

Made on behalf of the Claimant
Witness: Philip Keith Spencer
Number of Statement: 3
Dated: 17 June 2026
Exhibit "PS3"

Claim No. KB-2024-002596

IN THE HIGH COURT OF JUSTICE

KING'S BENCH DIVISION

BETWEEN:

(1) LONDON SOUTHEND AIRPORT COMPANY LIMITED

(2) LONDON SOUTHEND SOLAR LIMITED

(3) THAMES GATEWAY AIRPORT LIMITED

Claimants

- and -

PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE AMENDED PARTICULARS OF CLAIM

Defendants

EXHIBIT "PS3"

This is the exhibit marked "PS3" referred to in the Witness Statement of Philip Keith Spencer dated 17 June 2026.

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B E T W E E N:

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Defendants

**NOTE OF "WITHOUT NOTICE" HEARING BEFORE
& *EX TEMPORE* JUDGMENT OF MRS JUSTICE FARBEY
ON 14 AUGUST 2024**

The hearing commenced at 10:28 before Mrs Justice Farbey. Tom Roscoe ("TR") appearing for the Claimant.

Opening

1. TR expressed appreciation for the Court hearing the application on short notice during the vacation period. TR confirmed that J had sight of the hearing bundle ("HB"), authorities bundle ("AB") and the skeleton argument ("Sk."). A supplemental bundle ("SB") was handed up to J.
2. J confirmed she was aware this was a without notice application concerning an injunction against direct action by Just Stop Oil ("JSO") at London Southend Airport ("SEN"). TR confirmed yes and that, as emphasised in Sk., SEN is the only London, and one of the few national, airports without the benefit of such an injunction. Not to reduce the need to look at the facts, but this is relevant for 3 reasons:

- 2.1. First, SEN faces increased exposure as a result of its comparatively weaker protection and consequently, a higher risk of potential harm, which increases the appropriateness of an injunction;
 - 2.2. Second, this claim has similar facts as previous cases where other airports have recently gained injunctions. It would be anomalous if SEN was treated differently and left without this protection; and
 - 2.3. Third, the approach on the other airport injunctions, detailed in the SB, is informative of the appropriate procedure and practicalities.
3. TR proposed to make submissions in the following order:
 - 3.1. Threat posed by JSO and the risk of harm to SEN;
 - 3.2. Explanation for applying without notice;
 - 3.3. Discussion of the site and unique facts of SEN;
 - 3.4. Wording of the Draft Order;
 - 3.5. Submission of applicable legal principles (to the extent not previously covered); and
 - 3.6. Full and frank disclosure.

Threat and Risk of Harm

4. J confirmed she had read the witness statements. TR commented that there was lots of detail on the threat and risk of harm in the Claimants' witness statements and so highlighted a few important points, submitting that:
 - 4.1. JSO is a spin-off group of Extinction Rebellion (“**XR**”) in that it shares a co-founder, Roger Hallam. Mr Hallam is currently imprisoned, and so not himself threatening direct action. HB p378, an article describing the creation of JSO. TR submitted that this article confirmed that JSO's foundational aims are stopping what they think ought not be done, going beyond expressing opinions about what should and should not be done;

- 4.2. HB p390, JSO website extracts about how it intends to operate and its “demands”; and
- 4.3. HP p396, JSO’s own statistics give a sense of the scale of their criminal or suspected criminal activities.
5. TR then took J to evidence of specific threats arising from JSO this summer. TR took J to a 16 July 2024 JSO press release/letter to the Prime Minister, threatening a campaign at airports (HB p409). On 22 July 2024, JSO stated it will undertake its threatened action. JSO released a statement referring to its previous ultimatum and stating that “no such assurances have been received, therefore JSO supporters will be taking action at airports this summer” (HB p414) . TR noted that JSO had indicated in this statement that it would carry out its actions in a non-violent and safe manner, and not carry out activities on active or unactive runways. It was also pointed out that JSO refers to itself as being an “A22 Network” member.
6. JSO has been raising funds – over £165,000 to finance its actions (HB p419). There is a Daily Mail report from March 2024 which detailed a JSO meeting infiltrated by an undercover reporter (HB p439). At HB p442, some of the techniques advocated for airport activists are detailed. These included: cutting through fences and gluing themselves to runway tarmac; cycling in circles on runways; climbing on to planes to prevent them from taking off.
7. J asked TR about JSO’s statement on 22 July 2024, suggesting they will not glue themselves to runways. TR responded that the later evidence would show that in practice this statement is not reliable.
8. TR directed J to the First Witness Statement of Marc Taylor (“**MT**”), at HB p37, setting out previous direction action at SEN from XR and JSO. He submitted that it would be wrong to think as a “more minor airport” (as some may describe it), SEN is not a target or any less at risk.
9. TR directed J to the First Witness Statement of Akhil Markanday (the “**BCLP WS**”) at HB p340, which describes and explains the actions recently perpetrated by JSO across other UK airports. TR submitted that the events demonstrate an intent to disrupt airport operations. At HB p487 the reaction of JSO to arrests for

these acts shows its members accept responsibility for legal consequences, but JSO express a defiant intention to continue its campaign.

10. J asked if, after their statement on 22 July 2024, JSO had evidenced any intention to attack or demonstrate on runways. TR confirmed it had, directing J by way of example to paragraph 39 of the BCLP WS, at HB p332, which details the arrest of four JSO individuals near Manchester Airport on 5 August, where they had been found with items which Police said would have been used to cause damage at airports. From this equipment, TR submitted an intention can be inferred to target runways (for example, fence cutting equipment and glue).
11. TR submitted that the potential consequences of these action are severe in the context of a complex operational environment with security and safety considerations. The consequences go beyond mere inconvenience or financial damage. At HB p39, MT describes the unique features of SEN which will be impacted, including at paragraphs 33(e) and (g).

Application Without Notice

12. J asked TR to take her through the key principles. TR focused on *Wolverhampton CC v London Gypsies & Travellers* [2024] 2 W.L.R. 45. TR explained that at paragraphs 139, 142 and 151 of *Wolverhampton*, the Supreme Court clarified that these type of injunctions are always in substance a type of without notice injunction, in that they will affect (or potentially affect) a wide class of persons who are not and may never become defendants to the proceedings. The focus is not on service *per se*, but rather on notification of the proceedings and the Order made. TR noted that the present application was, however, “without notice” in the fuller sense.
13. J asked TR about his Sk., at paragraph 22.3, where he had submitted that prior notice may be self-defeating and that other similar airport injunctions were therefore without notice too. TR confirmed that to be the Claimants’ position, explaining that at paragraph 174 of *Wolverhampton*, the Supreme Court observed that prior notice of the proceedings may often be appropriate to minimise the potential for procedural unfairness, but generous liberty to apply was a protection in cases such as these.

14. J stated that this approach, granting injunctions with no return date so long as it did not outlive the threat, has been taken on the basis of Lord Reed’s analysis in *Wolverhampton* and asked TR whether that was the Claimants request also. TR confirmed this request here, with a review date and generous liberty to apply.

The Site

15. J asked TR to move discuss the land comprising SEN and the area sought to be injuncted (the “**Site**”). Before doing so, given the duty of full and frank disclosure, TR said he must highlight that JSO have announced a pause in disruption ‘whilst civil unrest is continuing to affect many towns and cities across the country’ (HB p465). J said she is familiar with this point.
16. TR introduced the discussion of the Site by highlighting one small defect in the plan exhibited at of the HB p16 (“**Plan A**”). Plan A, at the west of SEN, had a small area of blue hatching with white underneath. That blue area should be extracted and the red outline should track the south, not the north, of the blue area. J commented that this amendment will make the Plan simpler and gave leave to amend, if the order were granted.
17. J asked TR about the composition of Plan A and the colour key by which it depicts the title interests underlying the land. TR explained that the areas shaded yellow were areas where one or more of the Claimants had a leasehold or freehold interest which gave them an immediate right to possession. Where there was blue hatching, that was because a lease or licence had been granted to a third party which had the immediate right to possession, rather than the Claimants. J asked about the Claimants’ right to possession of the Terminal Building. TR confirmed that the whole Terminal Building is owned by the Claimants as freehold or leasehold. However, they do not have an immediate right to possession of all of it due to e.g. leases or licences to shops, restaurants etc, plus there are multiple floors making this hard to depict on a 2D map.
18. TR explained that the red outline shown in Plan A comes from the Airport Byelaws which, in conjunction with the Aerodrome Certificate awarded to SEN, exhibited HB p47, support the Claimants’ activities at SEN. HB p53 explains that the Byelaws were made pursuant to statutory powers authorising them and at HB

p76 there is a map reflecting the land to which the Byelaws apply. This outline of SEN shown by the map at HB p76 reflects the red outline shown in Plan A.

19. TR explained the Northeast runway lights. The lease underlying these is at HB p621. The lease is actually only granted in respect of the narrow area around each light, shown as green circles on the lease plan. Those small green circles cannot practically be reduced on the plan, hence the cross outline is matched to the Byelaws plan consistent with the Claimants' primary point on this.
20. TR submitted that the significance of the Byelaws, as seen by Section 4 of the Byelaws, exhibited at HB p56, is that the Claimants are empowered by statute to control what can or cannot be done in the entirety of SEN. TR gave examples of the prohibitions set out in the following Byelaws: 4(10), 4(12), 4(13), 4(15), 4(16), 4(19) and 4(22).
21. TR submitted that the underlying points were, first, that the Claimants have wide control over the SEN Site as empowered by statute and, second, this control gives sufficient standing to seek an injunction restraining trespass. TR referred to *Mayor of London v Hall* [2011] 1 WLR 504 and *Manchester Airport Plc v Dutton & ors* [2000] 1 Q.B.133 as authority for this, also referred to the move in the modern authorities away from the old common law action of ejectment based on an immediate right to possession.
22. TR submitted that, barring London City Airport, every other injunction sought by UK airports in recent months have taken this approach based on *Dutton and Hall* as proposed by the Claimants. J commented that she was familiar with the approach taken by other airports and asked questions specifically about the approach taken at Heathrow Airport. TR took J through the plan to the Heathrow Airport injunction, showing the same approach to third party (blue hatched) areas.
23. TR submitted that there were two further routes to found an injunction over the area outlined in red by Plan A. First, activities by JSO on the blue hatched land where the Claimants don't have an immediate right of possession would prevent the Claimants from reasonable enjoyment of their land, founding an action for nuisance. Second, as clarified in *Wolverhampton and Cuadrilla Bowland Ltd and other Persons Unknown and others* [2020] EWCA Civ 9, the Court can grant an

injunction to prohibit otherwise lawful actions (or by logical extension, actions that a claimant wouldn't itself have standing to seek an injunction in respect of) if such a remedy is proportionate and necessary to protect the Claimants' rights. J asked if this same argument applied to the Public Highway included in the red outline on Plan A. TR confirmed that it did.

24. J asked about the approach of London City Airport in carving out third party interests from the area over which they sought an injunction. TR took J through the plan to that injunction, noting that the same approach had not been followed in the subsequent cases.

25. With regard to Public Highways, TR referred J to Plan A, highlighting that the proposed area covered by the injunction included roads, which for the purposes of the application he accepted should be treated as being subject to public rights of way. In seeking an injunction over these areas, the Claimants were aware that the Human Rights Act 1998 (“HRA”) was engaged to some extent. TR stated that though protest on the Public Highway is lawful to an extent, this should not be an impediment to gaining an injunction here for the following reasons:

25.1. The Byelaws do not differentiate between private land and that subject to public rights of way. SEN has the same degree of control and power over both types of land, as seen by the outline at HB p76. J asked whether TR was contending that the Byelaws found trespass even regarding a public right of way. TR affirmed this. J accepted that where there was an overlay of the Byelaws over the Public Highway, there was, to some extent, a qualified right of way in effect.

25.2. As an alternative argument, TR submitted that, as shown by *Wolverhampton*, the Court can restrict otherwise legal activity if it is proportionate to protecting to the Claimants' rights. TR contended that here, it would be very difficult and complex to carve out an exception from an otherwise clear injunction to provide for some limited right of protest on the roads. Consequently, the proportionate approach was that being sought.

26. J expressed concern about the injunction over the public access road prohibiting benign protestors, for example, simply holding placards over this land which is,

to an extent, their right. J asked TR where in *Wolverhampton* it was stated that it is within the power of the courts to restrict such rights if it is proportionate to do so. TR replied that *Wolverhampton*, drawing from *Cuadrilla*, states at paragraph 102 and (AB p299) if it is proportionate and there is no other way of protecting the Claimants' right, it is within the Court's power to do so.

27. J differentiated the present proceedings from *Canada Goose v Persons Unknown* [2022] EWCA Civ 13, on the basis the issue there was regarding newcomers and not the use of the public pavement.
28. J asked about the scope of the requested injunction and whether it caught too many potential protestors. J gave the example of a controversial political figure landing at SEN and protestors wanting to hold placards in response. TR responded that the injunction only applies to JSO and other environmental causes, and so would not apply in J's example. The Defendants are defined narrowly to reflect that.
29. Further, to the extent that there are peaceful protestors who wish to protest about environmental issues in a non-disruptive way, the Claimants could insert a recital setting out a procedure to gain SEN's consent to do so in a designated area. Such a recital was seen in the injunction order obtained by Gatwick Airport (SB p97), as well as Bristol Airport (SB p119) and Liverpool Airport (SB p130). TR took instructions confirming that SEN was amenable to including such a recital.
30. J asked for this recital to be made in any order so that the Court can ensure it is fulfilling its obligations under the HRA. That was in accordance with the necessity and proportionality analysis mandated by the HRA.

The Order

31. J commented the draft was in fairly standard terms. TR agreed and would only draw attention to some specific points.
32. J commented on the wording from the outset, stating that there must be a burden on the Claimants' solicitors to fix a review date. The onus should not be on the Court to manage an injunction once granted. J suggested wording be inserted at

paragraph 3 of the Draft Order to effect that *'the Injunction set out at paragraph 1 shall lapse at 4pm on the anniversary of the order or, as the case may be, the latest annual review, unless before then the Claimants have applied for a review to take place'*. J clarified that the burden on the Claimants is to apply for the review in a timely manner, noting it is not within their powers to ensure a listing within a specific time period.

33. J commented that the Claimants' request that the Order be granted for five years, appeared to be a considerable period of time. TR confirmed that five years was consistent with several of the recent airport cases, and he understood that this was consistent with earlier injunctions in respect of oil refineries. In fact several airports had even been granted an open ended injunction subject to an annual review. TR noted that, in either case, it was the annual review that was the important provision – with the longstop date being less significant. J confirmed that, if granted, her preference was not for the injunction to be open ended, but should be for five years, with annual review.
34. TR highlighted the Claimants' approach to defining the Defendants, explaining the decision to use "in connection" rather than "for the purpose of" so as to reduce the need for any investigation into any person's subjective intentions. J said this may not make a big difference, but agreed "in connection" was preferable.
35. TR took J to the provisions in the draft order for service/notification, explaining that, following *Wolverhampton*, the focus is on notification as opposed to service. The notification of the Order and the Court papers is what is most important in engaging the Defendants in the proceedings, as opposed to service of a Claim Form. TR listed the means of notification proposed by the Defendant as stated in the Draft Order. J agreed that JSO would be cognisant of the Order and proceedings by way of the means of notification suggested by TR, also referring to the similar steps employed by other airports following the recent injunction cases. TR explained where notice would be posted by reference to Plan B (HB p30).
36. For completeness, TR asked that an order be made to regularise service. He noted that some of the earlier cases had not said anything about service, others had

dispensed with service and others had make orders for alternative service. TR explained that the Claimants were seeking an order for alternative service.

The Legal Principles

37. TR noted the Sk. covered this in detail.
38. J asked TR to address the traditional *American Cyanamid* test and how that interacts with *Wolverhampton*, noting that *Wolverhampton* attempts to protect the potential defendants unable to defend themselves in Court. In *Wolverhampton* (AB p318, paragraph 167(1)), Lord Reed commented on the requirement for a ‘compelling need’.
39. TR replied by referring J to *Shell UK Oil Products Ltd v Persons Unknown* [2022] EWHC 1215 (KB) which pre-dates *Wolverhampton* but provides a helpful exposition of the principles applicable to injunctions of this sort, at AB p254. The principle listed at (4) appears to be an additional requirement for something more to the first three principles which are the *American Cyanamid* principles. Ultimately, there is a recognition, seen in *Wolverhampton* also, that we are not in final or interim relief territory, rather we are somewhere in the middle.
40. J discussed the interaction between the requirement stated by some cases of a ‘compelling need’ and the *American Cyanamid* test, asking whether it is right that if there is a compelling need, then one could only go down from there in seeking to meet the *American Cyanamid* test. TR agreed with that proposition.
41. TR further noted that in considering these principles, the existence of the Byelaws and the fact that the police may take an interest is relevant to the Court’s analysis.
42. J accepted that the possible breach of the Byelaws is relevant to the question of whether there is a ‘compelling need’ for the injunction but questioned whether this was determinative. TR submitted that a key considerations were whether the Claimants should be allowed to vindicate their civil rights, notwithstanding these rights overlay with criminal law, and whether there was utility to the injunction in addition to the criminal law/Byelaws.

43. J asked whether, on the facts, the injunction would be a deterrent. TR submitted it would, referring to the social media post by JSO, exhibited at HB p522, which shows evidence of JSO adapting their actions based off whether an airport has the protection of an injunction.

Full and Frank Disclosure

44. TR recognised the importance of ensuring this duty was complied with. TR referred J to Sk. p15 and emphasised the following:

44.1. The Defendants may argue that the application should not have been without notice. TR repeated the Claimants' submission that it may be self-defeating if the application was made with notice;

44.2. The fact that JSO had stated a pause in action. TR submitted that there is still an imminent and serious risk of harm to SEN as who knows when they may decide any pause ends;

44.3. The availability of criminal remedies. In response, TR submitted that it is necessary for the Claimants to vindicate their civil rights and obtain an injunction, notwithstanding the potential action from JSO engaging the criminal law and jurisdiction of the police;

44.4. It appears that the injunctions may have been disobeyed at other airports. He submitted that this is not a relevant consideration, as the Court must proceed on the basis that its orders will be obeyed;

44.5. TR noted that the Defendants would no doubt wish to emphasise their important and genuinely held beliefs. Though JSO and similarly orientated groups have important beliefs, these beliefs are irrelevant to the relief sought, and the earlier authorities have emphasised that the Court should not be considering such matters in any detail;

44.6. TR repeated the risk that the injunction sought, in prohibiting any entry onto the Site in relation to JSO or other environmental campaigns, may, as relates to the Public Highway, prohibit an element of lawful action. However, recent caselaw has shown that in circumstances as arise in this

case, the Court has the power to prohibit such lawful action where, as here, it is proportionate to do so to vindicate the Claimants' rights; and

44.7. J agreed the Court should act on the basis that orders will be obeyed and stated that the procedural aspects of the injunction should give some relief to any human right concerns. J commented on importance of the right to protest under the HRA and the common law, highlighting that it was open to JSO to challenge the Order.

45. At 11:52, J stated that she would grant the Order subject to reviewing a clean copy of the Draft Order, after the requested amendments had been made. J also stated she wished to deliver a judgment. Court was adjourned until 14:00.

Court resumed at 13:57, with J delivering an ex tempore judgment The following note of that judgment is not and does not purport to be an official or Court-approved transcript.

Judgment of Farbey J

- (1) By a Part 7 Claim Form issued on 12 August 2024, the Claimants seek an injunction to restrain the Defendants from acts of trespass or nuisance on the Claimants' land. By an Application Notice issued on the same day, the Claimants seek a without notice interim injunction, together with an order for alternative service of the claim documents and injunction order.
- (2) I have heard submissions today from Mr Roscoe on behalf of the Claimants. As this was a without notice application, no representative from the Defendants appeared.
- (3) The First Claimant is the operator of London Southend Airport, situated in Essex. The Second and Third Claimants are subsidiaries of the First Claimant. Together, the Claimants hold the underlying legal interests in the land comprising the Airport. I have been provided with a plan showing the location of the Airport.
- (4) The Defendants are properly described as Persons Unknown. Persons Unknown are adequately defined as those who, in connection with Just Stop Oil or other environmental campaign, enter, occupy or remain without the Claimants' consent

upon 'London Southend Airport' as is shown edged red on Plan A which is attached to the amended Particulars of Claim.

Nature and terms of the proposed injunction

- (5) I was provided with a supplemental bundle containing previous airport injunctions. This is the 13th set of proceedings since June 2024 appearing before the Court where airports have sought, in similar terms, injunctions against anti-fossil fuel campaigners. In each case, the Claimants have relied upon principles handed down in *Wolverhampton CC v London Gypsies & Travellers* [2024] 2 W.L.R. 45.
- (6) A key part of the proposed injunction is that the Defendants must not remain, enter or occupy London Southend Airport in connection with JSO or other environmental campaign.
- (7) The terms of the draft injunction provide that it shall expire in five years, on the long stop date of 14 August 2029. The injunction may be discharged before then by further order of the Court. There is a provision in any event for annual review of the terms of the injunction in this Court.
- (8) Although the application is without notice, the proposed order provides that anyone served with or notified of the proceedings and the Order, may apply to the Court at any time to vary or discharge the Order, giving the Claimants' solicitors 72 hours' notice. The service and notification provisions of the Order broadly reflect those given to other airports in recent months.
- (9) The Application is supported by witness evidence from the Claimants' acting CEO and a partner in the firm of the Claimants' solicitors.
- (10) That the Application is to be made without notice is at tension with the Human Rights Act 1998. However, I am content that there is a compelling reason for the Application to be made without notice.
- (11) In proceedings such as this, the Claimants are under a duty of full and frank disclosure to the Court. I am satisfied this duty has been discharged. Mr Roscoe

has raised points the Defendants were likely to have raised, covering both procedural and substantive issues.

- (12) I have kept at the forefront of my mind duty as a public authority under the Human Rights Act 1998, and the Defendants' rights of freedom of expression (Art. 10) and freedom of assembly (Art.11), enshrined under the Human Rights Act 1998 and European Convention on Human Rights. However, these are not absolute rights and are qualified by reference to a range of public interests.

The Evidence

- (13) The evidence before me indicates JSO and other environmental groups have targeted London Southend Airport on numerous occasions in the past. For example, on 23 November 2021, 12 JSO activists entered the terminal with three large oil drums. JSO activists challenged passengers and the police were called. Some JSO individuals exploited the distraction in the terminal to conduct an airside breach.
- (14) The Claimants have provided evidence of the threatened unlawful activities at airports by environmental campaigners, including JSO, as part of a co-ordinated campaign against airports this summer. It is sufficient to give two examples. First, a Daily Mail article dated 9 March 2024, details a meeting where JSO co-founder Indigo Rumbelow advocated causing disruption at airports, including cutting fences, activists gluing themselves onto runways, cycling in circles on runways, climbing onto aircraft and staging multi-day sit in protests in the airport's buildings. Second, a press release by JSO dated 22 July 2024 stated that JSO will undertake all steps to ensure safety is not compromised and avoid active or inactive runways. However, since the, JSO activists have been apprehended on the perimeter of Heathrow Airport and found with equipment consistent with an intention to glue to runways.
- (15) I note too that JSO may find it difficult to accurately assess the risks to airport users as they may be ignorant of the complexities of the health and safety risks arising at an airport, especially with regard to passenger and cargo operations.

- (16) On 5 August 2024, JSO activists were arrested near Manchester Airport for conspiring to cause public nuisance. These activists were found equipped with items demonstrating an intention to damage and disrupt an airport.
- (17) On 7 August 2024, JSO released a press statement claiming a pause in their campaign of disruption at airports. I accept that by definition the pause will be a temporary state of affairs.

Risk of Harm

- (18) London Southend Airport estimates it will serve 33-37,000 passengers every month in the remainder of the summer. I accept the Claimants' evidence regarding the severe risk of physical and financial harm posed by JSO. The evidence shows that this severe risk is exacerbated by unique features of London Southend Airport. Specifically, the direct walk passengers undertake from the terminal building to board the plane, as opposed to using a bus or jet bridge. Other impacts of the actions threatened by JSO include significant disruption to travel plans, financial losses, significant disruption to business and perishable cargo.

Causes of Action

- (19) The principle cause of action relied upon is trespass. Mr Roscoe has shown me a plan reflecting the land that is under the Claimants' control as operator of London Southend Airport. The Claimants have the immediate right of possession to most of this by reason of their freehold or leasehold ownership. Some parcels of land, such as the terminal building, are leased or licenced to third parties but still remain under the control of the Claimant by virtue of the statutory Byelaws. The NE approach lights are on third party land not part of the airport. Within the areas of the land sought to be covered by the injunction, there is included some roads which are public in that public has some rights of access over this land.
- (20) The approach to the land covered by the injunction is intended to be practical and effective. To the extent that it includes land over which the Claimant holds the unencumbered freehold and leasehold, the cause of action is uncontroversially trespass. In relation to the land that is sublet, I accept the control given to the

Claimants by the Byelaws is sufficient to found trespass (*Mayor of London v Hall* [2011] 1 WLR 504).

- (21) In relation to the public access roads, the Byelaws ensure that the rights of the public on this land are qualified and do not exist to the actions which the injunction prevents.
- (22) In short, I am satisfied that the Claimants have a cause of action in trespass and the terms of the injunction are proportionate. This mirrors the approach at Heathrow Airport and the injunctions granted to other airports.
- (23) In any event, I accept the Claimants' submission that the anticipated activity of the activists would amount to actionable nuisance which would give rise to an injunction.
- (24) For these reasons, I am satisfied the Claimants have at least one cause of action.

The Legal Test

- (25) Mr Roscoe's oral submissions considered the *American Cyanamid* test and the heightened scrutiny suggested by *Wolverhampton* where the Defendants are not present and as a matter of realism, may not seek liberty to apply to challenge the Order before the annual review (*Shell UK Oil Products Ltd v Persons Unknown* [2022] EWHC 1215 (KB))
- (26) I am in no doubt that there is a serious question to be tried. Mr Roscoe submits that damages would not be an adequate remedy for the Claimants, relying on evidence from the Claimants by way of the First Witness Statement of Marc Taylor that the potential economic damage to London Southend Airport would be severe. There is no reason to think any of the Defendants could award such an award of damages. This is separate to the other harms which may arise which are not readily quantifiable in damages. Mr Roscoe has pointed out that the Claimants have offered a cross-undertaking in damages. Those concerned about the aviation industry are free to articulate their concerns in a lawful manner.
- (27) The balance of convenience consideration does not strictly arise here. In any case, this falls strongly in favour of granting the relief sought by the Claimants. The

threats faced by London Southend Airport are real and serious, the potential consequences of such threats being actioned would be financial, health and safety and wider disruption.

- (28) The First Witness Statement of Marc Taylor states that London Southend is a prime target for disruptive direct action, given the campaign intends to disrupt airports and given London Southend's size and geographical location, it is especially vulnerable. This is exacerbated by the fact that all other major airports in the UK have the protection of an injunction. On the basis of this evidence, I accept Mr Roscoe's submissions and conclude the balance of convenience falls strongly in favour of granting the relief sought.
- (29) To the extent that some higher threshold might apply to injunctions of this sort, I accept that there is both a significantly real risk of imminent damage to justify the grant of the injunction (*Shell* at 23 (4)) and a compelling need sufficiently demonstrated by evidence for the protection of civil rights (*Wolverhampton* 1671).
- (30) I accept that the Byelaws would be a slow and unwieldy mechanism to stop the disruption.
- (31) Statements by JSO social media accounts encouraging prospective JSO supporters to check whether an airport is protected by an injunction before protesting, emphasise that the Byelaws by themselves are not seen as a sufficient deterrent.
- (32) Finally, coming onto the Article 10 and 11 rights of the Defendants. As already said, these are qualified rights. My attention has been drawn to Leggat's LJ's dicta in *Cuadrilla* at paragraph 94 where he said that: "*the disruption caused was not a side-effect of a protest held in a public place but was an intended aim of the protest. As foreshadowed earlier, this is an important distinction. It was recently underlined by a Divisional Court (Singh LJ and Farbey J) in Director of Public Prosecutions v Ziegler [2019] EWHC 71 (Admin); [2019] 2 WLR 1451, a case – like the Kudrevičius case – involving deliberate obstruction of a highway. After quoting the statement that intentional disruption of activities of others is not "at the core" of the freedom protected by article 11 of the Convention (see paragraph*

44 above), the Divisional Court identified one reason for this as being that the essence of the rights of peaceful assembly and freedom of expression is the opportunity to persuade others (see para 53 of the judgment). The court pointed out that persuasion is very different from attempting (through physical obstruction or similar conduct) to compel others to act in a way you desire”

- (33) Recent caselaw has also confirmed that Art 10 and 11 do not justify trespass in relation to privately owned land (*DPP v Cuciuraan* [2022] 3 WLR 446 at paragraphs 42-50).
- (34) Applying these principles and taking into consideration all that I’ve read and heard, I take the view that the injunction is no more than a necessary and proportionate qualification of the Defendants' Art 10 and 11 rights.
- (35) For these reasons, I allow the injunction and grant:
- (a) permission to serve the proceedings as per the draft Order; and
 - (b) permission to amend the claim documents to amend minor errors and certain other technical changes.
- (36) I will make the order in terms now sought which differ from some degree to the draft filed to the Court. I have been provided with both a tracked changes and clean copy of the amended Order and claim documents. On the basis of the clean copy, I make the order in terms now sought.

!! NEW PROJECT ALERT !!

The rich are killing us. To stop them and fix our broken country we need to...



Join us at: takebackpower.net

3 PEOPLE ARE IN PRISON RIGHT NOW FOR DOING EVERYTHING THEY CAN TO LIMIT CLIMATE CATASTROPHE.



[PRESS](#) [ACTIONS](#) [DONATE](#)

! NEW PROJECT ALERT !

The rich are killing us. To stop them and fix our broken country we need to...



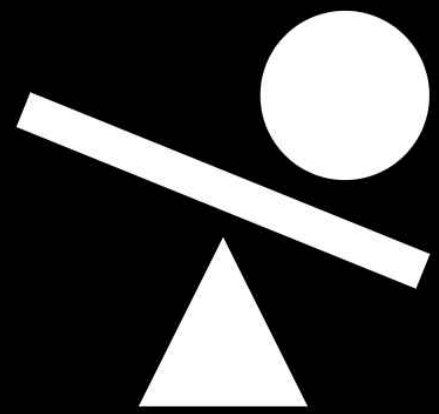
Join us at: takebackpower.net

YOUNG PEOPLE ARE RESISTING

HELP US GROW THE RESISTANCE

[DONATE TO FUND RESISTANCE](#)

Tax the rich to fix Britain!



Britain is broken because the super rich are pocketing billions, whilst ordinary people struggle to get by. They are the reason we have kids going to bed hungry, unaffordable homes and shit in our rivers. They profit from killing children in Gaza and heating the world to boiling point. We feel powerless to change things, because they corrupt our politics and own our media.

It's time to **Take Back Power**. Why should the rich pay a lower tax rate than the hard working majority? We need ordinary people to decide how to tax extreme wealth, with a citizen-led assembly.

Join us to demand a permanent House of the People with powers to tax the rich and fix Britain.

Upcoming events

+ What is the House of the People?

+ What would the House of the People do?

+ Has an institution like this existed before?

+ Don't the super-rich already pay too much tax?

+ How rich are we talking about here?

+ How bad is inequality in the UK?

+ What sort of tax would you like to see?

+ Even if you tax the rich it won't be enough to fix Britain will it?

+ How would you spend the money raised?

- Why does Take Back Power engage in disruptive direct action?

Nobody likes disruption, least of all the people disrupting, however history shows us that disruption is a necessary part of social change. Disruptive direct action brought us livable working conditions, the weekend, universal suffrage, and civil rights for marginalised communities. More recently, it saw the demand of Just Stop Oil become government policy. The evidence is clear that though people may not like the messenger, or the method of delivery, they hear the message. Ultimately this leads to political pressure and eventual social change. You can read more about how this works [here](#).

+ How is Take Back Power funded?

+ How can I get involved?

+ Do you have reading list?

'Inequality is shit' — Take Back Power deliver crappy Christmas for the Ritz

[December 3, 2025](#)



Three supporters of Take Back Power have delivered a pile of shit to the Ritz. Take Back Power is a new nonviolent civil-resistance group, demanding that the UK government establish a permanent citizen's assembly- a House of the People, which has the power to tax extreme wealth and fix Britain. [1]

At around 12:05 today, three Take Back Power supporters deposited a pile of manure below the Christmas tree at the iconic luxury hotel. The three were quickly removed from the lobby and then held signs outside the entrance which read: 'INEQUALITY IS SHIT' & 'TAX THE RICH'.

A Take Back Power spokesperson said:

"The super-rich have more than doubled their wealth since the pandemic, while this Christmas, a third of UK children suffer and grow up in poverty. It's time ordinary people- those most affected by inequality, get a say in deciding how to tax wealth through the means of a legally binding citizen's assembly- a House of the People." [2][3]

One of those taking action today, Ellen Redwood-Brown, 23, an NHS worker, said:

"The billionaires, corporations, and corrupt politicians running Britain don't care about us. While working in the NHS I've seen people dying because they couldn't get appointments whilst doctors are working 15 hour shifts."

"The UK has 156 billionaires. We could take away 75% of that wealth to fix Britain and we'd still have 156 billionaires. We must let ordinary people decide how to tax the rich." [4]



Also taking action today is Tom Barber, 65, a former doctor, journalist and community worker from Nottingham, who said:

“Power is concentrated in the hands of a small group of obscenely wealthy and ruthless individuals. They are hell-bent on enriching themselves, forcing the gap between the haves and the have-nots ever wider.”

“Everyday people must Take Back Power, compelling our government to create a permanent citizens’ assembly- a House of the People. Only then can we start making decisions for everyone’s benefit- taxing the rich, creating a fairer society and restoring our faith in our democracy.”

Take Back Power is demanding that the UK government establish a permanent House of the People- a citizen’s assembly chosen by democratic lottery, that has the power to tax extreme wealth and fix Britain.

Until the government makes a meaningful statement in response to our demand, we will undertake nonviolent action to resist the super-rich, who are driving us towards social collapse. Donate or sign up to take action at [TakeBackPower.net](https://takebackpower.net).

ENDS

Press contact: 07762 987334

Press email: press@takebackpower.net

High quality images & video here: [Public](#)

Website: <https://takebackpower.net/>

Bluesky- <https://bsky.app/profile/takebackpower.bsky.social>

Facebook: <https://www.facebook.com/profile.php?id=61582897002194>

Instagram: https://www.instagram.com/takeback_power/

X: https://x.com/takeback_power

Youtube: <https://www.youtube.com/channel/UCmhBfv2Iso6NCNF3I8BuuWg>

Take Back Power 'take over' the playgrounds of the super-rich

April 30, 2026



Take Back Power supporters have been 'taking over' the playgrounds of the super-rich this morning. Take Back Power is a nonviolent campaign, demanding a tax on extreme wealth, to be decided by a 'House of the People.' [1]

At around 10 this morning, 22 Take Back Power supporters occupied a Ferrari dealership in Berkeley Square, they could be heard chanting "WE DEMAND EQUALITY!" and "THE BILLIONAIRES HAVE GOT TO GO!". By around 10:30 the group left the store.

At around 11:30, the group reconvened at Burlington Arcade- the world's first modern shopping mall, which positions itself as an 'elegant and exclusive upmarket shopping venue'. The group could be seen holding signs which read "HOUSE OF THE PEOPLE" and "4 MILLION KIDS IN POVERTY", which were quickly seized by door staff.

By around 12:20, the group had moved on to the food hall at the luxury department store, Harrod's. Security was much more reactive, dragging Take Back Power supporters from the building.

A Take Back Power spokesperson said:

"This country is in crisis and everyone knows it! The people to blame are the corporations and super-rich who are extracting every last penny from working people, and then using their ownership of the media to distract people into blaming the poor and migrants. Nothing short of a massive transfer of wealth and power away from the 1% and back to working people can hope to fix Britain. Join us at takebackpower.net."



One of those taking action today is Robert Pembroke, 43, a builder and dad from Devon, who said:

It's time ordinary people take back our power from the super-rich. Inequality is spiralling out of control, 50 families in the UK hold more wealth than 50% of the country. Around the world, it's even worse with eight men holding more wealth than 50% of the world's population!"

*"It is obscene to allow this, people are dying. We need ordinary people, taking part in a permanent citizens' assembly- a **House of the People** deciding how to tackle this. To find out more go to takebackpower.net."*



Also taking action today is Ana Heyatawin, 63, a grandmother from Somerset, who said:

"Inequality, which is being imposed on ordinary people by big business, billionaires and the politicians who work for them, is killing people right now. More than a third of people in the UK now don't earn enough to buy life's essentials."

*"We need ordinary people at the heart of deciding how to tax extreme wealth to begin fixing this mess. This is why we are calling for a permanent citizen's assembly, with the power to tax extreme wealth- a **House of the People**."*

It's time working people take back our power from the super-rich. This is why Take Back Power is demanding that the UK government establish a permanent **House of the People**— a citizen's assembly chosen by democratic lottery, that has the power to tax extreme wealth and fix Britain.

Until the government makes a meaningful statement in response to our demand, we will undertake nonviolent action to resist the super-rich, who are driving us towards social collapse. Donate or sign up to take action at [TakeBackPower.net](https://takebackpower.net).

ENDS

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Instagram: <https://www.instagram.com/takeback.power/>

X: https://x.com/takeback_power

Youtube: <https://www.youtube.com/@take.backpower>

TikTok: <https://www.tiktok.com/@takeback.power>

Notes to Editors

[1] [Take Back Power](#) is a nonviolent civil resistance group in the UK. We aim to put the 99% in charge through citizens' assemblies. We are ordinary people from all walks of life who believe that in order to fix Britain, we have to tax the rich. And we don't think the rich should get a veto. We want the people to decide how we tax the rich through a legally-binding citizen's assembly — A House of the People. It's time for the 99% to have 99% of a say!

Join us to demand a permanent House of the People with powers to tax the rich and fix Britain.

Take Back Power supporters redistribute essential items whilst occupying high-end stores and hotels

May 1, 2026



Take Back Power supporters have been occupying the playgrounds of the wealthy this morning, and have liberated items from a superstore to redistribute them back to the communities that need them. Take Back Power is a nonviolent campaign, demanding a tax on extreme wealth, to be decided by a **'House of the People.'** [1]

At around 9 this morning, three Take Back Power supporters entered the Tesco Extra on Acre Lane in Brixton, and took essential items from the shelves and left without paying. The action takers then donated the items at a local food-bank drop-off point. At around 10am, all three attempted to hand themselves in at Brixton Police Station. So far none have been arrested.

At 11:45, around a further 18 Take Back Power supporters occupied the luxury department store Liberty, on Regent Street in London. They could be seen holding signs which read '3 MILLION HOUSEHOLDS SKIPPING MEALS' and 'TAX THE SUPER-RICH NOW.'

At around 1pm, this group then reconvened, disrupting access to the luxury hotel, Claridges. The group could be heard chanting "WE DEMAND EQUALITY!" and 'HOW DO WE TAX THE SUPER RICH?- A HOUSE OF THE PEOPLE!' as security attempted to move the supporters away from the door.

A Take Back Power spokesperson said:

*"Take Back Power is calling for an emergency **'House of the People'** to deal with the cost of living crisis. When politicians are too busy lining their pockets to fix our problems, we need the people most impacted to have a seat at the table. A **House of the People** selected by democratic lottery, like a jury, is a no-brainer solution to cut out the corruption and decide how to redistribute wealth."*



One of those taking action redistributing food today is Moshe Dixon, 25, from Dundee said:

“My mother came from poverty and fought tooth and nail to give me a better future. Like so many mothers she was promised that hard work would be rewarded, yet we are living in a country where so many families can’t make ends meet despite working multiple jobs.”

“6.5 million people had to turn to foodbanks in 2024. Meanwhile the CEO of Tesco is taking home 430 times the pay of the average Tesco employee, and the rich are paying a smaller share of tax than working people. We need an assembly of ordinary people coming together to decide how to tax extreme wealth in order to fix our broken country. Join us at takebackpower.net.”



Also taking action today occupying high-end stores and hotels, is Hannah McDonald, 20, a student from Liverpool, who said:

“Fourteen million people last year were faced with the prospect of going hungry, in this, the 6th richest nation on earth! Now we have a cost of living tsunami on the way and the government is nowhere to be seen.”

*“This is broken Britain. We need a **House of the People**— an assembly with real power, where ordinary mums, nurses, posties & cleaners, get a real say in how to take back our power from the super rich, and redistribute that wealth and power back to working people.”*

Today’s actions come as the UK braces for food shortages and soaring prices as a result of the war in Iran, as rising fuel, fertiliser and commodity prices begin to feed into business costs. [2]

It's time we take on the super-rich who are profiteering from a world in crisis. This is why Take Back Power is demanding that the UK government establish an emergency **House of the People**— a citizen's assembly chosen by democratic lottery, that has the power to tax extreme wealth and fix Britain.

Until the government makes a meaningful statement in response to our demand, we will undertake nonviolent action to resist the super-rich, who are driving us towards social collapse. Donate or sign up to take action at [TakeBackPower.net](https://takebackpower.net).

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Join us to demand a permanent House of the People with powers to tax the rich and fix Britain.

[2] <https://www.telegraph.co.uk/business/2026/04/28/full-force-of-iran-war-hit-food-prices-soon-supermarkets/>



Fossil Fuel / 6 May 2026

Fossil Free London pours fake blood outside Shell offices as it ‘makes a killing’ from the Iran war



M Fossil Free London campaigners protest outside Shell's London headquarters against its giant profits from the Iran war [Pic: Fossil Free London]



FOSSIL Free London activists covered themselves in fake blood as they sat outside Shell’s London headquarters wrapped in a fuel pump today.

They erected a banner that read “BLOOD MONEY: No new oil & gas” amid expectations the fossil fuel giant will announce bumper quarterly profits today thanks to the Iran war.

Fossil Free London spokesperson Robin Wells said: “In these past few years, as our world becomes more unstable and the realities of climate breakdown set in, it’s never been clearer: Big Oil profits from, and locks in, mass death.

“And we’re feeling this so rawly right now. As we see thousands slaughtered in Iran and weep alongside those mothers who will never hold their children again, Shell is making a killing.”

More than 2,000 people have been killed by the US and Israel’s war in Iran, which has sent oil prices soaring due to a blockade on the Strait of Hormuz.

Shell was contacted for comment.



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FØSSIL FREE LONDON

PHOTOCALL: Body bags piled outside Equinor as Q1 profit spike expected from Iran war

When: 8.15am, Tuesday 5th May

Where: Equinor Offices, W2 6BD

Details: Activists from Fossil Free London will pile several life-sized body bags outside the offices of Rosebank co-owner Equinor, as one campaigner dressed as an oil executive stands on top of them.

The protest comes as the UK Government's decision on whether to approve or reject the Rosebank oil field approaches.

Equinor's quarterly profits are **also expected to jump** when announced on Wednesday 6th May, amidst the US-Iran war.

Photos can be used in coverage of Equinor's quarterly profit announcement.

(We will also stage a stunt ahead of Shell's Q1 profit results on Wednesday the 6th at 8:15 a.m. outside Shell's HQ, we will send a separate photocall tomorrow.)

For further information, to find us on the day, or to organise an interview please contact campaigner@fossilfreelondon.org, or 020 3886 2590.

Notes:

1. For further information, please contact Rosie, 020 3886 2590, campaigner@fossilfreelondon.org.
2. Fossil Free London is a grassroots climate group that protests Big Oil and campaigns for a London beyond fossil fuels.
Instagram: [_@fossilfreelondon](https://www.instagram.com/_@fossilfreelondon) Twitter: [_@fossilfreeldn](https://twitter.com/_@fossilfreeldn).
3. Photos from other Fossil Free London actions are available [here](#) and can be used in your journalism at any time without prior permission. Please credit Fossil Free London.



THE AWAKENING: BEYOND THE WALL

May 14, 2026 by Extinction Rebellion

The path from spring to summer has a beautiful way of revealing what has been gaining strength invisibly.

Roots grow underground long before anything breaks the surface. Networks form quietly beneath hard ground. By the time the first shoots appear, the real work has already been happening for months.

Something similar can be felt across Britain's protest movements now.

At [RAF Lakenheath in April](#), peace campaigners gathered for a week-long camp opposing the return of US nuclear weapons to British soil and the use of British bases in

illegal wars in Palestine, Iran, Lebanon and beyond. There were workshops, overnight vigils, legal briefings, songs around camp and shared meals and stories. Older peace campaigners stood alongside younger climate and anti-war activists inheriting a world increasingly organised around militarisation, surveillance and permanent emergency.

The direct actions, organised by Lakenheath Alliance for Peace, began in earnest as it became clearer that the base is being used extensively for the US/Israeli wars in WANA (West Asia and North Africa). There were a total of 23 arrests – A group of 7 Christians, Muslims, Jews, Quakers and people of no faith group, together calling themselves Unity Against Genocide were arrested under the Terrorism Act while wearing tabards with individual words on them. When combined, their tabards read ‘WE OPPOSE GENOCIDE. WE SUPPORT PALESTINE ACTION’ – with only one word on each. Incredibly, the group carried out the same action at the Supreme Court in February this year without arrest.

There were 2 arrests at the Saturday police-liased blockade. 13 were arrested at the ‘surprise’ Monday blockade at the main gate. The lock-on to the CND symbol on the trailer, car lock-on and two road lock-ons happened at the main gate and at the same time 1 more person was arrested at the Lakenheath village gate where around 60 people did a stand up blockade.

A peace camp. A blockade. Arrests for nonviolent protest. These are recognisable acts within the long history of civil resistance in Britain.

And yet something can be felt, shifting.

Across climate movements, Palestine solidarity organising, peace campaigns and protest rights groups, people are recognising the same pattern unfolding around them.

Not of isolated incidents, but a political trajectory.



Defend Our Juries' Timeline of Corruption shows our interwoven tapestry. Fossil fuel corporations knowing for decades about climate collapse; lobbying networks and think tanks shaping anti-protest policy; Lord Walney acting as an “independent adviser” while connected to oil and arms interests; escalating restrictions on protest and legal defence; peaceful campaigners imprisoned while the industries driving destruction continue almost untouched.

In 2019 Extinction Rebellion emerged to tell the truth about systems placing profit above life itself and to pressure the government to act. It is clear that those systems do not only extract from ecosystems. They extract from communities, from democracy and from our collective ability to act together. The same concentrations of wealth and power driving climate collapse are also driving militarisation, border violence and attacks on civil liberties. The deepest scars of this system are borne by the Global South; they endure the most devastating impacts of a collapse fueled by others, the injustice of the relentless extraction of their resources and the theft of their autonomy.

THE WALL

When movements begin naming those connections clearly while reminding people of their agency, repression tends to follow; the same power that redacts the truth about

our collapsing ecosystems in secret reports is the power that sends nuclear bombs to our soil and attempts to silence the juries that might hold them accountable.

Next came the arrests for mere written words. In 2023, Trudi Warner stood quietly outside a courthouse holding a sign reminding jurors of their legal rights. She was arrested for it.



No obstruction, no threat, no violence: just a sentence on a card. Just the truth.

Trudi’s sign, which read “Jurors: you have an absolute right to acquit a defendant according to your conscience”, reflected a 300-year-old legal principle also written on a plaque on the Old Bailey. Her arrest shocked many people precisely because it exposed something larger than a single case. If even reminding jurors of their conscience could provoke arrest, then the boundary of acceptable dissent was moving rapidly. Defend Our Juries emerged from that moment of recognition, catalysed by outrage at Trudi’s arrest.

And now that recognition is spreading further. We stand against the same machinery of suppression: hostile media narratives, politicised policing, corporate influence over public policy and expanding restrictions on protest.

They are building a wall of secrecy and fear between the government and the governed.

One of the most dangerous aspects of this moment has been the increasing weaponisation of antisemitism against movements opposing mass violence.

Antisemitism is real, deadly and rising along with wider fascism. Jewish communities deserve safety and protection everywhere, as do all people of any faith or none; but conflating opposition to the actions of the Israeli government with hatred of Jewish people does not challenge antisemitism, it begets it. It risks deepening division while allowing governments to criminalise protest, expand policing powers and suppress dissent under the language of public safety.

Movements for climate justice and global justice are not separate moral causes competing for attention. They are a response to the same underlying crisis: a political and economic system that concentrates power upwards while demanding silence from everyone living with the consequences.

We know a liveable future cannot be built through fear, secrecy and permanent war. It has to be rooted instead in mutual aid, democratic participation, public accountability and care. That threatens those who profit from extraction, militarisation and division because solidarity interrupts the cycles they depend upon.

And solidarity is exactly what is growing.

At places like Lakenheath, around shared food and stories, people are recognising one another properly. Not as isolated campaigns orbiting separate issues, but as communities defending the conditions that make collective life possible at all: truth, conscience, participation and the right to resist systems that place profit and power above human and ecological survival.

Spring works slowly. But once roots intertwine underground, it becomes much harder to build a wall over what eventually emerges.

LAKENHEATH FILM BY ZOE BROUGHTON AND VLAD MOROZOV

This beautifully made film follows the people behind the protest. Scientists, veterans, teachers, and ordinary citizens — asking a simple question: what does real security look like?



Watch on

WHAT HAPPENS NEXT?

Keep an eye on independent news sources, the story grows all the time:

On 23rd April, Trudi was one of nine people arrested for breaching a Section 14 order while again holding signs communicating the principle of jury equity outside a court. The same sign as in 2023 but this time Section 14 conditions forbidding protest within 1 mile of the court was used. The interesting legal argument to watch for will be whether silently holding a sign amounts to protest.

On 12th May came further evidence of the movement of boundaries within our judicial system. Four Palestine Action activists could be sentenced as terrorists. They were found guilty of criminal damage by a jury at Woolwich Crown Court in a retrial. The judge, Mr Justice Johnson, ruled before the first trial that there appeared to be a “terrorist connection” to the offences – even though they took place before Palestine Action was proscribed. The judge’s ruling was not disclosed to jurors in two trials so they convicted the four based on criminal damage, not knowing they could then be sentenced for terrorism. We now know that reporting restrictions prevented the whole truth being known.

This has never happened before in a criminal damage case.

WHAT CAN I DO?

Join Jury Support Day. NEXT MONDAY 18th May 2026 at a court near you.

If these topics leave you feeling despair, find communities in your accessible space, in person or online who are discussing how they feel about them and what we can all do, together.

Movements like ours can not achieve our demands without a democratic media, free from the control of the billionaire elite. Sign and share this Parliamentary Petition demanding that the government pass the Media Sovereignty Act.


Join the telegram chat for the Love & Rage weekender we have planned. 12-13 September. A long hot weekend of workshops and discussions with a creative finale, join and stay as long as you're able.

At the core of Extinction Rebellion's philosophy is Nonviolent Direct Action. It is built on a long history of successful civil disobedience campaigns, from Indian Independence to the British Suffragettes and the American Civil Rights Movement, and evidence of how nonviolent social movements can create change.

Extinction Rebellion's actions and campaigns focus on disrupting the seats of power because we are living in a time of Climate and Nature Emergency with our eco-system and society at risk of collapse in the sixth mass extinction.

Working with care, within our Principles & Values, we always have the same 3 demands which guide our focus:

TELL THE TRUTH
ACT NOW
DECIDE TOGETHER

With love and rage 

FURTHER READING:

Jury Equity, the Filton 6 and the arrest of Trudi Warner by Jewish Voice for Liberation: www.jewishvoiceforlabour.org.uk/article/jury-equity-the-filton-6-and-the-arrest-of-trudi-warner/

Plane spotters camped outside Lakenheath air base witnessed how a British RAF base is being used by the US military to wage war on Iran:

www.telegraph.co.uk/news/2026/03/03/raf-lakenheath-plane-spotters-fighter-jets-iran-us-suffolk/



Posts

shut_the_system

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Our plan and pledge: Shut down the fossil fuel economy

We pledge to target property and machinery of the destructive industries owned by the wealthiest and most responsible for the greatest crisis humanity has ever faced. Our strategy is to disable the physical infrastructure of significant carbon emitters; whether emissions occur directly, or through their support for upstream business operations.

Without their property, assets, offices, wealth, physical tools and resources, banks, financiers and insurance companies will be forced to end all support for climate breakdown.

Unlike our targets, we are non-violent – we will never physically harm a person or living being.

We do not consider the destruction of machinery to be violence. We consider it necessary. We take the necessary steps to end their violence.

We are inspired by the militancy and radical tactics of the suffragette movement in the 20th century, the civil rights movement, land rights campaigners, workers struggles, the poll tax protesters, the anti-fascists who rebelled against Nazi rule, the animal liberation movement, independence struggles around the world, the radical movement for LGBT+ rights, the anti-apartheid movement, the peace movement, the struggle for a free Palestine and many of the historic campaigns that have brought us the safety, security and basic human rights we enjoy today.

We can't stand back and allow the world to crumble because of something completely preventable – because of the failures of the wealthy elite. We can't let apathy for the suffering of others pave the way for inaction. We can't live with ourselves knowing that the fate of humanity and life on Earth was jeopardised because we refused to address the machinery of industry and government.

Stories Energy | Social and Economic

Six radical ideas we need right now to end fossil fuel dependence and protect people from the war on Iran price shock



Mehdi Leman

10 Jun 2026 • 9 min read



How the war on Iran fuels an energy shock and cost of living crisis

It has been 100 days since the US and Israel launched their attacks on Iran on 28 February 2026, throwing the region into deeper violence and pushing up fuel, food and transport costs around the world. This war is a human tragedy that is deepening a global cost of living crisis in a world still dangerously dependent on oil and gas.

This blog sets out six concrete policy ideas governments can implement now to protect people from the Iran energy shock and accelerate the shift away from fossil fuels.

History shows that moments like this can also unlock transformative decisions. After the Second World War, governments created social safety nets and public health systems ; the 1970s oil shocks led to fuel efficiency standards, strategic reserves and, in some countries, the birth of modern environmental policy. Today's overlapping crises

expose a fossil fuel system that can no longer sustain the society built on it.

1. Ground private jets and mega-yachts before grounding ordinary people



A large group of activists from Extinction Rebellion and Greenpeace Netherlands hold a peaceful protest at Amsterdam Schiphol Airport, the second biggest in the EU, stopping private jets from landing and taking off and sitting and cycling around the area where private jets are parked.

© Marten van Dijk / Greenpeace

If governments are genuinely worried about fuel shortages and high prices, they should start with the most pointless and polluting uses of oil. Private jets and superyachts are the purest form of luxury emissions: they burn staggering amounts of fuel per person and are used by a tiny elite, while everyone else is told to “tighten their belts”.

Jet fuel markets are already strained, and shipping routes have been upended by the war on Iran, driving up marine fuel costs. Restricting or temporarily banning private jets and megayachts, would relieve pressure on fuel markets at the margins, but more importantly it would send a clear signal about fairness: in an emergency, the first flights grounded should be private, not the holiday or family trips of ordinary people. Combined with

people before luxury emissions.

2. Make public transport free using war-profit taxes



Public transport scenery in Berlin during rush hour on a work day.

© Kevin McElvaney / Greenpeace

The transport sector is responsible for around 60% of total oil demand globally. If one conflict can send fuel and ticket prices soaring, the least governments can do is make it easier and cheaper for people to move without being held hostage by oil. A bold way to do that is time-bound free or ultra-cheap public transport, funded by taxes on fossil fuel war profits.

This is not a fantasy. Spain's free commuter rail, Germany's 9-euro ticket and Luxembourg's nationwide free transit all showed that cheap or free public transport boosts ridership, cuts car use and lowers emissions, while saving households money. In Brazil, more than 100 municipalities have rolled out Tarifa Zero schemes offering fare-free buses, and in India Delhi's "pink tickets" policy has made buses free for women, improving safety and access to jobs and education.

A permanent surtax on the profits of fossil fuel companies – whose

billions, enough to pay for several years of free buses, trains and trains. That would give people immediate cost-of-living relief, provide funds for public transport electrification at scale, and help new habits stick long after the crisis ends.

3. Ban fossil fuel and meat advertising



Greenpeace protesters erect a giant spoof billboard outside Shell’s HQ accusing them of fueling climate change and therefore complicity in last week’s devastating wildfires in Southern Europe as the company announced billions in profits from the last three months.

© Chris J Ratcliffe / Greenpeace

Every time there is a war or energy shock, fossil fuel companies run the same PR play. First they warn of an “unprecedented crisis”, then they present themselves as the only grown-ups in the room, and finally they spend millions on ads about “reliable energy” while lobbying quietly for more drilling, more subsidies and more delays to climate action.

Big meat and dairy corporations use a similar playbook: marketing meat-heavy diets as “normal” or even “healthy” while relying on highly polluting, methane-intensive factory farming and deforestation that turbocharge the climate crisis and biodiversity loss. It is time to treat fossil fuel and industrial meat advertising the way the world treated tobacco ads and start phasing it out.

upcoming FIFA world Cup 2026 in the US, Canada and Mexico, cultural institutions, “greenwashing” billboards and social media campaigns, as well as glossy ads that hide how meat giants are linked to forest destruction, land grabs and animal cruelty, would not cut emissions overnight. But it would strip the agribusiness and fossil fuel industries of one of their most powerful tools for buying social licence and political influence. Cities like Amsterdam, which has already moved to ban public adverts for meat and fossil fuels , show that this kind of rule is both possible and popular.

Several cities and regions have already moved to ban or restrict fossil ads . The war on Iran should be the moment to scale that up to national and international level and expand it to cover the most polluting forms of meat and dairy advertising too.

4. Cut plastic, cut oil: shift subsidies to reuse and refill systems



As world governments meet in Geneva for the Global Plastics Treaty Talks, Greenpeace activists create a symbolic trail of black oil and hang massive banners on the entrance of the Palais des Nations to call out the undue influence of the fossil fuel industry in the negotiations.

© Marie Jacquemin / Greenpeace

the cost of everyday goods that are made of plastic or wrapped in it rises too, from food packaging to household products. In Europe, the price of PET plastic used in soda bottles and other food packaging jumped by around 15% in a single year, while polyethylene prices in North America climbed by nearly 30%, piling extra pressure on families who are already struggling with higher bills.

Governments can use this moment to stop pouring public money into petrochemicals and plastic, and instead back reuse and refill systems that cut fossil fuel demand at the source. Redirecting petrochemical and plastic subsidies into community-centred reuse and refill infrastructure would support plastic-free, standardised packaging across consumer goods sectors, with local, accessible reverse-logistics that slash waste, resource use and emissions. Done right, this shift would also create sustainable jobs and reduce people's exposure to toxic chemicals and plastic pollution in their food, water and homes.

This is already starting to happen. In France, a new national, standardised reuse system backed by legislated reuse targets is rolling out reusable glass packaging for popular food and drink products across several regions. Ottawa in Canada is piloting a city-wide, multi-brand reuse project for personal and home-care products, and in Jakarta the Kecipir app links people directly with farmers using zero-waste packaging. With the right rules and funding, national governments can phase out petrochemical and plastic subsidies, set binding reuse and zero-waste targets, and empower local authorities and producer-responsibility schemes to design reuse-first systems that shorten supply chains, improve access and deliver real benefits to communities.

5. Build a Strategic Battery Reserve



Greenpeace East Asia and the China University of Mining and Technology jointly hosted a workshop on EV (Electric Vehicle) power battery recycling and reuse.

© Greenpeace

After the 1970s oil crisis, countries like the United States created Strategic Petroleum Reserves , and International Energy Agency (IEA) members agreed to hold at least 90 days of net oil imports in emergency stocks. Fifty years later, the war on Iran is screaming that one of the real security tools we now need is a strategic energy reserve built around renewables and storage, not more fossil fuels.

A Strategic Battery and Energy Storage Reserve would mean a strategic energy reserve connected to the grid, spread across regions, that can store surplus wind and solar power and step in when renewable supplies are disrupted, including large-scale battery systems in combination with other forms of storage such as pumped hydro, compressed air, thermal storage and flywheels.

A binding requirement on governments to hold a minimum level of grid-scale energy storage – for example, targets proportional to each country’s electricity demand or peak demand, with IEA member countries ramping up from today’s levels towards tens of gigawatt-hours of storage capacity over the next decade – would help keep the lights on during crises, stabilise grids day-to-day and provide a guaranteed market that drives storage manufacturing and deployment. Batteries are expected to provide the majority of new storage capacity in clean energy transitions, but other storage options

Ensuring the use of appropriate battery types can considerably reduce the amounts of key minerals needed, and combining batteries with other storage technologies can further cut material demand.

Countries like Spain and Italy already have storage targets, and at recent COP29 UN climate talks a group of governments pledged to increase global storage capacity sixfold by 2030.

China’s current “solar surplus” crisis shows what happens when grids and storage fail to keep pace with record-breaking renewable roll-out: without enough storage, clean power is wasted instead of replacing fossil fuels. At the same time, Ukraine’s experience with decentralised renewable energy during war has demonstrated that distributed solar and storage are a global security imperative, not just a climate solution, and many governments are now looking to learn from and fund this model. This crisis is the perfect reason to go from pledges to concrete storage reserve obligations.

6. Fix food security by breaking fertiliser addiction



A Greenpeace campaigner inspects plastic-wrapped fruit in a Hong Kong supermarket. Single-use plastic packaging like this keeps our food system hooked on oil, while synthetic fertilisers made from fossil fuels lock farmers into the same fragile, polluting system.

are dangerously dependent on fossil fuels, especially gas-based synthetic fertilisers. When fertiliser prices spike, farmers struggle to afford them and harvests are threatened, while Big Ag companies report record profits. A real solution is to fast-track ecologically sound and localised food systems based on food sovereignty and resilience, shifting to agroecology and fossil-free farming capable of surviving external shocks, either climactic or geopolitical. Agribusiness lobbyists use “food security” rhetoric to demand deregulation and subsidies whenever prices rise, even as fertiliser giants pocket windfall gains from crises like this one.

Instead of bailing them out, governments should foster food sovereignty and support farmers to cut synthetic fertiliser use, expand crop rotations, cover crops and nitrogen-fixing plants, cap factory farming and prioritise food over animal feed, while investing in local, ecological food systems.

Public food stockholding and smart supply-management tools can be more immediate actions that can stabilise prices, while emergency support goes directly to low- and middle-income families, not corporate balance sheets.

Why these ideas matter

On their own, none of these ideas will end the war on Iran or dismantle the fossil fuel system that made it so dangerous. Together, though, they point to a different kind of crisis response: one that protects people first, makes war profiteers pay, and treats renewables, public services and ecological farming as essential defenses, not optional extras.

The last 100 days have shown that making the world dependent on fossil fuels is a recipe for permanent instability and economic disruption. The next 100 days should be about doing something bolder than tinkering with tax rates and releasing a few more barrels of oil from emergency caverns.

The tools to build a fair, renewable-powered, war-resistant economy are already here. The question now is whether political leaders will finally use them.



Speed through security: leave your liquids in your bag, and please make sure they are 100ml or less.



London City Airport Injunction Order

On 20 June 2024 the High Court granted us an injunction, which prohibits anyone from entering, occupying or remaining on London City Airport in connection with the Just Stop Oil campaign (or any other environmental campaign) without our permission.

On 24 June 2025 the High Court extended the injunction

Anyone breaching the injunction might be imprisoned for up to 2 years, fined and / or have their assets seized for contempt of court.

Documents relating to the Injunction can be found on the links on this page.

Second Annual Review Hearing – 30.06.2026

The second annual review hearing for the injunction is set for 30 June 2026 before a High Court Judge at the Royal Courts of Justice, in person, at a time to be confirmed. The Judge and time of the hearing will be confirmed on the working day before on the Daily Cause List (from 3pm): <https://www.gov.uk/government/publications/royal-courts-of-justice-cause-list/royal-courts-of-justice-daily-cause-list#kings-bench-judges-daily-cause-list>

All Years

- [Second Annual Review Hearing – 30.06.2026](#)
- [First Witness Statement of Alex Wright dated 11 June 2026](#)
- [Exhibits to First Witness Statement of Alex Wright dated 11 June 2026](#)
- [Sealed Application Order dated 2 June 2026](#)
- [Sealed Court Order dated 10 June 2026.](#)

Review Hearing on 24.06.25

All Years

- [Injunction Order](#)
- [Supplemental Hearing Bundle](#)
- [Airports – chrono](#)
- [Airports – skeleton](#)
- [Airport Injunction Renewal](#)

Original Hearing on 20.06.24

All Years

- [Injunction Order](#)
- [Hearing Bundle](#)
- [Skeleton Argument](#)
- [Note of Hearing](#)

Company / Local community

Injunction

Heathrow Airport Injunction

On 9 July 2024, the High Court granted Heathrow Airport Limited an injunction to prohibit anyone from entering, occupying or remaining on London Heathrow Airport (as shown edged purple on Plan A attached to the Injunction Order) in connection with Just Stop Oil (or other environmental campaign) without the consent of Heathrow Airport Limited.

Anyone breaching the injunction might be imprisoned for up to 2 years, fined and/or have their assets seized for contempt of court.

The second annual review hearing of the Injunction Order, 9 July 2026

The second annual review hearing of the Injunction granted on 9 July 2024 has been listed to be heard on 9 July 2026 at the High Court, Royal Courts of Justice.

The Judge and time of the hearing will be confirmed on the working day before on the Daily Cause List (from 3pm).

Pursuant to paragraph 3 of the Order of Mr Justice Julian Knowles dated 9 July 2024 (as varied pursuant to the Order of Mr Justice Turner dated 23 July 2025), the Claimant has filed with the Court the following evidence on which it intends to rely at the second annual review hearing, which is linked below, by way of service on the Defendants:

1. Third Witness Statement of Philip Keith Spencer dated 15 June 2026
2. Exhibit PS3

Feedback

Further relevant documents in relation to the second annual review hearing will be posted here in due course.

1. [Philip Spencer Third Statement](#)
2. [Exhibit PS3](#)

The first annual review hearing of the Injunction Order – 23 July 2025

The first annual review hearing of the Injunction Order took place on 23 July 2025 at which the Injunction Order was continued by order of Mr Justice Turner.

The relevant documents are:

- [Review Hearing Bundle](#) (Large file: 38MB PDF)
- [Review Hearing Skeleton](#) (75.1KB PDF)
- [Mr Justice Turner – Order](#)

Documents relating to the injunction and the Hearing on 9 July 2024

Documents relating to the Injunction and the Hearing on 9 July 2024 can be obtained using the links below. The Bundle for Hearing contains the Claim Form, Application Notice and evidence in support.

Feedback

Injunction application

Dear all,

In accordance with the Order of The Honourable Mrs Justice Farbey dated 14th August 2024:

The '**Injunction Renewal Hearing**' in this matter has been listed for:

2nd July 2026 for 1½ hours before a High Court Judge, in person.

The Judge and time of the hearing will be confirmed on the working day before on the Daily Cause List (from 3pm):

<https://www.gov.uk/government/publications/royal-courts-of-justice-cause-list/royal-courts-of-justice-daily-cause-list#kings-bench-judges-daily-cause-list>

Please treat this email as a formal listing notice.

Please forward a copy of this listing notice to all interested parties.

Kind regards



Subash Vasudevan

Judges Listing Office Team Leader

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