

FRIENDS OF THE EARTH

NEWS MAGAZINE

WWW.FOE.ORG | VOLUME 35, NUMBER 4 | WINTER 2005

Toyota's Green Commitment FACT OR FICTION?



Environmental Progress in 2005

AS WE ANALYZE where environmental progress was made in 2005, several salient conclusions emerge. First, the White House and the Republican leadership in Congress have blocked two of the three branches of the Federal Government from making improvements in the quality of our air, land, and water. The ability of the judicial branch to make any improvements is now in serious jeopardy. However, major victories can be obtained with consumer and corporate campaigns and state level actions.

We have emerged from the fifth straight year of assault on the foundation stones of environmental protection, culminating this past year with Congressman Richard Pombo's proposal to sell off 15 national parks. Luckily, we ended the year with a string of major legislative victories: environmentalists defeated proposals to open the Arctic National Wildlife Refuge to drilling, lift restrictions on drilling offshore and sell off millions of acres of public lands to mining companies. (See the detailed story in this issue.)

The stain of corruption is spreading as news stories have implicated Congressman Pombo and his colleagues John Doolittle and Tom DeLay with compromising federal litigation in order to protect Charles Hurwitz, the CEO of Maxxam, a major destroyer of old growth forests. We will keep tabs on what Congress and the White House are up to and publish it on www.bush-greenwatch.org, a website pioneered by Arlie Schardt, vice-chair of the Friends of the Earth Board of



photo credit: Lisa Matthes

Brent Blackwelder, President

Directors and founder of Environmental Media Services.

Alarm bells have sounded for the future of the Supreme Court as nominee Samuel Alito, under questioning from Democratic senators, refused to back away from a decision where he said that citizens don't have the right to sue to stop illegal pollution unless they can scientifically prove harm to the environment. Such a view is in direct contrast to the major Supreme Court decision in *Friends of the Earth v. Laidlaw*, where the Court ruled that pollution that degrades a place you might use provides you grounds for seeking legal redress. We must all keep in mind the fundamental fact: judicial access denied is justice denied.

In 2005, Friends of the Earth achieved impressive breakthroughs on a number of efforts. Our cancer prevention initiative continued to achieve great results. More than 250 cosmetics companies have now agreed to remove carcinogenic and

mutagenic ingredients from their personal health care products. Our Bluewater Network ads have pressured Ford Motor Company to pledge to produce a large number of fuel efficient hybrid vehicles.

Friends of the Earth's nationwide organizing efforts helped build significant momentum in Congress to fully fund Amtrak, while blocking the Bush administration's plan to bankrupt the system. Bluewater Network crafted and helped pass three bills that will ban dumping and pollution from cruise ships within three miles of the California coast. With this rigorous standard in place, Bluewater plans to help other coastal states adopt similar regulations.

As we move through 2006, Friends of the Earth will continue efforts to protect you and your families from dangerous chemicals and products. We will take significant steps to get our nation on the path to clean energy. This is the only way to avert climate catastrophe.

Our cover story exposes the hypocrisy of Toyota's environmental advertising. They followed up their release of the fuel efficient hybrid Prius by producing two high horsepower luxury vehicles that real world tests have shown to be as fuel hungry as their gas counterparts. It is time for automakers to make good on their environmental promises and vastly improve the fuel economy of their entire fleet of vehicles.

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Toyota's Green Commitment FACT OR FICTION?

Toyota produced the first mass-market hybrid passenger vehicle, received the 2005 Energy Star Award from the United States Environmental Protection Agency and the Department of Energy, and operates "under a global earth charter that promotes environmental responsibility" throughout the entire company.



By Danielle Fugere, Global Warming Campaign Director and Marsha Mather-Thrift, Managing Director, Bluewater Network



SO, WHY IS TOYOTA FIGHTING a landmark global warming law in California and other states? Why is Toyota fighting improvements in our national fuel economy standards? And why are Toyota's most recent hybrids, the Lexus RX400h and the Highlander, heavy on horsepower and acceleration but lacking in fuel efficiency?

Toyota seemed to be taking the threat of climate change seriously when it launched the innovative and popular Prius hybrid in 2001. The release of the Prius – which gets dramatically better gas mileage than its non-hybrid sedan counterparts – positioned Toyota to be a true environmental leader among automakers and set the stage for a dramatic increase in automotive fuel efficiency.

Unfortunately, in 2005, Toyota took a

big step backwards. They produced two new hybrid models – the Highlander and Lexus RX400h – that were marketed as fuel-efficient alternatives to standard models. However, despite the company's claims, real world tests show that consumers may not be much better off with these so-called environmen-

So, why is Toyota fighting a landmark global warming law in California and other states? Why is Toyota fighting improvements in our national fuel economy standards?

tally friendly vehicles than with non-hybrids.

In a *New York Times* piece dated July 2005, "More Thirsty Than You Think," Bob Knoll reported that, despite EPA fuel economy ratings¹ of 31 miles per gallon in town and 27 on the highway for the Highlander and Lexus RX400h, he calculated that he averaged only 23 mpg when he drove the Highlander. (The Highlander and Lexus have the same fuel economy because they have

almost identical powertrains). In another *Times* piece in July 2005, "The Hybrid Emperor's New Clothes," Jeff Sabatini found that the Lexus hybrid achieved the same or worse mileage as its gasoline counterpart. The advantage, if any, in purchasing this hybrid lies in its increased horsepower rather than in its fuel efficiency.

If you are surprised by Toyota's failure to deliver fuel efficient new hybrids, maybe you shouldn't be. Toyota is not the green corporation that they claim. Toyota, along with Ford and General Motors, is using lobbyists and high-priced lawyers to block national and state efforts to reduce our fossil fuel dependence and to prevent catastrophic global warming. Toyota is part of a group of automakers stifling efforts to raise national fuel mileage standards by conducting an intensive lobbying campaign in Congress. This same group of automakers is also suing multiple states to prevent their adoption of California's landmark Clean Car law that will reduce greenhouse gas pollution from vehicles.

The Clean Car law is affordable and achievable. The State of California has demonstrated that

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COVER STORY

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the required greenhouse gas reductions can be achieved with off-the-shelf technology available today, including variable valve timing, continuously variable transmissions, and cylinder deactivation. The requirements of the new law can also be achieved through alternative fuel vehicles, which are increasingly available. The State of California has further demonstrated that, when implemented, these requirements will save gas and cut consumer expenses.

Despite the law's achievability, affordability, and the recent signs of the disastrous impacts of global warming – including melting glaciers, higher global temperatures, and severe storms and hurricanes – Toyota continues to litigate against the world's first law to reduce greenhouse gas pollution from vehicles. Toyota's justifications for trying to

... the Prius accounted for less than 2 percent of the company's total car sales in 2004. We can't accept Toyota's efforts to obstruct environmental progress, nor can we settle for minimal fuel efficiency improvements in its new hybrids.

overturn the Clean Car law are the same tired excuses auto manufacturers have used in the past to fight against safety belt, airbag, and catalytic converter requirements. In reality, the Clean Car global warming law won't put car companies out of business; it can be implemented with today's technology; and it does not require reductions in the type or



Toyota seemed to be positioning itself as an environmental leader with the release of the fuel efficient, hybrid Prius in 2001.

size of vehicles that can be sold. It also will not create a “patchwork” of different state regulations because, until a federal law is enacted, states that want to regulate greenhouse gas pollution from vehicles must adopt California's law².

We believe that Toyota is obstructing this law for three main reasons. First, as with the other automakers, Toyota wants to avoid being restricted in any way by new laws. Second, there is a higher profit margin on the sales of larger, fuel-hungry vehicles. Third, Toyota makes it a habit to follow the lead of other automakers on policy issues. In this case, General Motors – the top U.S. automaker – is leading the fight against fuel economy and global warming pollution reductions and Toyota is following in their footsteps.

In the face of Toyota's stalling environmental record, Bluewater went on the offensive. To ensure that the public has full disclosure of Toyota's actions, Bluewater Network published an ad in *The New York Times* and on *Mother Jones* online alerting the public to Toyota's anti-environmental actions, and encouraging consumers to contact the

company. Thousands of comments urging Toyota to stop blocking national fuel efficiency improvements and to drop its obstruction of the California Clean Cars law have been generated by Bluewater's public outreach. Bluewater has also joined the State of California as a party to the lawsuit being waged against the state by Toyota and other automakers to prevent implementation of this law.

We do applaud Toyota for bringing us the Prius. But, the Prius accounted for less than 2 percent of the company's total car sales in 2004. We can't accept Toyota's efforts to obstruct environmental progress, nor can we settle for minimal fuel efficiency improvements in its new hybrids. Toyota has the technology to dramatically increase fuel mileage in all of the vehicle models it sells – without reductions in performance – and if it is to wear the “green” mantle, it has the responsibility to do so. Toyota must demonstrate that it can be a leader, not only in car sales, but in providing citizens with the cleaner, more fuel efficient vehicles they want and deserve. ○

Environmental Ethics?

In their words:

At Toyota, we operate under a global earth charter that promotes environmental responsibility throughout our entire company. We are leading the way in lowering emissions and improving fuel economy in gasoline powered vehicles. Not only did we create the world's first mass-produced gas/electric hybrid car, but we are also at the forefront of developing tomorrow's fuel cell vehicles.

From the Toyota web site: <http://www.toyota.com/about/environment/index.html>

Deeds:

- ▶ Toyota joined an alliance of automakers suing to overturn California's landmark law to reduce greenhouse gas pollution from vehicles.
- ▶ Toyota is part of a group of automakers stifling efforts in Congress to raise national fuel mileage standards for passenger vehicles.
- ▶ Toyota's new hybrids, the Lexus RX400h and the Highlander, have greater horsepower and little or no better fuel efficiency than their gasoline counterparts.

¹ Bluewater Network has challenged EPA's misleading fuel economy stickers. In June 2002, Bluewater filed a petition for rulemaking with EPA, requesting that EPA revise the testing and calculation procedures it uses to estimate fuel economy in new cars. Bluewater's petition pointed out that fuel economy stickers consistently overestimate fuel economy, especially the fuel economy of SUVs and hybrid vehicles.

The public comment period on Bluewater's petition resulted in more than 55,000 comments. The majority of public commenters stated that they experienced lower actual fuel economy than that set forth on the labels of their new cars. Based on this overwhelming public response, EPA has agreed to accept Bluewater's petition and to adjust its fuel economy testing methods and/or calculations. We will keep you posted as these new rules are published sometime in January 2006.

² Federal law preempts states from enacting their own laws on auto emissions. California is the only state entitled to enact such regulations because it had vehicle emission laws in effect prior to adoption of federal standards. States must either follow federal vehicle emission standards laid out in the Clean Air Act or they can adopt California's standards.



Friends of the Earth 2005 Annual Report

View the Friends of the Earth 2005 Annual Report enriched with multi-media content at <http://www.foe.org/annualreport2005/>



Campaign News

Ford Making the Right Moves?

Bluewater Network has run an ongoing campaign to push Ford to make good on promises to improve its fleet's fuel economy and show leadership in the automotive industry on greenhouse gas emissions. In December 2005, Ford announced that they "are willing to take the lead role between industry and government on how to lower emissions." In fact, Bill Ford met with Dick Cheney recently to urge the administration to do something on automotive-related greenhouse gas emissions. This follows on the heels of Ford's announcement of a global plan to produce 250,000 hybrid vehicles annually by 2010. However, Ford has a long history of making promises on global warming. We will hold our applause until we see some results.

Meeting of the World Trade Organization in Hong Kong

When government officials from 149 countries gathered for the biannual meeting of the World Trade Organization in Hong Kong in December, fifteen advocates from Friends of the Earth groups worldwide were there to weigh in on the environmental impacts of the global trading system. Friends of the Earth advocated against a trade deal that would jeopardize fisheries and forests, and carried a message that agriculture trade policies, including government subsidies that favor large scale, export-oriented agriculture harm the environment and undermine small farmers globally.

Although a trade deal was reached in Hong Kong to reduce agriculture subsidies, those reductions are miserly and will be far outweighed by the continued emphasis on trade practices that harm the poor and the environment.

Friends of the Earth Goes on Rail Tour

While there is still a long way to go, Friends of the Earth saw significant success in our effort to promote Amtrak and rail travel in the U.S. last year. Big wins in both the House and the Senate moved important legislation forward, but the most important work was done outside of Washington. In order to build and organize support for Amtrak across the country, Transportation Policy Coordinator Colin Peppard went on a cross country Whistlestop Tour. Visiting 10 cities in 6 days, he met with local organizations to help coordinate efforts nationwide. He

visited local newspapers and radio stations, generating several positive stories and interviews highlighting both Amtrak's plight and potential. Finally, he recorded much of his journey on digital video, and is currently producing a short film about Amtrak in America. Colin will be embarking on the second leg of the Whistlestop Tour, through the Southeast U.S., this spring.

World Bank Group Playing Contradictory Role in Climate Change

During the past year, the World Bank Group has emphasized the global leadership role it hopes to play in addressing climate change and financing for renewable energy. But a new report from Friends of the Earth finds that the World Bank is missing a tremendous opportunity – and failing to fill an urgent need – by not adequately financing renew-



During the Climate Change Talks, marchers took action in Montreal and around the world demanding that world leaders make progress on climate change.



Friends of the Earth constructed a 150-foot long colorful mosaic, which was placed opposite the conference center where the Climate Change Talks were held in Montreal. The mosaic was composed of messages and artwork from around the world, urging progress on climate change.

able energy and energy efficiency in developing countries.

The World Bank has been coordinating a dialogue between development banks and governments that is supposed to help developing countries address climate change issues. But the World Bank Group's own energy portfolio is still skewed towards fossil fuel lending. Friends of the Earth found that only about 10 percent of the World Bank Group's energy financing in fiscal year 2005 went to renewable energy and energy efficiency projects.

For more information you can find the Friends of the Earth report, *Power Failure: How the World Bank is Failing to Adequately Finance Renewable Energy for Development*, in the publications section at www.foe.org.

Climate Talks Progress in Spite of Bush Administration Tactics

In December 2005, world leaders met in Montreal to discuss how to move forward on tackling the problem of global warming. Friends of the Earth International was following the talks closely urging progress on the inside while also taking action outside. Friends of the Earth constructed a 150-foot long colorful climate mosaic opposite the conference center with messages from around the world, urging progress on climate change. We also had a strong presence at the climate march on December 3, when an estimated 30,000 people marched on the streets of Montreal, and other actions took place in countries around the world to raise the profile of climate change issues.

Despite tactics by the Bush administration to hold back the talks, significant progress was made under the Kyoto Protocol, which went into force early in 2005 and will require industrialized nations that have ratified the treaty to meet targets to reduce greenhouse gas emissions annually through 2012.

Other nations made every effort to keep the United States engaged in these important discussions during the conference, but the U.S. delegation refused to discuss anything that would require action, and late during the second week refused even to meet with other countries. At one point, the negotiator even walked out of the discussions altogether.

Other countries eventually decided to leave the United States behind

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IN BRIEF

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and move forward under the Protocol, with agreement for discussions beyond 2012, when the first phase of the Protocol will finish.

Bluewater Stands up for National Parks

Bluewater Network filed a lawsuit in November against the National Park Service to force the agency to better manage off-road vehicles throughout the park system. An internal survey of park units conducted by the National Park Service at Bluewater's urging revealed widespread impacts to natural resources in the parks, mismanagement by some park units, and a proliferation of illegal off-road vehicle use throughout the park system. Despite the survey results the Park Service did not commit to addressing the problem, leaving us with no choice other than filing suit to protect the parks.

Ship Dumping and Trash Burning Banned

In October 2005, Bluewater Network won a ban against dirty wastewater dumping and on-board garbage burning by ocean-going vessels. The ban prohibits ships from dumping

sewage, bilge water and other hazardous wastes into California state waters within three miles of the coast. This is a victory for fish and marine animals, coastal residents and beach-goers. Under federal law ships can legally dump most wastewater except raw sewage directly into coastal waters and harbors around the nation. This is the first state law to address this problem. Bluewater drafted the bill and built support for the passage of this law. Signed by Governor Arnold Schwarzenegger and authored by state Senator Joe Simitian (D-Palo Alto), SB 771 extended the existing bans on cruise ship dumping and incineration to all commercial ocean-going vessels including container and cargo ships that call on California ports. Instead of discharging, the ships must hold wastes and either discharge out to sea as allowed by federal law or into shore-side facilities where available.

Victory on Gas Flaring in Nigeria

In November 2005, Friends of the Earth – Nigeria (also known as Environmental Rights Action) won an important victory in the battle



against gas flaring. Gas flaring – the burning off of excess gas that escapes when fossil fuels are extracted – is a common practice in Nigeria and other African countries. Flaring emits toxins that cause air pollution, and the burning gas produces greenhouse gases that contribute to global warming. In a court case brought against the Shell Petroleum Development Company of Nigeria (Shell) by the Iwerekan community in Delta State, the Federal High Court of Nigeria ordered a stop to gas flaring in the Niger Delta.

This ruling is a major victory for the communities of the Niger Delta. Shell, Chevron and other oil corporations have been engaged in illegal flaring activities for decades. We join our partners at Friends of the Earth – Nigeria in hoping that the ruling will be respected and that oil corporations will cease flaring gas. ○

THANK YOUS

Thank You to Gifts In Kind

Friends of the Earth wishes to express our thanks to Gifts In Kind for a donation of software from Novell, Inc. Novell's software donations are part of its Community Relations program, which seeks to enable nonprofit organizations to develop and realize their visions through the power of technology. This donation will greatly aid Friends of the Earth in our work.

Thank you to "Seniors Organized for Change"

Friends of the Earth wishes to thank "Seniors Organized for Change" for inviting Friends of the Earth to come speak to them on 'Drilling for Oil in ANWAR' in November at the Jewish Community Center of Greater Washington in Rockville, MD.

Thank You to the I Do Foundation

Friends of the Earth wishes to thank the I Do Foundation for its donation

to Friends of the Earth. The I Do Foundation is a nonprofit organization that helps couples bring a charitable focus to their weddings. Couples can register their wedding though www.idofoundation.org and select an organization to support. Donations are generated through honeymoon purchases, making donations in place of wedding favors, and by registering for gifts that raise donations.

Wildlife Trafficking in Ecuador

THE TRAFFICKING OF WILDLIFE is a billion dollar world industry. The United Nations Convention on International Trade in Endangered Species of Wild Fauna and Flora estimates that one-third of global wildlife sales are illegal. Illegal trade in wildlife is a very serious threat to biodiversity and endangered species. Many countries have laws to protect wildlife but enforcement is often lax, as it is in Ecuador. Friends of the Earth Board member, Harriett Crosby, has been working in Coca and Lago Agria, Ecuador to stop the trafficking of wildlife in markets there.

Four years ago when Harriett visited Coca, Ecuador she found vendors selling monkeys (howler, woolly, spider, capuchin, tamarin and squirrel monkeys), parrots, macaws, boas, and coatis on the main street. Harriett and her friend Rosa Jordan worked with the local police to warn the vendors that this was illegal and the police would confiscate the animals. Harriett and Rosa met with teachers and school administrators to set up programs to educate young people about the importance of protecting wild animals in the jungle and how this would create jobs in ecotourism for them. They also posted handmade signs in the market area warning that trafficking in wildlife was prohibited.

Just back from her fifth trip, Harriett tells us that there are very few animals for sale on the streets or early morning markets which are now being patrolled heavily by the police. There's a huge official sign by the bridge over the Napo River announcing that the sale of animals will lead to arrest and imprison-



Friends of the Earth Board Member Harriett Crosby is feeding a rescued monkey at the Coca Cushi Primate Rescue Center in Ecuador.

ment. And, there is now a rescue and rehabilitation center for the animals.

In the intervening years, Harriett and Rosa hired Darwin Garcia and his wife Rosalva and they set up the Coca Cushi Primate Rescue Center. It was critical that there be a place to care for the animals that were confiscated by the police until they were healthy enough to be released back into the wild. Darwin has built six big cages and several quarantine cages for the monkeys, marmosets, kinkajous, parrots, and other birds that have come in. Most of the monkeys are now free to come and go. They are seen playing in the tree tops above the cages and return to their cages at night to be fed. Many monkeys have been released in different locations where they are most likely to survive.

Unfortunately, some of the rescued animals have died from respiratory illness, parasites and other unknown causes. It is hard to keep baby monkeys alive when they have been pre-

maturely taken away from their mothers. Monkeys are hunted for food there. Rosalva takes the baby monkeys into her home to care for them until they are old enough to go out into the big cages with the others.

Darwin has a wonderful way with the animals cared for in the shelter. He grew up in a Kichwa community up the Payamino River and was trained by the village shaman. He is well versed in natural remedies for different ailments. As a boy, he raised wild pigs and monkeys and birds. Now he is teaching his son, Leandro how to care for the animals and manage the rescue rehabilitation center. Going up river with him and Leandro in a dugout canoe to his jungle lodge is an extraordinary experience. He looks like Tarzan and as he walks up to the lodge that he built, he calls out and a family of wild spider monkeys appears swinging through the canopy. They climb down the trunk of a tree and jump onto his shoulder to chatter at him affectionately.

Darwin has built a lodge for 8 volunteers with beds, running water, a kitchen and screened porch overlooking the Napo River. It's incredibly peaceful and beautiful in the rainforest, with the cacophony of jungle sounds, and dugout canoes drifting by on the broad expanse of the Napo River. As of January 1, his son Leandro is managing the rehabilitation center, cleaning, feeding, deworming and protecting the animals. There's always work to do and volunteers are welcome. If you are interested, Rosa Jordan will be taking applications and screening potential applicants at rosaj@look.ca ○

Pombo vs. America's Public Lands

By Sara Zdeb, Legislative Director

IN 1992, A RANCHER-TURNED CITY councilman named Richard Pombo was elected to Congress from California's central valley. Pombo brought a conservative "property rights" agenda to the Capitol and has crusaded against the environment ever since.

Pombo set his sights on the Endangered Species Act (ESA) early in his career. Arguing that this law – which protects endangered plants and animals and their habitat – has harmed private property owners, Pombo advocated weakening it. In 2005, he partly succeeded by shepherding a bill through the House that would, among other things, compensate developers for complying with the law. The bill has not been taken up by the Senate.

As Pombo's seniority has risen over his seven terms in the nation's capital, so has the breadth of his environmental assault. He now serves as the top-ranking member of the powerful House Resources Committee, and has used his position on the committee to push an anti-environment agenda whose scope reaches far beyond the ESA. No longer flying under the radar, Pombo has drawn increasing scrutiny for his environmental antics and for a series of troubling ethical lapses.

The Resources Committee oversees coastal areas, national parks, wilderness areas, wildlife refuges and a vast array of other public lands. The committee considers legislation to protect these special places and enhance the ability of Americans to enjoy them. But it's also responsible for overseeing ener-

SOMETHING STINKS.

Why is Richard Pombo protecting oil refiners who pollute California's drinking water?

HERE in California, 144 local water systems have been contaminated by the fouling, gasping, odorous MDE, exposing more than 32 million people to the suspected carcinogen.

Now who will pay to clean up California's water supply? You will! And if you think that stinks, call Congressman Pombo and ask him who he really represents – the people of California, or Tom DeLay's oil industry friends in Texas?

But when Congressman Richard Pombo had a chance to stand up for California and make the gasoline refiners pay for the cost of MDE cleanup, he instead sided with powerful Texas congressman Tom DeLay.

DeLay insisted that the Texas oil companies be exempted from liability for MDE pollution. Don't let it! Pombo cast one of the deciding votes to let them off the hook.

CALL CONGRESSMAN POMBO: 209.951.3091

For more information on Richard Pombo and your drinking water, go to www.fae.org. A message from Friends of the Earth, 177 Massachusetts Avenue N.W., Washington, DC 20036

Friends of the Earth

Friends of the Earth ran this ad in Rep. Pombo's district after he voted to exempt Texas oil companies from liability for pollution of drinking water in California.

gy development, mining and other environmentally harmful activities. And under Pombo's leadership, the Resources Committee has leaned strongly toward exploiting public lands and away from protecting them for future generations.

Pombo's initiatives range from the harmful to the absurd. And none was more absurd than a recent national parks proposal, a draft copy of which was leaked to the press this fall. The bill would have required the sale of 15 national parks, including Washington, DC's Roosevelt Island, dedicated to the founder of the park system and our greatest conserva-

tion president, Theodore Roosevelt. Pombo's proposal would also have required the National Park Service to sell commercial naming rights to buildings and other park facilities. In response to the public outcry that resulted, Pombo contended the bill wasn't proposed in earnest and withdrew it from consideration.

Pombo's parks plan may have been less than serious, but his attempts to expedite energy development on public lands are no laughing matter. He's been a leading proponent of opening the pristine Arctic National Wildlife Refuge to oil drilling. But it has been Pombo's efforts to open coastal areas to drilling that have caused perhaps the biggest outcry in his own home state.

A bipartisan, federal moratorium against drilling offshore has protected the coastline in California and most of the rest of the nation for nearly 25 years. Nowhere is support for the drilling moratorium stronger than in California, where a 1969 oil platform blowout near Santa Barbara spilled 200,000 gallons of oil and created an 800 square mile oil slick. Pombo's legislation would have allowed states to decide on an individual basis whether to retain protection for their coasts or opt out of the moratorium. Oddly, this ignores the fact that oil, when spilled, doesn't respect state boundaries.

The dots between Pombo's pro-oil legislation and the contributions oil and gas companies have made to his reelection campaigns are easy to connect. According to the Center for

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China Forcing World to Rethink its Economic Future

By Lester R. Brown, President of the Earth Policy Institute and author of *PLAN B 2.0: RESCUING A PLANET UNDER STRESS AND A CIVILIZATION IN TROUBLE* from which this piece was excerpted.

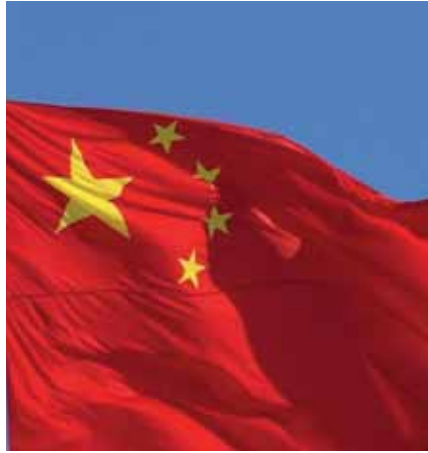
OUR GLOBAL CIVILIZATION TODAY is on an economic path that is environmentally unsustainable, a path that is leading us toward economic decline and eventual collapse.

Although it is obvious that no society can survive the decline of its environmental support systems, many people are not yet convinced of the need for economic restructuring. But this is changing now that China has eclipsed the United States in the consumption of most basic resources.

Among the basic commodities – grain and meat in the food sector, oil and coal in the energy sector, and steel in the industrial sector – China now consumes more than the United States of each of these except for oil. It consumes nearly twice as much meat (67 million tons compared with 39 million tons) and more than twice as much steel (258 million to 104 million tons).

These numbers are about total consumption. But what if China reaches the U.S. consumption level per person? If China's economy continues to expand at 8 percent a year, its income per person will reach the current U.S. level in 2031.

If at that point China's per capita resource consumption were the same as in the United States today, then its projected 1.45 billion people would consume the equivalent of two thirds of the current world grain harvest. China's paper consumption would be double the world's current



production. There go the world's forests.

If China one day has three cars for every four people, U.S. style, it will have 1.1 billion cars. The whole world today has 800 million cars. To provide the roads, highways, and parking lots to accommodate such a vast fleet, China would have to pave an area equal to the land it now plants in rice. It would need 99 million barrels of oil a day. Yet the world currently produces 84 million barrels per day and may never produce much more.

The western economic model – the fossil-fuel-based, auto-centered, throwaway economy – is not going to work for China. If it does not work for China, it will not work for India, which by 2031 is projected to have a population even larger than China's. Nor will it work for the 3 billion other people in developing countries who are also dreaming the "American dream."

And, in an increasingly integrated world economy, where all countries are competing for the same oil, grain, and steel, the existing economic model will not work for industrial countries either. China is helping us see that the days of the old economy are numbered.

Sustaining our early twenty-first century global civilization now depends on shifting to a renewable energy-based, reuse/recycle economy with a diversified transport system. Business as usual – Plan A – cannot take us where we want to go. It is time for Plan B, time to build a new economy and a new world.

Glimpses of the new economy can be seen in the wind farms of Western Europe, the solar rooftops of Japan, the fast-growing hybrid car fleet of the United States, the reforested mountains of South Korea, and the bicycle-friendly streets of Amsterdam. Virtually everything we need to do to build an economy that will sustain economic progress is already being done in one or more countries.

Among the new sources of energy – wind, solar cells, solar thermal, geothermal, small-scale hydro, biomass – wind is emerging as a major energy source. In Europe, which is leading the world into the wind era, some 40 million people now get their residential electricity from wind farms. The European Wind Energy Association projects that by 2020, half of the region's population – 195 million Europeans – will be getting their residential electricity from wind.

It is decision time. Like earlier civilizations that got into environmental trouble, we can decide to stay with business as usual and watch our global economy decline and eventually collapse. Or we can shift to Plan B, building an economy that will sustain economic progress. ○

Stay tuned for another Focus on China article in an upcoming issue.

Privatizing Nature

Water Woes in Togo

By Kokou Elorm Amegadze, *Friends of the Earth Togo*

TOGOLESE PEOPLE, especially those living in the interior of the country, have a range of problems relating to water. In some cases there are serious water shortages, while in other areas water is plentiful but mismanaged and heavily polluted.

Until 2003, the production, supply and purification of water in Togo was undertaken exclusively by La Régie Nationale des Eaux du Togo. In 2004, however, management of the country's water supplies was transferred to the Société Togolaise des Eaux, no longer a state monopoly with exclusive rights relating to drinking water and waste water treatment, but a more commercial and results-oriented company.

This has resulted in people having to pay for water that was previously free. To date, privatization does not appear to have increased the number of urban consumers having access to water and sanitation. Furthermore, turning water into an economic good makes it increasingly unlikely that supplies to poor, unprofitable rural areas will be improved.

The people of Togo urgently need improved water supplies and sanitation, but privatization and the possible liberalization of services do not appear to offer viable solutions. Friends of the Earth Togo is focusing on alternative ways forward, including public education about water management and the building of free public fountains.



Water Solutions in the Village of Kovié Sévého

People living in the village of Kovié Sévého, some 30 kilometres from Lomé, struggle to collect water. Although most houses have their own water tanks, rusted roofs and gutters mean that the quantity and quality of water collected during the rainy seasons is very poor. Some cisterns are located on the ground to catch surface water, but this is heavily polluted. In the dry season, villagers have to rely on the waters of the river Zio some ten kilometers away.

The people of Kovié Sévého suffer from increased levels of disease and dehydration. There is not enough water for bathing and cleaning. Women and children, who are primarily responsible for collecting water from the river, are often very

tired. There are frequent brawls around the water points. However, the villagers have made efforts to solve their problems. Those that can afford to maintain their roofs sell their 'drinkable' water to others at low rates. In addition, a marshy basin has been built nearby to retain additional water. ○

Indonesian Farmer Sued by Seed Company

By P. Raja Siregar, *WAHLI/Friends of the Earth Indonesia*

MR. TUKIRIN, a 62-year-old farmer in the Nganjuk district of East Java, Indonesia, was very surprised when police officers came to his house and corn field and accused him of the

“illegal certification” of patented seeds and of stealing seeds from a hybrid corn producer, PT BISI, a subsidiary of Asia’s largest agricultural conglomerate Charoen Pokphand.

Tukirin had not stolen any seeds. In fact, he had bought them from an authorized distributor, wanting to develop his corn cultivation skills and use the harvested corn as seeds for his next planting. The hybrid corn he had previously planted and harvested could only be sold or consumed, not used to produce seeds to plant. However, Tukirin successfully crosspollinated the second set of seeds he bought, then harvested corn that could be used as seeds and indeed grew well. He shared this discovery with other farmers.

Ironically, Tukirin’s hybrid corn cultivation skills were acquired through a project coorganized by PT BISI and a local farmers’ organization. Yet the company penalized Tukirin for the application of his newly acquired skills, realizing that farmers would no longer be dependent upon their product. Company

officials visited Tukirin’s field and then went to the police.

Guilty of Seed Theft?

In February 2005, the court found Tukirin guilty of illegally adopting PT BISI’s technique, that is committing “illegal certification.” Tukirin was sentenced to a one-year ban on planting and received a fine. Commenting on the decision, Tukirin insisted on his innocence: “I bought



the seeds and planted them in my own field. Why should I be punished?” Other farmers agreed: “We were not told not to replicate the system in our fields. So what was the project for in the first place?”

In addition, the court failed to follow the proper procedures. Mr Tukirin did not know he could be represented by a lawyer, nor did the court provide one. Furthermore, he did not receive a copy of the verdict despite having asked for one. Thus, for five months he did not have access to the details of his alleged crime.

It was only in June 2005 that Tukirin, accompanied by WALHI/Friends of the Earth Indonesia, managed to acquire a copy. There was no opportunity to lodge an appeal.

Tukirin’s case is only one example of the lawsuits brought by large companies against small farmers; many more injustices can be expected as seed companies consolidate their control around the world. ○

(continued from page 12)

Responsive Politics, Pombo accepted more than \$150,000 in contributions from the oil and gas industry during his past three election campaigns. And he already ranks among the industry’s top ten recipients for the 2006 election cycle.

Pombo has also worked tirelessly on behalf of another special interest campaign contributor: the hardrock mining industry. Teaming with former mining industry lawyer Rep. Jim Gibbons (R-NV), Pombo included in larger budget legislation an unrelated proposal that would have allowed mining companies to literally buy

millions of acres of federal lands at rock bottom prices – even if there were no minerals beneath them.

Fortunately, as of press time Pombo had withdrawn his coastal drilling, Arctic drilling and mining proposals under pressure from lawmakers – including a broad coalition of Republicans. But if recent history is any indication, he will continue pushing these proposals at any opportunity he gets.

Pombo has also begun drawing fire from ethics watchdogs. This fall, Citizens for Responsibility and Ethics in Washington named Pombo to its list of the 13 most corrupt politicians

in Washington. At the same time, the Center for Public Integrity alleged that Pombo may have broken the law by failing to pay taxes on two foreign junkets paid for by a private foundation.

The outcome of these and other ethical lapses remains to be seen. So too does the future of Pombo’s proposals to expedite energy and mineral development on public lands. But one thing is certain: Pombo will continue to receive increasing scrutiny the more he uses his position of power to weaken environmental laws. ○

NOTICES

In Memory of...

Former Board Member Alvin Josephy Passes Away

The Friends of the Earth family was saddened when on October 16, 2005 our former board member Alvin Josephy passed away. Alvin was a leading scholar of Native American history and wrote or co-wrote scores of books on the subject.

Alvin led a very active life. He wanted to be a writer but had to leave Harvard during the Depression. In the Second World War, he followed U.S.

Marines as a combat correspondent in the Pacific and won a medal. After the peace, he returned to Hollywood and investigated gangsters for a local newspaper. This he turned into a screenplay for the 1952 film, *The Captive City*, directed by Robert Wise and starring John Forsythe as a crusading reporter. He interviewed the exiled Russian revolutionary Leon Trotsky in Mexico for a journalism piece.

He worked for Henry Luce's *Time* magazine in the early 1950s and agi-

tated for a large feature on American Indians, in whom he had become interested after a trip to the West. But in the libraries he found existing works "shelved in the natural history section along with books about snails and dinosaurs, that sort of thing." He began writing and conducting his own studies on Native American culture. His books stimulated official interest, and he became a consultant on federal Native American policy, even writing a study for President Richard Nixon. In the 1990s, Josephy helped to found the National Museum of the American Indian, which opened in Washington last year.

His last book, a memoir entitled, *A Walk Toward Oregon*, was published in 2000.

He is survived by three daughters and a son.

LEAVING A LEGACY...

We don't inherit the Earth from our parents, we borrow it from our children...

For more information on bequest giving or a brochure on how to make a will, call Rosemary Greenaway toll-free at 877-843-8687, x722 or email rgreenaway@foe.org.



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.



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