



Around Europe

Quaker Council for European Affairs

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What are the obstacles and opportunities to help move Europe's transport networks towards a sustainable future?

Flying currently accounts for about 2-3% of the world's carbon dioxide emissions. Although this might not seem much, compared to the size of the industry it produces a massive proportion of GHGs. George Monbiot recently commented that aviation holds a smaller proportion of the UK market than the machinery rental sector. Yet it contributes about 13% of the UK's total GHG emissions. The aviation sector is also expected to grow substantially over the coming years, making it a key priority for both individuals and policy makers wanting to combat climate change.

The first significant hurdle for individuals and policy makers alike is the lack of clear and concise information about the impact of aviation against other forms of travel throughout Europe. Most people are vaguely aware that flying is bad and that catching a train would be more environmentally friendly, but do we really understand by how much? It is essential that information comparing the CO₂ emissions of different modes of transport is produced, to enable consumers to make educated choices about how to travel, balancing other pressures such as time and cost. It is equally important for policy makers to understand the environmental consequences of their choices and to be able to distinguish between greenwash and genuine green progression. Should we trust easyJet when they talk about their ecoJet?

Is it as simple as providing the information though? Unfortunately not, as carbon counting is a disputed and controversial sport with no scientific consensus on exactly how you should do it. There are a number of variables that differ within the varying methodologies which include how to account for:

Air travel: Understanding the Consequences



Photo: Dr. Jaus

- Non-CO₂ emissions (nitrous oxide, water vapour etc)
- Aircraft model
- How many passengers on a plane
- Seat class
- Fuel used for cargo or freight
- Fuel used as a result of detours and delays

These variables result in vastly different estimates. For example a simple return flight from London to Paris can vary from 81kg of CO₂ per passenger through to 613kg of CO₂ per passenger (from on-line carbon calculator TRX travel analytic).

The second hurdle in the way of individuals is how fragmented the European rail/coach networks are. It is especially difficult to find information on how to travel long distances over several countries with multiple changes. There have been a few who have made heroic attempts to bridge these gaps, for example Mark Smith who has produced www.seat61.com, a truly comprehensive guide to train travel. It is clear though that EU

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Restorative Justice

Revolutionising the way we respond to crime by exploring alternatives to imprisonment...

Somebody breaks into your car and steals your stereo. How would you feel about meeting the person responsible? Delighted with the opportunity to give them a piece of your mind? What about a crime more violent, like assault? The reason crime is so debilitating is because, for the victim, there is a lack of identity and accountability of the offender.

Now more and more criminal justice systems across Europe are trying to rebalance this through restorative justice. Perhaps as a victim your initial reaction was, as I tried to gauge, anger at the offender? To address and come to terms with this anger maybe you would like the opportunity to participate in a restorative programme? Essentially they work by providing a safe and neutral space for an offender and victim to meet and get across to each other their perspective on the crime. The victim is able to communicate the repercussions of crime, whilst the offender is able to help with an understanding of the motives behind it and, more often than not, offer that deeply-sought apology.

Perhaps you're less easily convinced and consider this a soft option or an easy get out? Imagine the emotion and violation you feel as a victim of a crime. Now consider the offender's perspective and having to meet the person to whom you are accountable. Remember

when you were at school and the terror you felt when you anticipated a telling off from a teacher, worse still the transformation of this terror into a gut-wrenching feeling when the teacher was 'disappointed'. Now multiply that and consider the emotional journey an offender has to go through to face up to the victim's reaction and the devastating effect their actions have caused. But there are two sides to every story, as a victim you are given the opportunity to understand the offender's circumstances. It may sound clichéd but unfortunately it's true, the majority of offenders come from disrupted backgrounds and have been given far from the best start in life. This is by no means an excuse, but consider the courage it takes for an offender to confront their crime, their victim and their own demons. This type of justice empowers the victim with knowledge that could not otherwise be uncovered and provides the offender with the opportunity to engage with the consequences of their crime rather than being subjected to an anonymous process. Fingers crossed governments keep it up!

QCEA's latest report, *Alternatives to Prison*, explores restorative justice to a deeper level. If you would like to be informed when this is published, or have any questions, please e-mail fmorten@qcea.org.

Faye Morten

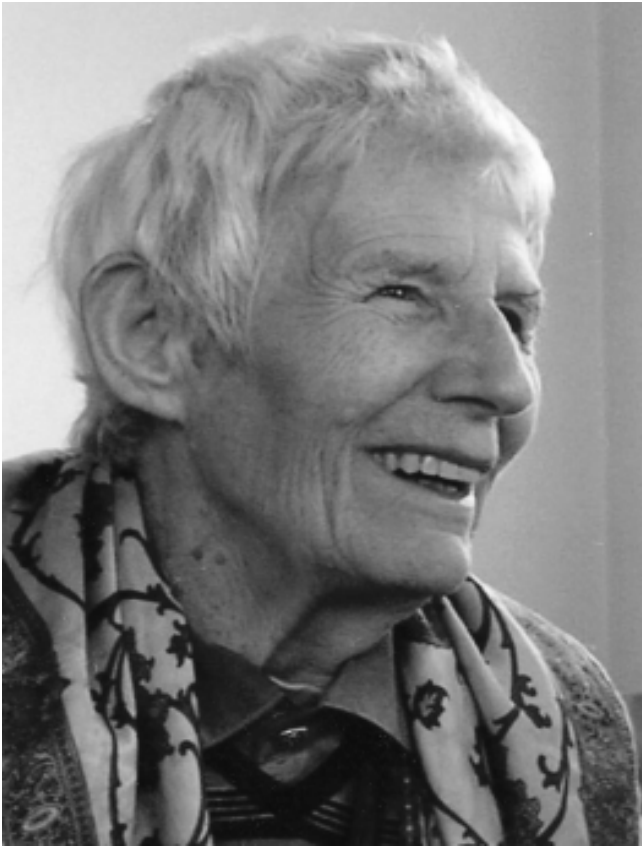


QCEA's 30th Anniversary
Afternoon and evening, Saturday 24th

Come and join in the festivities in Brussels! If you would like to attend, please contact Stephen Hynd at shynd@qcea.org for more details



In Memoriam: Marianne Boelsma-Studinger (Basel, 23 January 1925 - Bennekom, 30 April 2009)



**“Ich will mich freuen des Herrn, und fröhlich sein in Gott, meinem Heil.”
(Habakkuk 3, 18)
‘I will rejoice in the Lord, I will be joyful in God my Saviour’.**

This verse headed the card announcing Marianne’s death. It was the text that had been used at her confirmation many years ago in Switzerland. It still expresses Marianne’s zest for life.

Her passing was not unexpected. In January 2007 she was told that she had not long to live but her love of life was so great that she kept going for another 2 years. During that time she never wanted to talk about her illness or her death - she was much more interested in what was going on around her with the people and friends she loved.

Pat Stapleton, one of the two first QCEA representatives remembers: When Brian and I were appointed as the first representatives in 1979 we were told that Dutch Friends had played an important role in the creation of QCEA. Everyone spoke about a certain Marianne, a

founder member who was a key figure; we decided to write to Marianne to discover her views on our future role. By a fortunate coincidence she was coming on holiday to the south of England and we arranged to meet to attend a concert in Hastings where we were based at that time. In this way we met Marianne before we ever started work in Brussels; we enjoyed some wonderful music together and then we talked; she inspired us then and has continued to do so ever since.

Tim Brown, the fifth representative writes: It was her kindness and her generosity to others that impressed everyone who knew her. She was a passionate advocate for QCEA and the idea of breaking down barriers in Europe. She was a fount of good sense as a Council member of QCEA, and her visits to Brussels, during the time that Marianne (Brown) and I were in Quaker House, were always a source of joy both in renewing a friendship, and in her contributions to the discussions.

Unlike so many others, Pat recalls, Marianne never told us what we should be doing; never gave good advice in the usual way; she upheld us in the spirit in the belief that we would be moved to make the right decisions; she always seemed to me one of the truest embodiments of the Quaker way of life that I have ever had the privilege to meet. There were often tensions in those early days as everyone had different expectations of our role and of the role of QCEA. But when Marianne spoke, often toward the end of a Council Meeting or general discussion, the worries seemed to vanish and the way became clear. She became a very close and dear friend. We shared experiences in China together and whenever she came to visit us after we had left Brussels it was clear how much QCEA was central to her thinking and how devoted she was to its development.

She was a true Quaker and a true European. Marianne’s life was an example to us all of how to lead a truly spirit-led Quaker life. It should be for that above all that she should be remembered.

Memorial Meeting for Marianne Boelsma, founder member of QCEA

A memorial meeting for Marianne Boelsma will be held on Sunday, 25 October at 15.00 in Quaker House, Brussels, followed by a light tea.

Please email Stephen Hynd at shynd@qcea.org if you wish to attend. All are welcome.



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Member States and train/coach operators need to do more to enable easier train travel across Europe. This has to occur alongside a comprehensive plan to disincentivise short haul travel. Train/coach travel from hub airports has to be made a viable option to eradicate the current detrimental trend of short flight connections.

The final and most significant hurdle that lies in the path of sustainable transport is the inability to conceptualize the carbon cost of certain modes of transport. One potential solution could be the allocation of personal carbon allowances. A personal carbon allowance is a quota of carbon that each individual is allowed to emit. It is comparable to the Emissions Trading Scheme (ETS) set up for business that is central to the EU's attempt to tackle climate change.

This personal carbon budget could be reduced in line with the latest scientific suggestions to avoid dangerous climate change. It would also enable individuals to conceptualise the impact of their own individual actions in the wider climate change debate. Is it more useful to know that a flight from Amsterdam to Marrakech costs you 500 kg of CO² per passenger (as a broad estimate), or that it costs you half of your personal carbon allowance?

Tackling aviation emissions remains an imperative if the EU is serious about meeting its targets to avoid dangerous climate change. Is it possible to imagine the EU even meeting its own 20% reduction target by 2020 in an economic climate that pushes for further growth of one of the most polluting industries on the planet?

Steve Hynd

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