

## Easter eggventure – 9th April



The Friends of the University of Dundee Botanic Garden are holding an event in the Garden, aimed at children under the age of 10, accompanied by as many parents/grandparents as they like, on Sunday 9th April from 3pm – approximate end time 4.15pm.

There will be Easter related activities, including decorating an egg, but please bring your own hardboiled egg!

Numbers are limited for this event, so booking is essential – contact [fudbg.committee@gmail.com](mailto:fudbg.committee@gmail.com).

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## Survey shows vandalism troubles shared bike users



Bicycles from OFO, one of the major companies involved in China's shared bike business, are spotted abandoned in massive numbers under a flyover in Beijing. [Photo/Weibo]

Users of urban shared-bike programs have called for regulation to address bike vandalism, and suggested that shared bike schemes should be an urban planning consideration, according to a survey by China Youth Daily.

The survey, which was published by the paper Thursday, revealed that 50.5 percent of respondents said vandalized bikes had forced them to rethink their travel plans, and 78.8 percent suggested shared bikes should be incorporated into urban planning management.

The survey was based on the answers of 2,000 respondents. The top complaint relating to shared bike programs was shared bikes crowding the sidewalks, with 63.6 percent saying it was a common sight. The other concerns related to vandalism and theft.

"It is not unusual to see shared bikes secured with private locks," Miao Yue, an undergraduate in Guangzhou, told China Youth Daily. "During rush hour, sometimes it takes 20 minutes to find a usable shared bike."

In addition, 88.6 percent voiced support for a law that would address the vandalizing of public facilities.

There are government-run shared-bike programs, but they only offer bicycles that must be returned to docking stations.

"Dockless bicycle-sharing is more efficient and convenient," Zhao Jie, a

transportation expert with the China Academy of Urban Planning & Design, was quoted as saying.

Zhao suggested that there should be a system that tracks user's conduct.

According to the survey, 78.6 percent of respondents have used shared bikes, with 0.7 percent born after 2000, 21.1 percent born in the 1990s, 54.4 percent in the 1980s, 18.1 percent in the 1970s, and 5.6 percent in the 1950s and 1960s.

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## [Scotland and a homage to Catalonia](#)

We learn from the voice of Alex Salmond and from briefing to papers that the SNP have altered their approach to the EU. Apparently they will now say that were Scotland to have a formal vote to leave the UK, and were voters to vote to leave, Scotland would apply to join EFTA, not the EU, in the first instance.

This new contortion of policy probably is based on the unpopularity of the EU with a significant part of the SNP's vote, those who also voted to leave the EU. It helps them get round the painful issue of having to join the Euro as a new member of the EU. It avoids too many issues about long delays in joining the EU. The EU has made clear that if a part of an existing member state becomes independent, that new state has to apply to join from outside the EU. Scotland would meet the main requirements to join as it is already part of a member state. However, it would not qualify for a share of the UK's budget rebate, nor automatically achieve opt outs from the common borders and single currency policies.

Scotland would need to establish Euro convergence, which would require a very large contraction in its substantial budget deficit. Outside the UK Scotland would start with larger deficit than the UK's, and would need to cut spending and or raise taxes to get within the Maastricht rules. These are unlikely to be palatable to SNP politicians. They do not like austerity policies, yet these would be serious Euro style austerity policies with considerable bite as the southern members of the Eurozone can testify.

At the same time Catalonia is pressing for her first official independence referendum. She would welcome one chance to be independent of Spain, and is jealous of the democratic approach of the UK in granting such an opportunity to Scotland. Catalonia is more likely to vote to be independent should a meaningful vote be held. Spain has had to accept that Catalonia, like Scotland, would be able to apply for EU membership if out of the Spanish Union, if that was their wish. Whilst the government has not ruled out use of the veto over theoretical Scottish EU membership, it seems likely now that Spain wants to avoid having to wield the veto. Indeed, Spain still prefers the idea of not allowing Catalonia an official referendum, in the hope that

this will keep her Union together.

Spain is on the undemocratic end of more than one of these issues of identity. The UK once again did the decent thing over Gibraltar, as over Scotland. It asked Gibraltarians to vote on whether Spain should share sovereignty over the territory. By an overwhelming majority Gibraltar said No. Had it gone the other way the UK would have implemented the people's wishes. Spain's pressing to have some say over Gibraltar's new relationship with the EU on UK exit is not going to change Gibraltar and the UK's approach to sovereignty and identity. Spain's argument that geographical contiguity is sufficient cause to give her sway is not borne out by her actions over Ceuta, nor by general international law. France has no right to the Channel Islands because they are closer to France than the UK. Spain holds on to Ceuta though it is on the other side of the Med.

The EU has to be careful about these tangled webs of identity. Its policy that states created out of parts of member states have to apply anew from outside makes sense. They also need to help uphold international law over borders and self determination of peoples. After all, the EU prides itself on democracy so it should proceed by referendums on these matters to reflect the wishes of the people affected.

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## [China pledges to improve secondary education coverage](#)

China aims to increase secondary education coverage nationwide to 90 percent or more by 2020 from 87.5 percent in 2016, the Ministry of Education announced on Thursday.

Despite a rise in the gross enrollment rate of the country's high schools, poor areas in central and western China still face a shortage of educational resources and slower development in secondary vocational education, said Lyu Yugang, senior official with the ministry, at a press conference.

There has been an imbalance between the development of high school education and secondary vocational education in affluent eastern China, added Lyu.

According to a plan released by the ministry on Thursday, China will promote secondary vocational education, and improve facilities in schools and the education funding mechanism from 2017 to 2020.

More resources will go to schools in poor and ethnic regions, and the right to education for students with disabilities as well as children of poor families and migrant workers should be ensured, Lyu said.

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## Press release: Welsh Secretary: Aston Martin creating a lasting legacy in Wales

Aston Martin's investment in St Athan will create a lasting legacy for the region, Secretary of State for Wales, Alun Cairns will say when he attends a special ceremony to mark the beginning of the redevelopment of the Ministry of Defence (MOD) site into the car brand's newest manufacturing facility.

Work has already begun on staff facilities at the site and the second phase will start in earnest when the company today (6 April) gains access to the three Ministry of Defence "super hangars" that will house the manufacturing plant.

In February 2016, Aston Martin Lagonda announced that the DBX – a 'crossover' sports utility vehicle – would be made at St Athan with the creation of 750 jobs with a likely further 1,000 across the supply chain and local businesses in Wales. The first vehicle is expected to come off the production line in 2020.

Welsh Secretary Alun Cairns will be on hand at the prestigious event in the Vale of Glamorgan which marks the start of the transition of the aircraft hangars into Wales' newest, state of the art manufacturing plant.

### **Secretary of State for Wales, Alun Cairns said:**

Thanks to the close partnership between the UK and Welsh Governments and the prestigious Aston Martin brand, the St Athan site is springing back to life as a significant centre of employment, bringing with it valuable skills and a lasting legacy for the entire region.

As the UK exits the EU, we are determined that our country remains a great place to invest and to do business. Aston Martin's decision to invest in Wales shows that we are creating and supporting the right conditions for industry investment. The UK Government's comprehensive industrial strategy will build on that success, ensuring that we have the right infrastructure, skills and support in place for our world-leading industries as well as support for new emerging sectors to flourish.

The automotive sector is the UK's largest manufacturing export sector and is spread nationally. St Athan will be the sole production facility for the new Aston Martin crossover vehicle. With growing demand for these types of

vehicles in markets such as China and the United States, it is expected that over 90% of the production from St Athan will be exported outside of the United Kingdom.