmen Tom Udall (D-N.M.) and Todd Platts (R-Pa.) recently introduced legislation requiring that 20 percent



of electricity be generated from renewable sources by the year 2020; Congress should take immediate action on this bill. Congress should also take up legislation that would slow, stop and reverse global warming by imposing a mandatory cap on global warming pollution.

In addition, Congress must look beyond these obvious steps and toward a critical tool that can be employed in the fight against global warming – the federal tax code. For nearly 100 years, oil, gas and coal companies have been on the receiving end of billions in tax breaks that have funded the production and burning of fossil fuels. Oil and gas companies alone currently benefit from more than \$16 billion in tax breaks, despite recording more than \$100 billion in profits last year.

Tax breaks that increase global warming pollution while lining the pockets of well-heeled fossil fuel industries are impossible to justify, and Congress must eliminate them. But that's only the first step. There are other, more subtle tax incentives that encourage the energy use that fuels global warming. For example,

the federal mortgage interest deduction for first homes allows home buyers to deduct interest from the first \$1 million of the cost of their home. This deduction can subsidize the purchase of oversized homes with oversized energy needs. Even automobiles – particularly gas-guzzling sport utility vehicles (SUVs) and light trucks – get special treatment. While the tax code includes a “gas guzzler” tax that penalizes auto companies for making inefficient vehicles, a glaring loophole exempts SUVs and other light trucks.

Eliminating tax breaks that fuel global warming will generate billions in revenue that Congress can invest in clean energy solutions. Congress must create new incentives for energy efficiency and renewable energy, and renew existing ones – such as the tax credit that supports production of energy from wind power and other renewable sources. Congress should also give serious consideration to a carbon tax.

This agenda is nothing if not ambitious. But thanks to the recent sea change in congressional leadership, it's also possible. ○

# Campaign News



## Hybrid Marine Power Making Waves Across the Globe

The world's first and, at present, only hybrid solar-wind ferry – the Solar Sailor – has been carrying people across Sydney Harbor for more than five years. The 149-passenger ferry has wings that harness the wind to sail and, when the wind dies down, draws on solar panels to drive its electric motor. Only when these two renewable sources of energy are unavailable does the ferry rely on back-up generators that burn propane gas. Using wind and solar power means these ferries are not only cleaner than conventional vessels, but also quieter. Hybrid ferries boast zero water pollution and zero emissions when docked. After years of work, Friends of the Earth finally convinced a ferry operator to build the first hybrid ferry in the U.S. to take visitors to Alcatraz Island in San Francisco Bay. Clean vessels campaign director Teri Shore recently rode the original Solar Sailor in Sydney and met its inventor and owner, Dr. Robert Dane. In light of the high the cost of fossil fuels and the need to clean up air pollution in the maritime sector – one of the last major unregulated polluters, along with airplanes and locomotives –

Shore and Dr. Dane predict that dirtier diesel ferries will be replaced with clean, renewable vessels like the Solar Sailor around the world. To learn more, visit <http://www.bluewater-network.org>, <http://www.ktvu.com/global-warming/9382539/detail.html> and <http://www.solarsailor.com.au>



## Protecting Marine Sanctuaries from Pollution

California's coastline is home to vast marine sanctuaries that stretch from San Francisco's Golden Gate all the way to Monterey Bay and Big Sur – areas recognized for their beauty and biological diversity. These National Marine Sanctuaries are at risk from cruise ships dumping sewage and dirty wastewater. However, as a result of Friends of the Earth's advocacy and public outcry, such discharges may soon be illegal. Sanctuary managers have proposed new regulations that would prohibit cruise ships from dumping harmful wastes into sanctuary waters as early as this summer. Personal watercraft such as jetskis will also be banned from all sanctuary waters. These measures will protect sea otters, whales, pelicans and other seabirds, kelp beds and beaches from

harm while allowing cruise ships to continue to sail through the Monterey Bay, Gulf of the Farallones and Cordell Banks National Marine Sanctuaries. To learn more, visit [http://www.bluewater-network.org/campaign\\_ss\\_cruises.shtml](http://www.bluewater-network.org/campaign_ss_cruises.shtml).

## Love for Liberia

This year, Valentine's Day was celebrated a bit early – and with a twist. Environmental, debt cancellation and African-interested activists marked the holiday by sending over 10,000 handmade hearts to U.S. Treasury Secretary Henry Paulson. But these Valentines were unusual; they didn't express messages of love for Secretary Paulson, but rather conveyed passionate requests for cancellation of Liberia's odious debt.

After almost 30 years of dictatorship and two civil wars, Liberia continues to face numerous challenges. Massive debt burden severely restricts the country's capacity to combat impoverishment and support its Environmental Protection Agency (EPA). With proper funding, Liberia's EPA could develop and enforce regulations to hold multinational corporations, like Firestone Rubber Plantation, accountable for environmental negligence.

On February 6 – one week ahead of the Liberia Partners Forum in Washington, D.C. – advocates, concerned that Liberia would be forced to liquidate its forests to pay off its debt, phoned Secretary Paulson, urging the Bush administration to make good on its promise of debt cancellation.

The next day, Friends of the Earth, along with the Jubilee USA Network, Institute for Policy Studies, National

Council of Churches and AfricaAction, met with Secretary Paulson's staff to deliver the hearts and press for immediate debt cancellation for Liberia.

For more information on Firestone, visit <http://www.stopfirestone.org/index.shtml>



## Seventh World Social Forum Examines Chinese Investment in Africa

In late January, over 40,000 environmental and social justice activists from around the world gathered in Nairobi, Kenya, for the 7th World Social Forum (WSF). The WSF initially began in 2001 as a grassroots count-

er-summit to the elite World Economic Forum in Davos, Switzerland, where heads of state and corporate CEOs have traditionally met to discuss issues of globalization.

Friends of the Earth-U.S. sent Roxanne Lawson, its new Africa-focused international policy campaigner, to join a Friends of the Earth International delegation at the 2007 WSF. The Friends of the Earth International delegation, which numbered 23-strong, led and participated in activist strategy sessions on resource extraction and environmental degradation.

The Forum is always a space where liberal issues take center stage. But this year the principal topics were not the international debt crisis, the HIV-AIDS pandemic or the U.S. occupation of Iraq. Rather, the growing relationship between China and Africa was one of the issues that took center stage.

China's current foreign policy toward the African Continent is focused on securing natural

resources for China's growth. Just prior to the WSF, Beijing unveiled a glittering trade and aid plan designed to cement its "strategic partnership" with the Africa Continent. This plan, and the past two years of concentrated Chinese investment on the African Continent, set the framework for many of the WSF's workshops and events. Conversations were candid, with strong sentiments coming from African and Chinese civil society as well as from U.S. labor right activists and European NGOs.

To further the debate, Friends of the Earth-U.S. helped launch a new book, "African Perspectives on China in Africa," which Friends of the Earth helped write. The growing role of Chinese and international corporations in Africa will be an important part of Friends of the Earth's work in the upcoming year.

For a preview of the book and how to order, visit <http://www.fahamu.org/pzbook.php>. ○

### United States Postal Service Statement of Ownership, Management and Circulation

1. Publication Title: Friends of the Earth Newsmagazine 2. Publication Number: 0882-300 3. Filing Date: 9/28/2006 4. Issue Frequency: Quarterly 5. Number of Issues Published Annually: 4 6. Annual Subscription Price: \$25 7. Complete Mailing Address of Known Office of Publication: Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 Contact Person: Lisa Matthes Telephone: 202-783-7400 8. Complete Mailing Address of Headquarters or General Business Office of Publisher: Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 9. Full Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor: Publisher: Friends of the Earth Editor/Managing Editor: Lisa Matthes, Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 Editor: Lisa Matthes, Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 Managing Editor: Lisa Matthes, Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 10. Owner: Friends of the Earth, 1717 Massachusetts Ave. NW #600, Washington, DC 20036 11. Known Bondholders, Mortgages, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities: None 12. Tax Status: Has Not Changed During Preceding 12 Months 13. Publication Title: Friends of the Earth Newsmagazine 14. Issue Date for Circulation Data Below: August 2006

15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net Press run)		18,500	18,500
b. Paid and/or Requested Circulation	(1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541.	17,195	17,738
	(2) Paid In-County Subscriptions Stated on Form 3541		
	(3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution		
	(4) Other Classes Mailed Through the USPS		
c. Total Paid and/or Requested Circulation		17,195	17,738
d. Free Distribution by Mail	(1) Outside-County as Stated on Form 3541	150	100
	(2) In-County as Stated on Form 3541		
	(3) Other Classes Mailed Through the USPS		
e. Free Distribution Outside the Mail		200	200
f. Total Free Distribution		350	300
g. Total Distribution		17,545	18,038
h. Copies no Distributed		955	462
i. Total		18,500	18,500
j. Percent Paid and/or Requested Circulation		98%	98%

16. Publication of Statement of Ownership: Publication required. Will be printed in the Volume 36, No. 4 issue of this publication.

17. Signature and Title of Editor, Publisher, Business Manager, or Owner

*Lisa Matthes* Editor | 9/28/06

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

# EPA Up to Speed on Fuel Economy Labeling

By Danielle Fugere

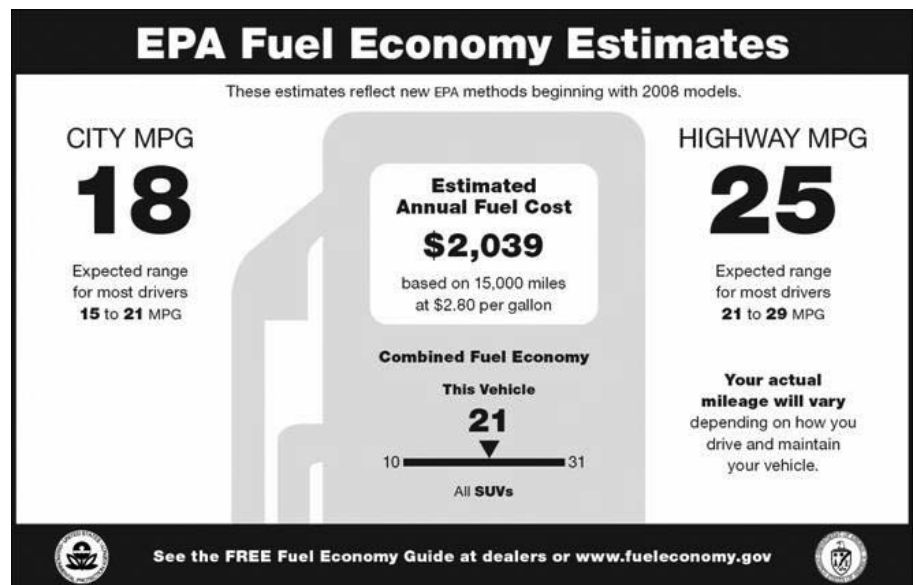
## DRIVING IN AMERICA HAS CHANGED.

Our cars are bigger, heavier and more powerful. Air conditioning is often a standard item. Highway speeds have increased and aggressive drivers seem to be more common. All of these changes impact the fuel economy our cars achieve.

Unfortunately, one of the standards on which consumers base their new-car purchases – fuel economy stickers on new cars – has not mirrored these changes. The Environmental Protection Agency (EPA) fuel economy tests that establish new-car fuel mileage information are twenty years out of date. The tests assume average highway speeds of 45 mph and assume that drivers never exceed 60 mph. The tests also assume that drivers do not accelerate rapidly; do not use air conditioning or heaters; and do not drive up or down hills, carry passengers, or encounter adverse conditions such as poor roads or wind resistance.

The unsettling result is that new-car fuel economy labels have been greatly overstating the true fuel economy of new cars. Consumer Reports found that EPA's fuel mileage values were overestimated by as much as 40 to 50 percent for some vehicle models in city driving.

Recognizing the gulf between fact and fiction in new-car stickers, Friends of the Earth's Bluewater team took action. In June 2002, Bluewater submitted a petition to EPA asking it to revise its testing methodology to make fuel mileage stickers on new cars more accurate. Bluewater's petition reflected the frustration of millions of consumers



The new fuel mileage sticker is more user-friendly and puts annual fuel mileage costs for a new vehicle front and center.

who found out the hard way that the fuel mileage stickers were wrong. This dissatisfaction was evident in the overwhelming response to EPA's request for public comment on the petition – more than 30,000 comments were submitted, the vast majority of them supporting Bluewater's request to fix the inaccurate fuel mileage labels. The petition was also supported by other environmental, public health, consumer groups and media, including

AAA, Consumer Reports, Edmunds and USA Today.

In December 2006, our efforts paid off. EPA announced new testing methods that would reflect real-world driving conditions significantly affecting fuel economy – including high speed/rapid acceleration driving, use of air conditioning, and cold temperature operation. Another important change EPA will make is to require many of the largest SUVs and vans – such as the Hummer,

## What the New Label Means When You Buy a Car

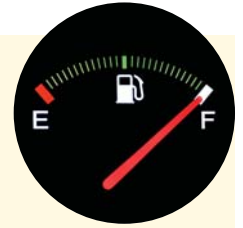
Starting in the 2008 model year, city label estimates will be reduced for most vehicles by approximately 10 to 20 percent from today's values, depending on the vehicle, but as much as 30 percent for some models. Estimates for highway mpg will generally drop 5 to 15 percent, and as much as 25 percent for some models. Hybrid vehicle estimates will decrease by 20 to 30 percent for city driving, and 10 to 20 percent for highway driving. As an example, the average city/highway fuel mileage of today's Prius design is expected to fall from 60/51 mpg to 44/44 by 2011, with other high-mileage hybrids such as the Honda Civic expected to drop dramatically as well.

Chevy Suburban, Chevy Avalanche and GMC Yukon – which were not previously required to display fuel mileage labels to now carry them. Finally, EPA has revised the fuel economy labels, making them easier to read and more useful as a comparison tool. The changes will begin taking effect in 2008.

The benefits of accurate fuel economy labels are great. Many car buyers use fuel economy data to help make their purchase decisions, especially with today's escalating gas prices. Relying on inaccurate fuel economy stickers, consumers can end up paying upwards of \$500 a year more on gasoline than they expected when making their purchases. Given that there are hundreds of millions of cars on the road, Americans were spending tens of billions of dollars a year on unanticipated fuel costs. More accurate stickers may also cause buyers to gravitate towards higher mileage vehicles, collectively decreasing our dependence on oil and helping to reduce greenhouse gas pollution.

## Tips To Increase Fuel Efficiency

- 1 Avoid the three characteristics of aggressive driving:** Speeding, quick acceleration and rapid braking all reduce fuel economy.
- 2 Remove excess weight:** An extra 100 pounds in your vehicle can reduce your miles per gallon as much as two percent.
- 3 Perform routine maintenance:** Keeping your car tuned, checking and replacing air filters on a regular basis, keeping the tires properly inflated and using the recommended grade of motor oil will increase mileage.
- 4 Avoid idling in parking lots and driveways:** The EPA city test includes idling, but excessive idling can decrease fuel efficiency.
- 5 Combine several errands into one trip:** Several short trips taken from a cold start can use twice as much fuel as a longer, multipurpose trip covering the same distance when the engine is warm.



## What's Next?

Having successfully convinced EPA to update its new-car fuel economy stickers, Friends of the Earth can now turn its attention to the inaccurate tests measuring automakers' compliance with national fuel economy standards. During the oil shortages of the 1970s, Congress passed a law requiring automakers to meet minimum fleet-wide miles per gallon

(mpg) standards for vehicles sold in the U.S. But, like the tests used for new-car stickers, the government's fuel economy tests are wildly inaccurate, failing to take real-world driving conditions into account. The result is that automakers are allowed to greatly exaggerate their fleet-wide fuel economy while actually falling far below the nation's already lax 27.5 mpg standard for cars and the 21.7 mpg standard for light trucks.

Automakers' failure to achieve even the minimal federal fuel economy standards set in the 1970s hurts consumers, who are forced to pay for more gas than they would if fuel economy standards were being met. It also harms our environment, our national economy and our national security – we import far more oil than we would if automakers were meeting federal standards. In fact, we could reduce oil imports by two million barrels per day if auto companies were forced to use accurate fuel mileage tests, according to an analysis by the Environmental Working Group. ○



# Washing out the Green: Wal-Mart's Dedication to Environmental Devastation

By Kate McMahon

**GREEN WASHING** – a term used to describe the business practice of putting a positive public image on environmentally unsound practices – has done little to clean up Wal-Mart's political alliances with anti-environment candidates. Wal-Mart has been promoting itself as an organization undergoing significant greening, boasting sustainability objectives such as running on 100 percent renewable energy, creating zero waste and selling products that sustain resources and the environment.

In a 2005 speech, Wal-Mart's CEO, Lee Scott, remarked that, "as one of the largest companies in our world, with an expanding global presence, environmental problems are our problems."

And to Wal-Mart's credit, last January the retailer added its support to an initiative by ten companies – including BP, DuPont, Florida Power & Light, General Electric and others – for a joint policy proposal aimed at reducing global warming emissions. Most significantly, the companies called for a mandatory cap on global warming pollution, a stance that puts them out in front of decision-makers such as President Bush.

But even as Wal-Mart rolls out its stance on global warming, the company continues to give millions of dollars in political contributions to candidates who oppose environmental protection. Wal-Mart's campaign dollars are supporting an anti-environmental agenda far different than

the company's new public relations campaign would have Americans believe.

For example, during the 2006 electoral cycle, the Wal-Mart PAC, which is the third largest corporate political action committee in the U.S. and the largest PAC in the retail industry, supported 33 members of Congress who scored at the absolute bottom – zero percent – on the League of Conservation Voters' (LCV) National Environmental Scorecard for the most recent Congress. The LCV's Scorecard is a widely accepted measure of where members of Congress stand on issues including energy, global warming and clean water protections. Two-thirds of Wal-Mart's contributions went to members of Congress who scored under 50 percent on the LCV scorecard. And during that same period, Wal-Mart contributed to only one member of Congress who scored 100 percent on the LCV scorecard.

On votes specifically related to global warming, which Wal-Mart has repeatedly said is an important issue for them, we found that Wal-Mart PAC contributed to 187 members of Congress who voted against improving fuel efficiency standards for cars and light trucks. Fuel efficiency standards are considered a critical tool for reducing global warming pollution.

And despite Wal-Mart's supposed commitment to renewable energy,



Wal-Mart contributed to 206 members of Congress who voted for the 2005 Energy Bill in the 109th Congress. This legislation is considered one of the most harmful anti-environmental pieces of legislation in the past decade. Not only did the bill fail to include meaningful solutions to our energy and global warming problems, it turned back the clock by weakening environmental laws and giving away billions in tax breaks and subsidies to oil, gas and coal companies.

Wal-Mart can't hide the fact that the company's campaign dollars are undermining the call to action on climate change that they claim to support. If we are to successfully take on global warming, we need companies like Wal-Mart to match their rhetoric with action and end political contributions to candidates whose votes stand in the way of progress.

The full report on Wal-Mart PAC's contributions is available on the Friends of the Earth website at <http://www.foe.org/new/releases/january2007/walmartcontributions012007.html>. ○

# Peru Puts Mahogany on the Chopping Block

By David Waskow

**PERU IS HOME TO SOME** of the world's richest biodiversity, including more than 25,000 species of plants, 2,000 species of fish, 1,736 species of birds and 460 species of mammals. Many of these species only exist in Peru's Amazon rainforest.

One of Peru's greatest natural riches is bigleaf mahogany, an endangered and highly valuable tree species that is being logged to extinction in the Peruvian Amazon. Peru is the world's largest exporter of mahogany.

Because of the high market price mahogany commands, the harvest of mahogany also subsidizes the logging of other timber species, destroying habitat for species like the jaguar, the long-haired spider monkey and the blue-headed macaw. Erosion from the widespread logging degrades the rivers and streams that crisscross the Amazon basin and serve as habitat for, among other species, the giant river otter. Other animals such as lowland tapir and the giant armadillo are further threatened from hunting by loggers.

In addition to the impacts on Peru's rainforest, the harvesting of mahogany often brings with it egregious labor rights violations. Logging is frequently carried out by forced laborers from indigenous communities who are indentured in logging

camp. The International Labor Organization, in a 2005 report on forced labor in the mahogany industry, estimated that there are as many as 30,000 workers who are in forced labor conditions, many accompanied by their families. Indigenous leaders have also received death threats from loggers for refusing to sign timber contracts.

The destructive logging and trade of mahogany is taking place despite international environmental standards with which Peru is supposed to comply. Mahogany is protected under an international environmental agreement, the Convention on International Trade in Endangered Species (CITES), to which both the United States and Peru belong. CITES, which came into being in 1975, requires countries to make sure that exporting an endangered plant or animal will not be detrimental to the survival of the species.

Despite these international obligations, however, Peruvian authorities acknowledge that more than 80 percent of its endangered mahogany is harvested illegally – much of it logged from protected areas and indigenous territories. Sadly, the unacceptable practices in Peru's mahogany industry have yet to halt large scale U.S. imports of timber. The United States imports more than 90 percent of Peru's mahogany exports

every year, totaling thousands of cubic meters. Meanwhile, the United States continues to accept large shipments of other kinds of timber from Peru that have also been illegally logged, contributing to the destruction of the Amazon.

In recent months, efforts to combat the harmful trade in Peruvian mahogany have gained force. While the Bush administration has continued to try pushing a free trade deal with Peru through Congress without safeguards to address trade in mahogany or other illegal timber, nearly 40 members of Congress have spoken out in favor of adding restrictions to the trade agreement on illegally logged wood. Meanwhile, Peruvian indigenous groups have joined in a lawsuit to press the U.S. Fish and Wildlife Service to block shipments of illegal mahogany. And congressional legislation was introduced in March to amend the Lacey Act, a longstanding wildlife protection law, to give government agencies the right to intercept trade in illegally logged timber, including mahogany.

The cutting of the Peruvian rainforest has not abated, but the Peruvian government and the country's logging interests face mounting pressure to end their illegal and unsustainable destruction of one of our world's most precious places. ○

THANK YOU

## With Great Thanks!

### Thank You for your Working Assets Vote!

Friends of the Earth wishes to thank all of our members who voted for us on their Working Assets Ballots.

With one stroke of the pen you have made an enormous difference for our organization.

Every year, a percentage of Working Assets' revenue is placed in a donations pool for annual distribu-

tion. Since 1985, Working Assets has generated over \$50 million for progressive nonprofits, including Greenpeace, Doctors Without Borders, Planned Parenthood, and now, thanks to you, Friends of the Earth! ○

# Daily Means Daily: A Victory for Our Anacostia River!

By Chris Weiss

**A FEW YEARS BACK** Friends of the Earth, working with Earthjustice, challenged the Environmental Protection Agency's (EPA) approach to setting pollution caps in the Anacostia River. The Anacostia runs through the heart of our nation's capital and has been described as one of the dirtiest rivers in the country. Though the Clean Water Act requires EPA to set daily caps on the amount of pollutants that can be dumped into our nation's rivers the agency decided it was easier to enforce annual limits. This approach led to high pollution levels that cause fish kills, create unsafe bacteria levels and produce murky, unsightly water unsuitable for boating and other recreation.

Last April, in a victory for Friends of the Earth, D.C. area residents and environmentalists nationwide, the U.S. Court of Appeals for the District of Columbia Circuit ruled unanimously that the EPA-approved plan to average daily pollution limits over



a year into the river was contrary to requirements in the Clean Water Act to set "total maximum daily loads" of pollutants. The court wrote in its opinion that, "'Daily' connotes 'every day'...Doctors making daily rounds would be of little use to their patients if they appeared seasonally or annually. And no one thinks of '[g]ive us this day our daily bread' as a prayer for sustenance on a seasonal or annual basis."

The D.C. Water and Sewer Authority, which distributes drinking water and provides wastewater collection and treatment to citizens and

businesses in the metropolitan Washington, D.C. area, petitioned the United States Supreme Court to overturn the "daily" decision of the U.S. Court of Appeals for the D.C. Circuit.

But on January 16, 2007, the United States Supreme Court refused to hear the appeal and let stand the lower court ruling requiring limits on the amount of pollution allowed in the Anacostia River each day.

This decision brings new hope to all those fighting water pollution. Nationwide there are over 772 municipalities suffering from abuses of water pollution, including dangerous levels of sewage and toxic waste. The Supreme Court ruling means that any party dealing with a daily maximum pollution issue – whether the pollution comes from sewage, industrial discharge, or non-point sources – can reference the precedent-setting decision in this D.C. Circuit case. ○

Thanks to Howard Fox and everyone at Earthjustice for their legal work on this case.

## THINKING AHEAD

# We Don't Inherit This Earth From Our Parents... We Borrow It From Our Children

**TO REMEMBER** Friends of the Earth in your estate plans, give this suggested wording to your attorney:

"After fulfilling all other specific provisions, I give, devise and bequeath \_\_\_\_\_% of the residuary of my estate [or \$\_\_\_\_\_] to Friends

of the Earth, a charitable corporation (tax ID #23-7420660) presently having offices at 1717 Massachusetts Ave., NW, Washington, DC 20036."

For more information, contact Chris Pabon at 866-441-7292 or [cpabon@foe.org](mailto:cpabon@foe.org). ○

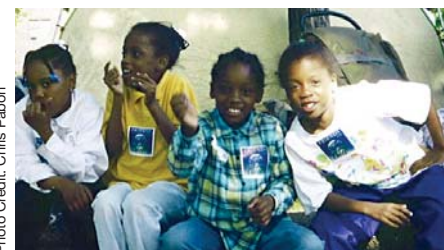


Photo Credit: Chris Pabon

# Connected by Slender Threads: The Web of Life

*“Those who dwell among the beauties and mysteries of the earth are never alone or weary of life.”*

– Rachel Carson

**AS A CHILD**, Harriett Crosby followed her father over hills, through the woods, to blueberry patches and into the water. He taught her to swim, to row, to fish, to build a campfire and to walk quietly in the north woods sniffing for bear and for fox. She spent much of her young life outdoors, savoring the sights, sounds and smells of the natural world. She knew where every rabbit, squirrel and bird nest was because she climbed every tree. She loved animals and would take care of abandoned and injured baby animals and release them back into the wild. She not only observed nature, but literally immersed herself in it – swimming almost before she could walk, in Lake Minnetonka, where she grew up in Wayzata, Minnesota – Indian Country. She grew up to be a sundancer, dancing with the Lakota Sioux Indians in Kyle, Pine Ridge, South Dakota. She honored her commitment to do the entire four day Sun Dance for four years in a row, including a three-day vision quest without food or water before each Sun Dance. She was the only white person dancing in that Sun Dance.

After spending years exploring both the realms of human consciousness and remote regions ranging from the Russian Caucasus and Altai mountains to wildlife preserves in the rainforests of Ecuador, she sees herself as an extension of the earth, made up of the stuff of the earth, waking up to what we humans are



doing to our world and working to protect her larger self, the earth. Harriett has not lost her natural connection to Gaia – our sacred living planet. She likes the Hindu image of Indra’s Web – drops of water that reflect sunlight on a spider’s web, each drop at each intersection, reflecting the whole world. In this web, every slender thread represents the connections of our individual lives to every other life on the planet.

Harriett has been a board member and donor to Friends of the Earth since the merger of Friends of the Earth, Environmental Policy Institute and Oceanic Society in 1989. As a long-time supporter, she believes that the most vital aspect of Friends of the Earth’s work is its ability to empower people all over the world to protect their environment – to enrich their communities by protecting the vital web of life. She is deeply concerned that we are bearing witness to the largest mass extinction of species in history. Our countries are now not only connected by diplomatic ties, but also by winds that blow chemical-laden dust across the oceans. This modern pollution – chemical waste – continues up the food chain poisoning polar

bears and walrus in otherwise pristine wilderness areas. The chemical pollution does not stop with animals. Breast milk, a child’s first source of nutrition once outside the womb, has recently been found to pass on dozens of toxic chemicals to breast feeding infants.

Seeing destruction and feeling the pain of the earth doesn’t stop Harriett – it motivates and deepens her activism. On one of her journeys, she learned from a Siberian shaman high in the mountains of the Altai that the power of the natural world can be concentrated in one’s soul and used for healing our Mother Earth. It is the power of love that enables us to see and act on the connections, the web of life that links us all together. Although the threads of the web are slender, the strength of spider’s silk is legendary. Friends of the Earth, with partners in over 70 countries and links to millions of people around the world who care about life in their communities, is like a web of life around the world and gives us reason for hope.

On this, the 100th year anniversary of the birth of her heroine, Rachel Carson, Harriett remembers the appeal for vigilance in Carson’s book, “Silent Spring,” and passionately believes that each of us can help solve the environmental problems we face today. She believes that by working together, we can protect the web of life and abundant biological diversity on our planet for future generations.

To quote architect Bill McDonough, “Our job is to love all of the children, of all species, for all time.” ○

# Being Bold in Boulder

By Max Neubauer

**LAST NOVEMBER**, while voters across the country were using polling booths to express dissatisfaction with the course of action on global warming, the war in Iraq and a myriad of other issues, voters in Boulder, Colorado, decided to impose the nation's first and only carbon tax in an effort to meet the emission-reduction goals set forth by the Kyoto Protocol.

Across the nation, 328 mayors have signed the Mayor's Climate Protection Agreement, which urges the federal government to pass legislation addressing global warming and

announces the intent of municipalities to try to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking action in their communities. By imposing this carbon tax, Boulder's mayor, Mark Ruzzin, and his constituents hope that by acting locally they can advance national climate policy.

Because Boulder gets the majority of its electricity from coal – the dirtiest fossil fuel in terms of carbon content – this tax is their way of neutralizing their contribution to global warming pollution. Officials estimate that energy bills will increase

by \$1.33 per month for residents and \$3.80 per month for businesses, and that the tax will generate \$6.7 million by 2012, the year it expires. The city hopes to reduce its carbon emissions by 350,000 metric tons – a 24 percent reduction from current levels – by the year 2012.

Revenues from the tax will go towards funding Boulder's Climate Action Plan to increase energy efficiency and renewable energy use, reduce emissions from motor vehicles, and otherwise ensure that Boulder aligns itself with Kyoto's obligations. ○

BIRTHDAY GIVING

# Youth Movement

**SEBASTIAN CARDOZA** may be the world's youngest environmental fundraiser. The Southern California resident wanted to help animals hurt by global warming, so he looked on the Internet for an organization that could help. When Sebastian found Friends of the Earth, he went to work organizing a benefit to take place at his 13th birthday party. Sebastian told us about his birthday party turned fundraiser:

**Tell me about yourself.**

I just turned 13 and I'm in 7th grade. My favorite subjects in school are P.E. and Science. I like to draw people and anime, practice piano, play outside with my friends and play video games. I am a Tenderfoot in Boy Scouts and I do Judo. The biggest influences in my life are my younger



brother, Anthony, because we are very close and my mother because she gives me a lot of good advice. When I grow up I would like to be a snake breeder or draw cartoon characters.

**Which environmental issue do you care about the most?**

Global warming.

**You recently raised \$700 for Friends of the Earth at your birthday party. How did you get the idea to hold a fundraiser?**

My Mom and I were talking about a big party since I was going to be a teenager. I have been thinking about global warming for awhile, and we thought it would be a good idea to help out.

**What did your friends say when you told them you wanted to raise money for a worthy cause?**

They thought I was crazy because I wouldn't get any presents. While presents are nice, I don't need them and a donation is much more meaningful.

**What can people your age do to help save the planet?**

They can raise money like I did or donate their allowance, recycle and respect animals. ○

# Tom Chapin

**FROM CONTEMPORARY FOLK** to pop, producing albums for both kids and adults, Tom Chapin's music spans styles and generations. Tom is also a beloved narrator of children's audio books. He has won three Grammy Awards for Best Spoken Word Album for "Children: Mama Don't Allow" in 2001, "There Was An Old Lady Who Swallowed A Fly" in 2002 and "The Train They Call The City Of New Orleans" in 2004. He has contributed satiric topical songs to National Public Radio's Morning Edition, poking fun at social and scientific trends in the news. Tom agreed to answer some questions for the Friends of the Earth newsmagazine.

**1) Why did you choose to put a link to Friends of the Earth on your home page?**

The year was 2000 – it was a new year, a new millennium and I had just recorded a brand new CD of 15 environmental songs called, "This Pretty Planet." Wanting the CD to help spread the clean, green word as best it could, we decided to connect with a group that shared our vision of a beautiful place to live. So we looked around, asked questions, read a lot of literature and chose Friends of the Earth, including information on the organization inside the CD case as well as a link to my website: [www.tomchapin.com](http://www.tomchapin.com).

**2) Why is the environment important to you?**

On top of being a performer, singer and songwriter, I am a dad and granddad, not to mention a citizen of the United States and Mother Earth. So my vision of what is important is a little different from "what the corporate bottom line looks like



this quarter." I am focused on the long term and much more concerned and interested in what the world will look like for our children and grandchildren.

**3) How do environmental concerns relate to your life?**

Environmental concerns affect all of us every day of our lives in the air we breathe, the water we drink and the food we eat. I live in the Hudson Valley, just north of New York City and north of us there is a failing nuclear power plant, Indian Point, which we recently found out is leaking radioactive water into the Hudson River, which flows past my town. Not good. On the positive side, our town started a Farmer's Market a couple of years ago, which has changed how I get my vegetables

and fruit – from May to November we eat what local farmers grow, helping them and ourselves.

**4) What message would you have for others who are concerned about the environment?**

A good way to help our planet is to become active in an organization in your area that works to protect the environment. You can also learn about and support national groups like Friends of the Earth. Remember, we are not alone. There is a growing international understanding that this is the only world we have and that if we "treat it lovingly, the world will last forever and a day."

For more information, visit [www.tomchapin.com](http://www.tomchapin.com). ○

# Annual Meeting of the Membership, Election of Board Members



Friends of the Earth will host its annual meeting of the membership, Monday, June 11 at 12:30 p.m., in the Washington, D.C. office. Avis Ogilvy Moore is running uncontested for an open slot on the Friends of the Earth Board of Directors. Members may cast votes at the annual

meeting. If you would like to attend, contact Lisa Matthes at [lmattes@foe.org](mailto:lmattes@foe.org) or by phone at 202-222-0730. Members may also vote by proxy ballot. To do so, copy or clip the mailing label from this newsmagazine and mail your vote to Board Election, Friends of the Earth, 1717 Massachusetts Ave NW, Suite 600, Washington, D.C., 20036 or fax to 202-783-0444.

## Avis Ogilvy Moore, a charter member of Friends of the Earth

With Friends of the Earth since its founding in 1969, Avis has been a life-long environmentalist, activist, researcher, and scholar. She co-founded and chaired the New York Branch of Friends of the Earth in 1972, served on

the Board of Friends of the Earth Foundation and is a past chair of Friends of the Earth's Board. Avis has served on numerous other Boards over the years including Sierra Club's Atlantic Chapter, Zero Population Growth's New York Chapter and Louisiana Landmarks Society. She has acted as President of the First Unitarian Church of Westchester and Community Unitarian Church of New Orleans. She is currently Board Chair of Potomac Riverkeeper and Community and People's Recovery Association in New Orleans. She holds a bachelor's degree from Bryn Mawr College and master's degree in French literature from New York University. Avis now chairs the Nominating Committee for Friends of the Earth's Board of Directors. ○

A copy of the latest Financial Report and Registration filed by this organization may be obtained by contacting us at Friends of the Earth, 1717 Massachusetts Ave. NW Suite 600, Washington DC 20036-2008. Toll-free number: 877-843-8687. Or, for residents of the following states, by contacting any of the state agencies: **CALIFORNIA** – A copy of the Official Financial Statement may be obtained from the Attorney General's Registry of Charitable Trusts, Department of Justice, P.O. Box 903447, Sacramento, CA 94203-4470 or by calling 916-445-2021. **FLORIDA** - A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE, WITHIN THE STATE, 1-800-435-7352. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL OR RECOMMENDATION BY THE STATE. Florida registration # CH960. **KANSAS** Annual financial report is filed with Secretary of State #258-204-7. **MARYLAND** For the cost of copies and postage: Office of the Secretary of State, State House, Annapolis, MD 21401. **MICHIGAN** MICS 10926. **MISSISSIPPI** – The official registration and financial information of Friends of the Earth, Inc. may be obtained from the Mississippi Secretary of State's office by calling 1-888-236-6167. Registration by the Secretary of State does not imply endorsement by the Secretary of State. **NEW JERSEY** INFORMATION FILED WITH THE ATTORNEY GENERAL CONCERNING THIS CHARITABLE SOLICITATION MAY BE OBTAINED FROM THE ATTORNEY GENERAL OF THE STATE OF NEW JERSEY BY CALLING 973-504-6215. REGISTRATION WITH THE ATTORNEY GENERAL DOES NOT IMPLY ENDORSEMENT. **NEW YORK** Office of the Attorney General, Department of Law, Charities Bureau, 120 Broadway, New York, NY 10271. **NORTH CAROLINA** FINANCIAL INFORMATION ABOUT THIS ORGANIZATION AND A COPY OF ITS LICENSE ARE AVAILABLE FROM THE STATE SOLICITATION LICENSING BRANCH AT 1-888-830-4989. THE LICENSE IS NOT AN ENDORSEMENT BY THE STATE. **PENNSYLVANIA** – The official registration and financial information of Friends of the Earth may be obtained from Pennsylvania Department of State by calling toll-free within the state 1-800-732-0999. Registration does not imply endorsement. **UTAH** – Permit #C495. **VIRGINIA** State Division of Consumer Affairs, Department of Agriculture and Consumer Services, P.O. Box 1163, Richmond, VA 23218; 1-800-552-9963. **WASHINGTON** - Charities Division, Office of the Secretary of the State, State of Washington, Olympia, WA 98504-0422; 1-800-332-4483. **WEST VIRGINIA** West Virginia residents may obtain a summary of the registration and financial documents from the Secretary of State, State Capitol, Charleston, WV 25305. Registration does not imply endorsement.



SPRING 2007 | VOLUME 37, NUMBER 1

1717 Massachusetts Avenue, NW, Suite 600  
Washington, DC 20036-2008

PERIODICALS  
POSTAGE PAID AT  
WASHINGTON, DC  
AND ADDITIONAL  
MAILING OFFICES