

CAR Busters



6 "ECOs"
20 Ff., £2 U.K.,
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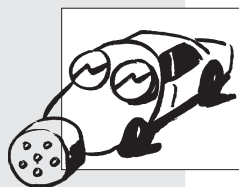
For a world without cars / Pour un monde sans voitures

"Towards Car-Free Cities" Takes France by Storm

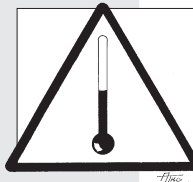
«Vers des villes
sans voitures»
époustoufle
la France

"Hin zu autofreien Städten"
erobert Frankreich im Sturm

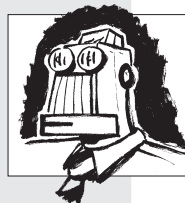
CAR Busters



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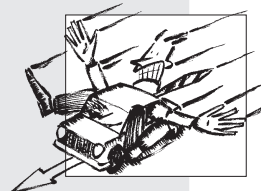


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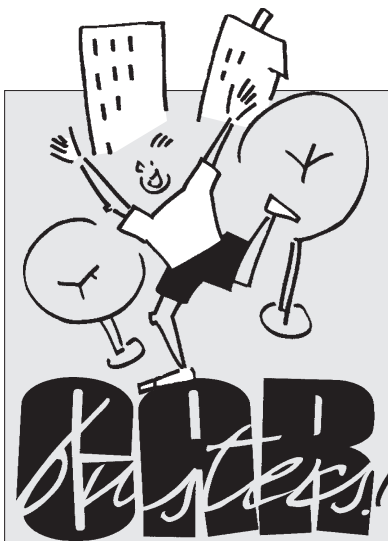
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à Reprints permitted with a credit to Car Busters.

Introduction

Welcome to Issue One!

Carbusters Collective

Welcome to the first issue of *Car Busters*, the quarterly magazine launched at the "Towards Car-Free Cities" conference in Lyon, France, last October. *Car Busters* is produced in partnership with European Youth for Action.

The goals: to maintain and build the international car-free movement, publicize campaigns, facilitate international cooperation, inspire new activists—and share information, ideas and resources within the movement.

Please send us anything you think should be shared with the international movement: articles, graphics, announcements and more.

Français

Voici le premier numéro de *Car Busters*, le magazine trimestriel lancé lors des Assises "Vers des Villes sans Voitures" qui se sont déroulées à Lyon en octobre. *Car Busters* est publié en partenariat avec European Youth for Action.

Ses buts : construire et maintenir le mouvement international d'opposition à la voiture, soutenir des campagnes d'actions, développer une coopération internationale, motiver de nouveaux militants—et partager informations, idées et ressources à l'intérieur du mouvement.

Merci de nous envoyer tout ce que vous jugerez intéressant de partager avec le mouvement international : articles, dessins, annonces d'évènements, etc.

Deutsch

Hier findest Du die erste Nummer von *Cars Busters*. Dieses vierteljährige Magazin wurde nach dem Kongreß "Hin zu autofreien Städten" in Lyon im Oktober 1997 gegründet. *Car Busters* wird in Zusammenarbeit mit European Youth for Action (EYFA) herausgebracht.

Sein Ziel : die Aktionen von AutogegnerInnen und die internationale Zusammenarbeit verstärken und unterstützen, neue AnhängerInnen für die Bewegung gewinnen, und Ideen, Informationen und Initiativen zusammenbringen.

Wenn Du etwas Interessantes für die internationale Bewegung findest, schicke

es uns zu : Artikel, Zeichnungen, Hinweise auf Veranstaltungen, usw.

Espagnol

Bienvenido en la primera aparición de la revista trimestral *Car Busters* nacida en la Conferencia "hacia ciudades sin coches" ocurrida en Lyon, Francia, en octubre del año pasado. *Car Busters* se publica con participación de European Youth for Action.

Los objetivos : construir y mantener el movimiento internacional contra el uso del coche, informar sobre campañas publicas, favorecer la cooperación internacional, desarrollar el numero de militantes y compartir informaciones, ideas y recursos dentro del movimiento.

Favor enviar cosas (artículos, gráficos, anuncios o lo que sea) que piensan interesantes para compartir.

Esperanto

Jen la unua numero de *Car Busters*, trimonata revuo proponita dum la Kunveno "Por senveturigitaj urboj", kiu okazis pasintoktobre en Liono. *Car Busters* estas eldonata kunlabore kun European Youth for Action (Eŭropa Junularo por Agado).

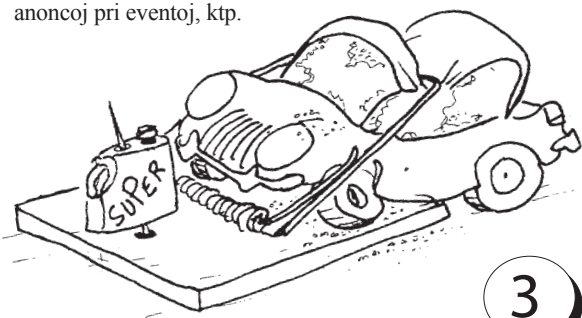
Ghiaj celoj : konstrui kaj pluteni la kontraŭstaran internacian movadon kontraŭ la veturiloj, subteni agadokampanjojn, disvolvi internacian kunlaboradon, instigi novajn aktivulojn kaj komunigi informojn, ideojn kaj rimedojn ene de chi-tiu movado.

Dankon por sendi chion, kion vi trovos interesa por komunigi kun nia internacia movado : artikoloj, desegnajhoj, anoncoj pri eventoj, ktp.

Cover photo: Car walking during "Towards Car-Free Cities", taken by Jean-Paul Bardou

Back cover: Spoof of advertisement by a certain well-known Western European car manufacturer.

Notice: Articles in this magazine do not necessarily reflect the opinion of Car Busters or its editors.





“Towards Car-Free Cities” Conference

Lyon Libéré

Randy Ghent

A movement of activists has formed to liberate cities across Europe from cars, a growing movement making itself heard louder and louder across national boundaries and language barriers.

At a conference called “Towards Car-Free Cities”, this international movement came together for a first-time fusion of

ideas, experiences and culture. The results from such an event, of course, can never be predicted.

They gathered above the cobblestone streets of old Lyon at the end of October—65 activists representing 50 groups from 21 countries. The seven days were filled with movement-building meetings, workshops and a public day of round-table discussions and debates; they shook France’s second largest city with three protest actions that kept the conference on the television news every day of the week.

So if you thought conferences are where experts and academics talk at you in monotonous from a podium all day,

think again. The schedule was consensus-based, bilingual and interactive, thus everyone could shape the programme and its results.

The goal: to strengthen the international car-free cities movement, enable activists within it to exchange skills and information, and to launch ongoing international projects—among others, a campaign facilitation and resource center, a quarterly magazine (this one), a pragmatic plan for a future Lyon without cars, a new video and an international day of action.

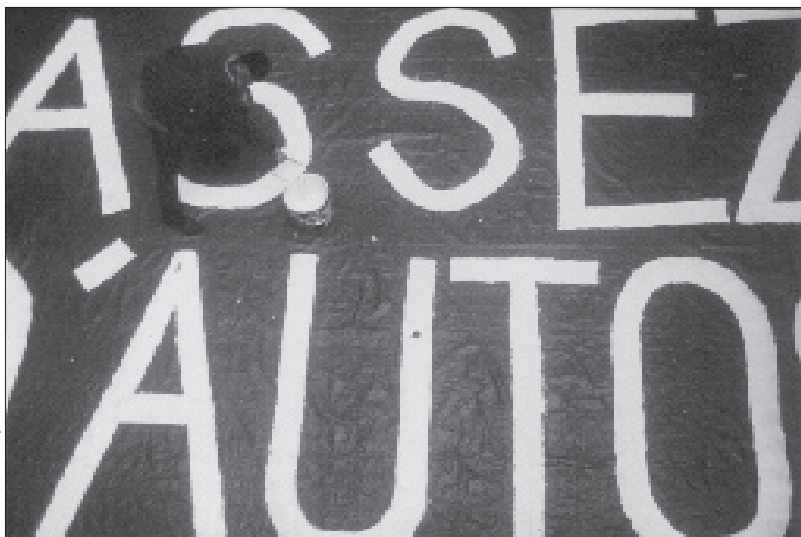
Participants formed groups that would meet throughout the week to formulate these projects. Discussion groups met each morning, with titles such as “Women and traffic”, “Actions against car advertising” and “Uses of public space”. Then, in the afternoon, interactive skill-trainings taught bicycle repair, fundraising, “car walking”, and building giant tripods to make road



Have you ever had to dodge speeding cars while scurrying across busy streets? Been angered by the amount of urban space occupied by cars? Mourned the loss of a car victim? Noticed a loss of community to destruction of nature and sprawl?

You’re not alone.

photo: Jean-Paul Bardou



blockades.

The movement began with two "International Conferences on Auto-Free Cities", New York in 1991 and the following year in Toronto. Then, amidst new actions such as "Critical Mass" bike demonstrations and "Reclaim the Streets" parties, the European Commission's Car-Free Cities Network got organised with conferences for municipal officials in 1994 and 1996.

But none of these earlier gatherings had concentrated so much on direct activism, and none had drawn so much attention. "Towards Car-Free Cities" hit heavy even in Norwegian, Hungarian and Polish papers, maintaining press coverage until over two weeks after the conference ended. It was then the front page of *Le Monde* screamed, "Citadins de tous les pays, unissez-vous contre la dictature automobile!" ("Urbanites of all nations, unite against the automobile dictatorship!")

Cars Ticketed, Walked Over, "Bounced" and Bannered

The mid-week action developed into the ultimate in experiential workshops: Under the rising Wednesday morning sun, participants broke into four groups, each with a local

guide and scheduled press rendez-vous.

One group hung a banner, "ASSEZ D'AUTOS" ("ENOUGH CARS") above a crowded mid-town motorway during the morning commute.

A second group marched over cars parked on the sidewalk, led by Munich's infamous car-walker, Michael Hartmann. After walking over each car, they attached a sign to the windshield: "I walked over your car because I didn't want to slide under it!"

The group later wrapped cars in red and white police ribbon, leaving on the dashboards "official" letters, seemingly from the city, explaining rationally why society can no longer bear the costs of private-car ownership. The letters concluded by giving drivers a choice: pay the true costs of your car with a hefty fine of 100,000 francs, or have your car crushed in exchange for a free bike.

Some cars were actually picked up off the sidewalk by a dozen or so people and set down in the



Français

à "Vers des Villes sans Voitures" a époustoufflé Lyon fin octobre en réunissant le mouvement européen d'opposition à la voiture. Soixante-cinq militants, représentant 21 pays, y ont participé. Les assises ont donné jour à divers projets, dont ce magazine et le centre de ressources qui le réalise.

Deutsch

à Der Kongreß "Hin zu autofreien Städten" hat Lyon (Frankreich) Ende Oktober im Sturm genommen, um die europäische autofreie Bewegung zusammenzubringen. Sechsfünfzig Aktivisten aus 21 Ländern nahmen teil. Die Konferenz rief verschiedene Projekte ins Leben - wie dieses Magazin und das Ressourcen-zentrum, welches es produziert.

Español

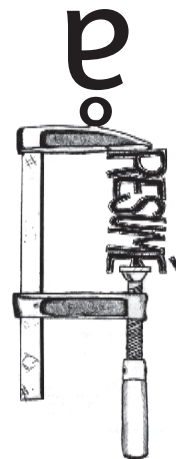
à La Conferencia "Hacia ciudades sin autos" se llevó a cabo en Lyon, France, a finales de octubre para reunir al movimiento Europeo a favor de ciudades sin autos. Participaron 65 activistas representando a 21 países. La conferencia dió como frutos varios proyectos, incluyendo esta revista y el Centro de Recursos "Libre de autos" que la produce.

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Esperanto

à Finoktobre "Por senveturilaj urboj" mirigis tutan Lionon kuni-gante la eùropajn movadojn kiuj opozicias veturilon. Sesdek kvin aktivuloj, reprezentante dudek unu landojn, partoprenis en ghi. La kunsidoj naskis diversajn projektojn, inter kiuj Car Busters, kaj la Centro de Rimedoj kiu starigas ghin.





street, rendered too narrow to allow cars to pass. The dislocated cars were then ticketed by police, which strengthened the message of the “car bouncing” action.

The two other groups swarmed over the city passing out flyers that at first glance appeared to be adverts, but turned out to be asking drivers to get rid of their cars. “Offer to Seize Immediately”, they read.

“All you had to do was send back a coupon saying that you’d abandon your car and tear up your driving license!” recounted one

including a fancy buffet lunch and reception. But even more curious: a glass-encased display of maze-like motorways stood in the lobby outside the symposium, touting the benefits of the Lyon northern “peripherique” now under construction.

It was in this environment that over 200 people attended throughout the day, sitting quietly in row after row of black plastic chairs.

After arriving in a calm “Critical Mass” of bicyclists, conference participants filled the morning with presentations on green city planning, Eastern European perspectives, and a slideshow on alternative transport.

In the afternoon, two round tables addressed the topics: “When will car use in urban areas decrease?” and “Reasons the public resists change in transportation habits”. Wolfgang Zuckermann, author of the classic “End of the Road”, spoke among several experts, academics, city officials, and the Green mayor of Lyon’s First Precinct.

Unsurprisingly, with such a diverse set of panelists, no consensus was reached and the questions were shelved. But conference participants were quick to jump in during the

even stopped at green lights, arms astretch, just to receive the “offre à saisir immédiatement”.

Public Day Stirs Up Debate

In contrast to the uninhibited wild spirit of Wednesday, the conference’s public day—subtitled “Day of Reflection on the Alternatives to the Car in the City”—filled the following day in Lyon’s center of regional government, “la COURLY”. This government body actually paid for the entire affair,

question sessions, often to state their disagreement with the speakers rather than to actually ask questions.

More than anything, the public day showed that one can promote radical ideas such as car-free cities and still be respected in “official” circles—much more so, in fact, than just a few years ago.

The same goes for the press: Lyon’s *Libération* newspaper called conference participants “experts of ecology, distrusting radical approaches and wanting to be constructive, ready to work with politicians who, it seems, are ready, too”. This after participants had walked over cars for three days on evening television!

But for most participants, being listened to and respected is not enough if the status-quo policies continue unaffected. This is where the effects of the public day are still unknown.

A First for France: Reclaim the Streets!

Saturday, 1 November, meant participants had to outdo what they had accomplished with Wednesday’s actions. But Friday also happened to be “Day of the Dead”, kicking off the weekend with the most automobile fatalities of the year.

The week before, organisers found a small orange car, dubbed “the Pumpkin”, and veiled it in black for the occasion. Hundreds of posters had been splashed all over town, urging passersby to join what became France’s first Reclaim the Streets action. Just before 2 p.m., conference participants pushed the Pumpkin to the front of the opera house, there joined by a growing, mourning crowd of local Lyonnais.

The Day of the Dead is a serious affair in Catholic countries. To be respected, and honoured.

And so it was that a few hundred people donned black cloaks and processed through the streets of Lyon, singing funeral dirges and dragging the old car through the city center. “L’auto, ça pue, ça tue et ça pollue” (“The car, it stinks, it kills and it pollutes”), they sang solemnly.



participant.

The most successful leafletters donned tutus, painted their faces and stood on stilts at traffic lights. Drivers smiled and waved, anxious to get something for free. Many

Projects Launched at "Towards Car-Free

Global Day of Action

The Lyon resource centre, Reclaim the Streets and other groups are organising a global day of action to reclaim the streets, to take place 16 May of this year. See "Action!" section for more info.

Transport Action Map Europe

A SEED Europe is developing this map of transport projects and action hot spots. Designed to be hung on the office wall of every European transport group. Contact Frank van Schaik.

Magazine

You're looking at it. To be published quarterly. Please help us out and subscribe. Your participation in other ways is also appreciated: sending articles and photos, helping with distribution, etc. Contact the Lyon office for details.

Lyon Resource Centre

The centre will encompass projects such as the video and magazine, plus provide informational and organisational resources to other groups working on car-free issues.

Video

A group met up in Sittard, The Netherlands, to do the editing. And now...it's finished! See the "Resources" section to order a copy.

Car-Free Presqu'île (Lyon)

In collaboration with Crawford Systems of Amsterdam, several activists in Lyon have started developing a draft plan for transforming the city center (Presqu'île) into a car-free zone. If implemented, this would be the largest car-free zone in Europe outside of Venice.

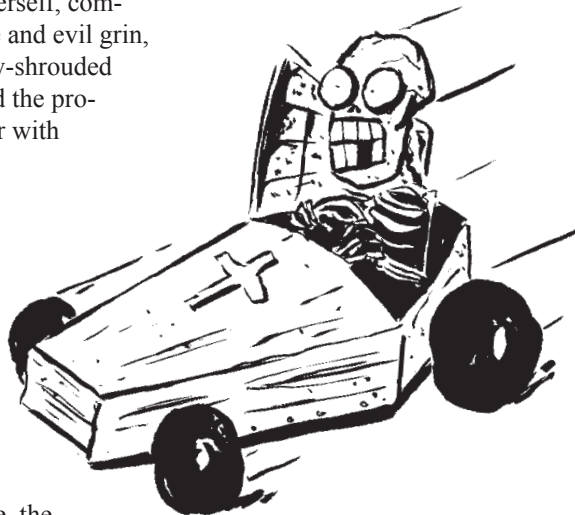
Also dressed in black was a ten-meter-long banner that read, simply, "L'AUTO, C'EST LA MORT!" ("The car is death"). A funeral dirge of the same slogan, wailing from an amplified sound system, echoed off the walls of the eight-story buildings. "Death" herself, complete with black cape and evil grin, had mounted the now-shrouded Pumpkin, and headed the procession slicing the air with her scythe.

After an hour of marching, perhaps the awaited signal to the crowd was that everyone's death-to-the-car chants had been exhausted. At a busy street, with narrow sidewalks crammed with people, the procession stopped. And the police were powerless to prevent the poor dead Pumpkin from being dragged across the street.

Several people hoisted three 8-meter-long metal poles, which had been inconspicuous under the Pumpkin's black veil, off the roof of the car, and set them up as a tripod to block cars at the opposite end of the street. A climber from Dijon then occupied the perch of

the eight-meter-high tripod, preventing police or motorists from toppling the tripod without seriously injuring the climber.

Bar the black and red ketchup-splattered people dead on the road, a festive atmosphere ensued—with



acoustic music, bunting, stilts, leaflets, paint-stenciled symbols and flowers, of course. Even brand-new bike lanes instantly appeared on the street, just before the drum beats and sunlight diminished.

Towards the end of the afternoon, everyone cleaned up, moved off, and marched back to the conference site, the traffic jams tailing.

What Now, What Next?

Above all, "Towards Car-Free Cities" built unity and understanding among European car-free cities activists, gathered from groups as seemingly diverse as Montreal's Le Monde à Bicyclette and Warsaw's Green Federation. Participants learned from each other's experiences back home—how to use a videocamera, write a press release, speak before a hundred men in ties, and how to tackle car domination through folk dancing. Most importantly, participants got to practice these skills in real-life situations.

Attesting to the success of the conference, informal talk of a second "Towards Car-Free Cities" has already begun, possibly to be held in Tallinn, Estonia.

The projects launched at the conference are in various stages of development: The magazine is in your hands, the full conference proceedings and video are finished and available (see "Resources" section), an international day of action is happening 16 May, and the Lyon center to coordinate many of these projects settling into its new office.

Whatever else happens is up



Poland

No Subsidies for Highways

On Wed., 17 December, Ecological Transportation Association demonstrated in front of the Finance Ministry in Warsaw demanding that all subsidies for new highway construction be banned.

Prior to the demonstration, the European Bank for Reconstruction and Development and European Investment Bank openly lobbied for direct state subsidies to Poland's toll highway programme, as reported in *Rzeczpospolita*, a credible paper.

The government of Poland is planning to build a total of 2,600 km of new highways and close 8,000 kms of rail-ways.

The environmental movement strongly opposes these plans and calls for funding mass transit systems and repair and proper maintenance of the existing road network.

Contact Olaf Swolkien <Olaf@fwie.most.org.pl> or Marcin Hyla of Green Federation Krakow at mobile phone +48 601 440 995 for more information. The group's web site is: <www.rec.org/Poland/FWIE/menu2000.html>.

Luxembourg

Shell Goes Solar?

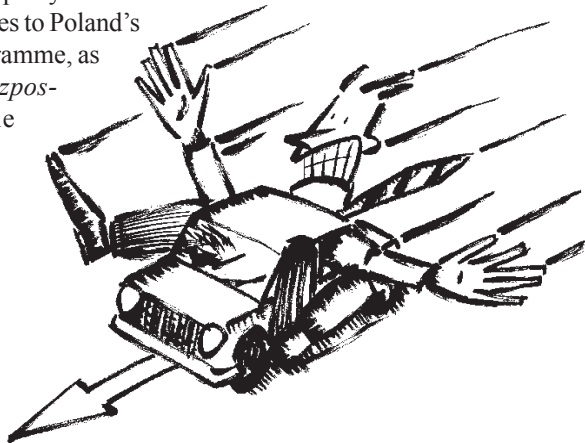
This week Greenpeace installed solar panels on the roof of Shell's administration building in Luxembourg, as a payment for a £33,000 damages claim awarded against the

environmental group for an earlier action against the company.

Shell is a member of the Global Climate Coalition, the fossil-fuel lobby group that helped to de-rail the international climate negotiations.

But Shell seems to be hedging its bets. According to Greenpeace, "In October, Shell announced its plans to conquer 10 percent of the global solar market".

- *SchNews*



Norway

Minister Doesn't Drive

The new Minister of Transport in Norway doesn't have a driver's license, is afraid of flying and doesn't know how to bike. Looks like a golden age for buses and trains.

- *A SEED Europe*

Squatters Fight Trondheim Parking Lot and Car Shop

In Trondheim, Norway, some environmentalists and other progressive people have squatted a house just outside the city center, threatened to be torn down to become a parking lot.

The activists are a lot of the same people active in the squatting of Svartla'mon, only 1,000 metres away.

At Svartla'mon, the authorities

"Things all got too much for author Kudno Mojesic. He was arrested in the street outside his Belgrade home attacking cars with an axe, yelling 'Away with all cars, they are the devil's work!'"

- *Sunday Mirror, London:*

Jan. 11, 1976

will tear down 20 houses to build a garage. The place has been squatted since 1988, and they were supposed to start the work last October, but it all looks like it will still take a lot of time. Nothing is won as yet, however.

- *A SEED Europe*
Great Britain

Capital Radio interrupted by Environmental Activists

On 8 December, 1997, Capital Radio, London's largest independent radio station found its programs broadcast-over intermittently between 7:30 a.m. and 9 a.m. with "The Climate Change Criminals".

Lasting two minutes and in the style of a 1950's horror movie, the recording exposes the attempts by the oil industry to wreck a satisfactory agreement at the Kyoto climate change negotiations.

Perhaps millions of Capital Radio listeners heard the broadcast.

"The Climate Change Criminals" can be heard on the internet: <www.envirolink.org/issue/climate>.

Princess Di's Funeral Inspires Car-Free Proposal

Free from noise and pollution, speed and danger, attendees of Princess Diana's funeral were inspired by "a London transformed" as thousands of people filled the streets due to road closures.

This stirred up interest in a proposal to pedestrianize the street adjacent to Buckingham Palace, a famous street known as "The Mall."

Terry Farrell, a leading British architect, has been promoting the idea for several years as a member of the Royal Parks Review Group.

But now a government committee is considering a car-free Mall as a permanent memorial to Diana, ironic

considering she never bothered to walk much herself.

And *London Cyclist* reported: "The vision of a car-free Mall has also caught the imagination of designer and restaurateur Sir Terence Conran, who would like to see cafés dotted amongst the trees" in view of the Changing of the Guard.

Footloose in London

Londoners walk 39 miles further every year than people who live in other parts of the UK. On average Londoners walk 239 miles per year.

Car ownership in London has actually fallen slightly over the past five years. Over half of Inner London households do not own a car compared to the national average of a third. Londoners travel about two-thirds of their total mileage by car as opposed to a national average of four-fifths.

- UK Dept. of the Environment, Transport and The Regions

Attention U.K. Citizens: Comment Deadline Pending

The Dept. of Transport recently published draft guidelines to local authorities about implementing the 1997 Road Traffic Reduction Act. There's a consultation period before the "Guidelines Proper" are issued.

Members of the public can obtain copies by ringing the Department: 0171-271-5124. They can also be obtained from the Department's web site: <www.detr.gov.uk/>. The closing date for comments on the draft guidance is 20 April, 1998.

Austria

Car-Free in Vienna

The Green Party of Vienna has long worked to realize a local car-free neighborhood. And an exemption from the law requiring one parking

space for every apartment was finally obtained.

Parking spaces are being provided for car sharing, with some electric vehicles planned for this fleet. If, however, inhabitants start to get cars despite their promise to live car-free, a garage will have to be built.

Construction of approximately 250 apartments began in October, 1997. Occupancy of the self-governing community is expected during 1998 and 1999.

The future tenants participated in the design process for the community facilities, which include play areas, natural areas including a pond, vegetable gardens, cooperative food purchasing facilities, meeting rooms, and laundromat.

The money saved by not building parking facilities is being invested in such things as solar power, solar-powered cooling, gray-water recycling, roof-gardens, sauna, Internet cafe, several areas for children, a party roof, and a bicycle garage.

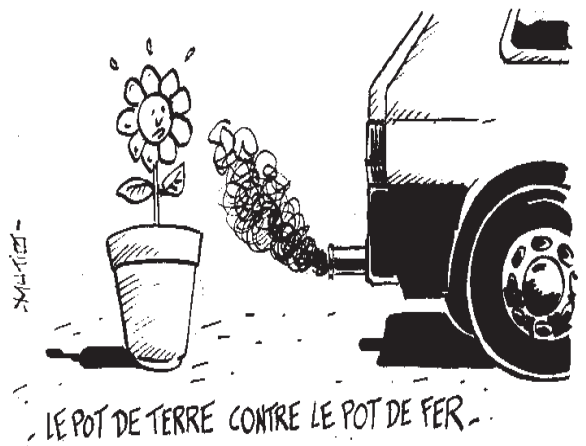
Russia

Russian Blockade Action Injures Activist

In Sochi, Russia, on October 4 of last year, environmental activists from Vozduh and Rainbow Keepers staged a road blockade to protest against air pollution caused by cars.

While a traffic light at 11 a.m. on Donskaya Street was red, the activists unwound a chain across the road and reeled it up around their hands. People on each end locked themselves and the chain together to a traffic light pole and a fence.

Drivers' behaviour varied. Several ran up to the activists, threatening violence. But many others sympathized with the activists, and praised them. But then, something terrible happened.



A "GAS-66" truck which had stopped about seven meters from the chain suddenly went downhill. There was no trucker in the cabin; he was talking with the activists.

Everyone was distracted with what was going on in the other direction. Tragically, Anna was on the end of the chain and apparently all the stress was on her. People had to cut the chain off with an axe.

The left hand of Anna Koshikova, student at Izhevsk University and aspiring artist-designer, was amputated.

You can help Anna Koshikova by sending money to the Anna Koshikova Fund c/o Car Busters. The money collected will be given directly to Anna via Rainbow Keepers Moscow.

Iran

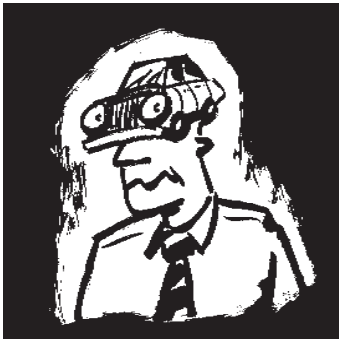
President Khatami Takes the Bus for Clean Air

Iranian President Mohammad Khatami took a public bus to work on Clean Air Day, 17 February.

The Iranian official news agency reported that Khatami expressed his concern about air pollution in the capital city of Tehran, stressing the importance of public participation in reducing air pollution.

The Environment Protection Organisation set 17 February as Clean Air Day, calling on citizens to use public transport facilities instead of private cars in order to reduce air pollution in the country, particularly in the capital city of Tehran.

Health and environmental experts have warned that the Iranian capital Tehran experiences "extremely dangerous air pollution" as a result of harmful gases released by over three million vehicles.



"The product that has so strongly shaped the urban world we live in, and brought such wealth and such pleasure, is now seen by many as... a blessing turning into a curse." - The Economist

Japan

More Motorways in Kyoto Despite Global Warming

Kyoto, the most famous tourist city in Japan with 1,200 years of history and culture, is about to build the Kyoto Inter-City Expressway.

The decisions to build five routes (19.8 km) of expressway were made between 1987 and 1993; now this year one of them is under construction.

These plans were made without the consent of the local residents, some of whom aren't aware of the plan. Propositions have been made to the local government to stop the plan, but they have been refused.

- **Arai Masaharu**, *Kyoto Network for Better Transport*, <eas1717@ip.kuec.kyoto-u.ac.jp>

Ministry Battles Bad Air with Bicycles

In an effort to cut carbon-dioxide emissions, and set a positive example, workers from 17 ministries and agencies will use bicycles instead of official vehicles when traveling between ministries.

The authorities, who have urged the public to cooperate on reducing carbon-dioxide emissions [*unlike some countries we know - ed.*], decided to test their own staff for three months to see whether they could travel between the ministries without using gas-burning vehicles.

- **Daily Yomiuri**

Canada

Vancouver Bicyclists Fight for Car-Free Street

The campaign to reclaim Burrard Street, Vancouver, as an alternative-transportation route began 1 December, 1997 at 8 a.m.

"Car-free streets are the only

way to stop global warming in Vancouver", says Guy Wera of Bicycle People.

Burrard Street was chosen because it is the shortest route to the downtown from the most densely populated area in the city. With six lanes and 80,000 cars per day, it also has the first bridge in the city built for cars and trams.

The street would be devoted to pedestrian sidewalks and bicycle lanes, which would be shared with other human-powered vehicles and public transport.

Contact the Bicycle People at (604) 736-8194 or via e-mail: <bicyclepeople@alternatives.com>.

Toronto Campaigners Want Your Input

Toronto's long-standing reputation for effective and innovative sustainable transport is in jeopardy.

The provincial government of Ontario is combining Toronto's city government with five neighbouring suburban municipalities, despite a referendum that demonstrated that the majority of residents did not want to be part of a "Megacity". Many Torontonians fear that the city's progressive transportation policies will be eradicated by a government dominated by the suburbs.

But Transportation Options (organizers of the second International Conference on Auto-Free Cities) and the City of Toronto are developing an Economic Action Plan for sustainable transport.

This could preserve and expand

sustainable transport by demonstrating how it can be a positive economic force in the new Megacity. The plan will also offer a model for other urban centres to use.

Therefore, Transportation Options seeks the input of sustainable transportation advocates around the world on this plan, which will be developed in conjunction with the international "Moving the Economy" conference, to be held in Toronto from 9-12 July.

If you have a story to tell about the positive economic results from sustainable transport policies or initiatives, or to attend the conference, contact <www.city.toronto.on.ca> or write to: *Moving the Economy*, c/o Urban Development Services, 12th Floor, East Tower, City Hall, Toronto, Ontario, M5H 2N2, Canada.

Last Gasp Critical Mass

The last day of the millennium is also the last Friday of December, 1999. That means that many of us in cities around the world would normally hold a Critical Mass on that day.

I am interested in convening an international committee to make this the biggest bike celebration day of the millennium. (Please forward this to cycling lists around the world.)

Let's discuss:

- Funding
- Publicity
- Getting more cities involved
- Joint action
- Internet and/or live video links
- The biggest after-mass bike party in history

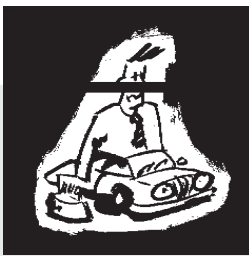
Interested? Please contact me:

Sarah Hood

<cadmus@interlog.com>.



Cheers and happy 1998!



CAR CULT REVIEW

n Nissan: Built to Destroy the Human Race...

Those extremely talented types over at Nissan's ad agency have done it again! The same folks that have brought you "Nissan: Built for the Human Race", and that also came out with my all time favourite "What the World Didn't Need was Another Automobile", have come out with a new zinger: "Careful, You May Run Out of Planet". This for a print ad for the Infiniti's latest four-wheel-drive offering (I guess to compete with the Lincoln "Fumigator")

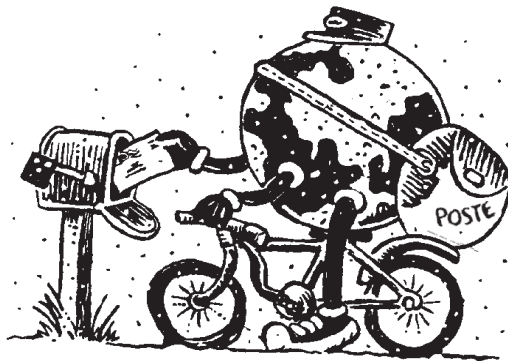
Imagine...telling your target market it's a danger to the environment...and putting a positive spin on it. Talk about truth in advertising/marketing/media! The tobacco or nuclear-power industries should have hired this crew years ago.

- Daniel S. Hammond

n "We want to create a world called Select, a world which revolves around shopping and driving" said a Shell spokesperson in Nottingham when announcing 400 new garages in 1998 and a greater collaboration with Burger King.

n "Shell operations still impossible unless ruthless military operations are undertaken for smooth economic activities to commence", wrote military officer Paul Okuntimo, in a confidential note to the Nigerian government.

n Exxon on Climate Change: "Scientific understanding of Earth's climate continues to improve, but is not yet good enough to justify the drastic restrictions on energy use which are being advocated. Fortunately, climate systems evolve gradually, so there is time to understand the issue better".



Fewer Cars, Less Business?

In Bergen, the local trade organization in the center of town is against a current project that tells people not to use the car to the city center on days with bad air quality and lots of pollution. The trade organization says that such warnings mean less profit! They have fortunately been laughed at in the media.

Kristian Aas
Nature and Youth
Bergen, Norway

[Ed. note: See page 20 for a study that refutes the trade organization's claims.]

Sept Jours sur Deux Roues

Voici un site pas mal cool sur la tournée à vélo vélorutionnaire que j'ai organisé avec A SEED cet été. Le site a été fait par deux participants de Québec. Peut-être qu'on vous y verra l'année prochaine ! Pourriez-vous publiciser le site ? : <www.microtec.net/~huotc>

Christian Huot
Montréal,
Quebec, Canada

Road Gives Estonia Prestige?

I've been underestimating the role of Via Baltica plans in Estonia.

I've just found out that the city of Tallinn is going to "invest" about one-third of the public investments in one road scheme, widening 14 km of urban roads—which is, surprise-surprise, part of Via Baltica, which is part of the Trans-European Networks (TENs) scheme.

It is interesting how they use the TENs plan as an argument for urban traffic solutions—the rest of the Via Baltica is not a governmental priority at the moment—and so I was thinking that nothing was going on in the field.

Funny argument

from an authority: "We need to build it because it is an international duty we have to fulfill by the year 1999; a new contemporary road (from two to six lanes) would give Estonia international prestige."

Mari Jussi
Tallinn, Estonia

Night Train Slated for Cut

There is a night-train going from Berlin via Dresden, Prague, Brno, Breclav, Bratislav to Budapest (with a through coach to Vienna from Breclav that does NOT go to Bratislava and Budapest). [for the specialists: this train is the D378/379 "Metropol"]

We found out, that this very train will NOT be in the new timetable. The last train will be on the 22 May.

In this region, many connections have been "deleted" in the last few years. Starting 23 May there will only be one direct connection from Vienna to Dresden and Berlin (an "EC" during the day) and two connections (daytime EC again) from Budapest to Berlin.

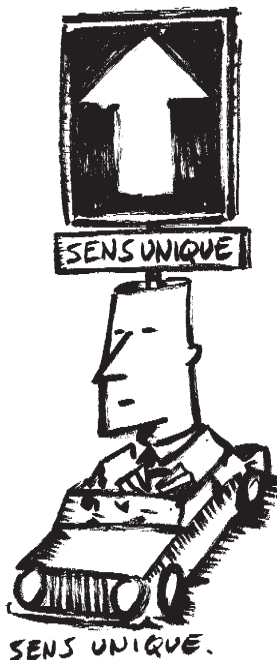
We in Vienna want to take action against these plans from the railway companies. We want to show them that passengers DO care.

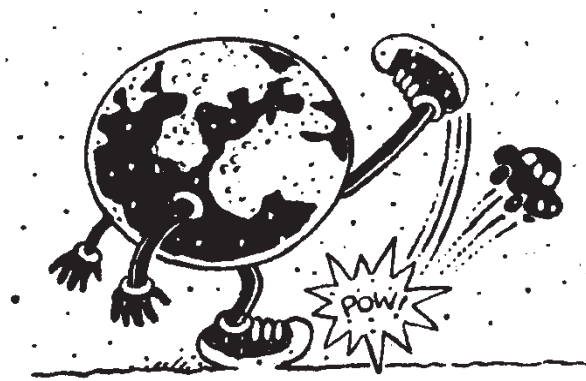
Of course we don't want this action to be Austria-concentrated, but seek supporters in as many different countries as possible. CAN YOU HELP?

We can send signature lists and we have translated the text for the signature lists into English, Czech, Slovak, Polish and Hungarian. We also have the addresses of the railway companies and many politicians.

Please spread this message. If you need more information or any kind of support, PLEASE CONTACT ME:

Daniel Sokolov, Grüner Klub im Rathaus, 1082 Vienna, Austria; <daniel.sokolov@blackbox.at>; fax: +(43) 1 40-00-998-1800; tel: +(43) 663 014321 (0-24 h, English/German).





Shell Conference Disrupted

Nottingham Earth First! activists upstaged Shell by scaling flag poles and lamp posts outside a Nottingham hotel hosting a Shell conference.

Shell "death heads" and banners reading "Solar not Oil" were displayed for both delegates and passers-by. These were ripped down by security staff, but the group had already moved on to the next stage of their plan with four Earth First!ers getting into the conference and raising questions about Shell's involvement in Nigeria, and their contribution to global warming.

Petrol-Free Petrol Station

[London activists took over an unused petrol station during the Kyoto climate conference in December. Here's a post-action report.]

The No Petrol station is no more. We packed everything up, but left some of the banners hoping they would remain for a while.

Every night between about 2 a.m. and 3 a.m. we had to get up several times, put our shoes on, and go out to explain the complexities of Kyoto and climate change to drunken yobs [vandals] who would otherwise have trashed the place.

The petrol station football match went very well. The Oil Companies and Politicians dressed in suits kicked the world about (as they do) for about 15 minutes in the street until police arrived. As soon as we saw them, the whistle was blown for "half time". Orange slices were passed around to the exhausted players, music came on and all danced, socialized, drank cups of tea.

"Bill Clinton" was even there and lots of children added to the party atmosphere. Even the police were amused.

- Sheila Freeman

Global Street Party Coming 16 May!

Since its first appearance in London in 1995, the street party has been erupting across the world with its collision of love and rage, carnival and revolution, politics and party. From Leeds to Sydney, Amsterdam to Edinburgh, Berlin to Israel, thousands of people have banished the car, danced defiantly, transformed private space and created their own extraordinary local festivals of resistance.

Global Street Party...

There is now growing energy for the idea of an international day of street parties, with groups around the world holding events simultaneously.

Spring is on the way (in the Northern Hemisphere anyway!); 1998 will be a busy year for world leaders and corporate vampires in their ceaseless drive for profit. So let's make it a year they'll never forget: a proposal has come from London and Finland to hold a global street party on Saturday, 16 May. How about it?

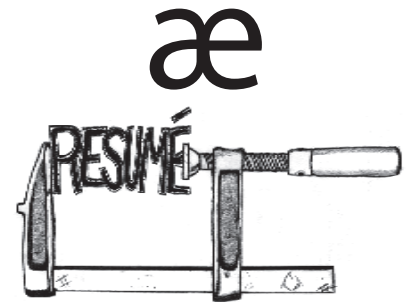
Global Capitalism...

This date coincides with the 1998 G8 meeting in Birmingham (U.K.), where world leaders of the eight largest economies meet to make decisions about the future of the planet and its peoples. They will then all fly to Geneva to celebrate the 50th anniversary of GATT. There they will sign more agreements which enable them to wrench ever more power and control from local communities.

Global Resistance...

Imagine the kick of taking back your street in the knowledge that all over the world similar acts of defiance are taking place. Imagine a web of resurgence/defiance reaching across the world on 16 May and beyond.

London Reclaim The Streets, P.O.



Français

à Depuis quelques années, "Swimpy" a modifié des panneaux publicitaires partout en Hollande et en Grande Bretagne afin de rendre les messages subversifs. Ici Swimpy partage ses motivations, expériences and conseils pour que d'autres s'engagent dans ce type d'action.

Deutsch

à Schon seit einigen Jahren verändert "Swimpy" die Werbetafeln in ganz Holland und Großbritannien, um die Botschaften subversiv zu gestalten. Hier teilt uns Swimpy seine Motivationen, Erfahrungen und Tips mit, wie andere sich ihm in dieser Art Aktion anschließen können.

Español

à Ya hace varios años que "Swimpy" ha modificado las carteleras en Holanda e Inglaterra para volver los mensajes de aquí subversivos. Swimpy comparte sus motivaciones, experiencias, y sus consejos de cómo otros pueden participar en este tipo de acciones.

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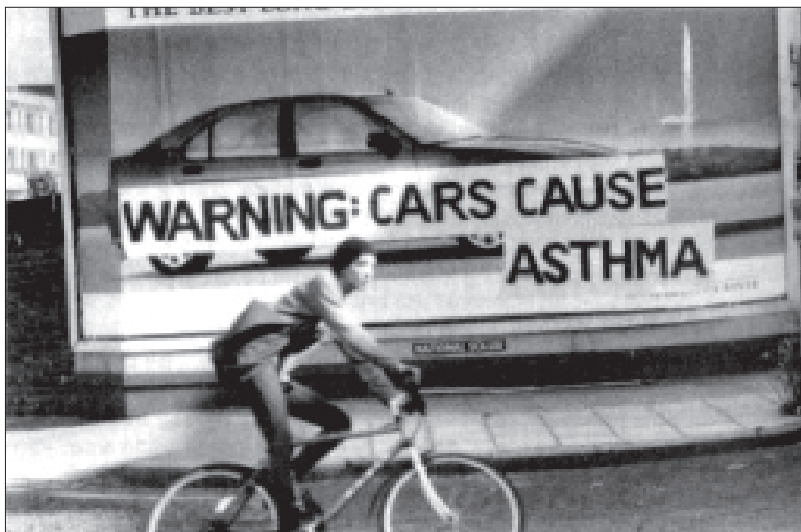
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Esperanto

à De kelkaj jaroj "Swimpy" modifiis reklampanelojn chie en Nederlando kaj Britio por igi la mesaghojn subversivaj. Tiukampe Swimpy diskonigas siajn motivojn, spertojn kaj konsilojn por ke aliaj engaghghu en tian agadon.

Interview de "Swimpy"

De la publicité à la subvercité



"Swimpy le hollandais" se revendique comme un artiste sur panneau publicitaire.

Qu'est-ce qui t'a donné envie de travailler sur des panneaux publicitaires ?

S : Mon but est de mettre intelligemment des bâtons dans les roues de l'engrenage médiatique, d'amener à avoir un regard critique sur l'industrie de l'image. Je m'efforce de dévoiler ce qui fait réellement la compagnie derrière l'image glamour donnée par la publicité.

Je pense que le fait de s'amuser avec les panneaux publicitaires remet aussi directement en question leur rôle dans le découpage de l'espace urbain, avec des endroits bien précis pour consommer, un territoire entièrement dévolu à l'usage de la voiture, un lieu bien défini pour les loisirs où il semble néanmoins qu'il n'y ait jamais vraiment de participation active, etc.

Là, je reprends ces panneaux publicitaires pour en faire mes propres toiles. Après tout, c'est nos murs qui sont loués pour que les businessmen puissent y étaler leur propagande.

Au départ, n'importe quelle

raison peut te pousser à agir : une publicité qui te fout vraiment les nerfs ou encore un de ces dessins dont tu te dis qu'il serait vraiment magnifique si tu le mettais par dessus ce cowboy pour cigarettes de trois metres de haut qui a la clope au bec, tout en laissant visible les montagnes dans le fond.

De plus, c'est vraiment très simple, la plupart du temps, il suffit d'un pot de peinture, d'un peu d'humour et d'une nuit calme pour transformer les panneaux d'affichage coûteux des multinationales en tapisserie subversive.

Grâce à quelques outils rudimentaires, il est possible de se réapproprier leurs panneaux publicitaires hi-tech aux messages abrutissants pour les retourner contre eux-mêmes. C'est vraiment chouette parce que le résultat de ton action est immédiatement visible.

J'ai commencé il y a quelques années et je n'ai jamais pu m'arrêter depuis...[rires]

Tu te considères comme un artiste sur panneaux publicitaires ?

S : C'est plus du graffiti et du bricolage que du grand art, mais ça

peut être extrêmement créatif.

Souvent les modifications les plus simples sont aussi les plus efficaces : ajouter une ou deux lettres, une bulle de B.D. avec une phrase, ou encore recouvrir certains mots avec des morceaux de papier de la couleur appropriée.

J'ai appris que partout en Angleterre durant les élections, "You can't trust Labour" devint "You can't trust Labour" - simplement grâce à l'ajout d'une bande de papier blanc sur le "T" offensant. Evidemment, on ne peut pas faire confiance au Labour, mais la méthode était brillante de simplicité.

Comment les gens perçoivent-ils ton travail ?

S : En général, j'essaie de retravailler le message publicitaire habilement, de façon à amener le passant à une prise de conscience de la stratégie élaborée au départ par la compagnie, mes détournements doivent toujours l'amener à réfléchir sur le fonctionnement, le but du message publicitaire original.

Par exemple, un énorme slogan ou un dessin subversif sur un panneau publicitaire situé sur le bord d'une route pourra permettre de faire comprendre clairement aux conducteurs combien la civilisation de la voiture est en réalité destructrice et aliénante.

En fait, je me suis aperçu que les personnes avait tendance à prendre conscience en deux temps des modifications que j'avais apporté aux panneaux publicitaires.

Je pense que c'est beaucoup plus efficace que d'utiliser une bombe de peinture pour les recouvrir d'un slogan que les gens vont rejeter immédiatement. Avec mes collages, ils ne perçoivent généralement pas ça tout de suite comme de l'action

Article paru dans la feuille d'info de Maloka (decembre, 1997), une association de Dijon. Pour l'adresse, voir la rubrique "Ressources".

A Two-Wheeled Revolution Rolls Across the Globe

Global "Critical Mass" Against Climate Change



pollution to consumerism.

"As well as being a celebration of cycling, Critical Mass is a protest at the failure of government to grapple with the appalling air quality situation, global warming and the domination of the city by private cars and heavy trucks", says Sydneysider Brent Hoare. "As long as governments keep sitting on their hands and bending over to big oil, coal and the road builders, let's hope Critical Mass keeps growing and getting more and more vociferous".

Some other international highlights of the Greenhouse Mass:

- In Toronto, cyclists donned city uniforms and painted a bike lane across from City Hall before joining the 100 "massers" who braved the chilly November winds.
- In Lyon, moped-riding police escorted 50 cyclists through the city center and briefly on the motorway without incident.

More than anything else, Critical Mass is a reclamation of space, a demonstration to show that the city belongs to people and not machines. While the car-driving populace might blanch at the idea of unruly cyclists disrupting its evening commute, they aren't bound to go away any time soon.

In only five years, Critical Mass has grown to include thousands of participants, and the energy around the movement seems to be only gaining momentum. It might not even be too much of an exaggeration to say, as one sticker handed out at the last San Francisco Mass read: "Bikes are here, and nothing will ever be the same again". n

Maybe you heard about the Critical Mass demonstration that filled the streets of San Francisco with thousands of bicycles last summer. But you may not have heard about the 750 bicyclists that took over all eight lanes of the Sydney Harbour Bridge in November. Or the thousands of cyclists all over the world who took to the streets in a so-called "Greenhouse Mass" timed to coincide with the International Kyoto Global Warming Summit.

ers to pedestrians and motorists about global warming and the Kyoto summit.

The Sydney ride was the largest of the Greenhouse Masses and probably the most dramatic.

"When I saw hundreds of cyclists with blue flags spreading out across the whole of the bridge, a giant grin spread across my face that lasted for hours", says Gabrielle Kuiper. "It was a beautiful sight in the smoggy sunset".

Along with the Opera House, the Harbour Bridge is one of Sydney's most recognizable landmarks, as well as being, as another participant put it, "a place where you first see traffic pollution when you look over the city".

It's also illegal for bikes to ride across, and the action prompted a quick crackdown by police, who declared Critical Mass an unlawful assembly, and threatened arrests for this month's ride.

In San Francisco last summer, over a hundred cyclists were arrested for unlawful assembly and blocking traffic. Charges against all but three of them have subsequently been dismissed, but a new level of tension exists between police, motorists, and cyclists on the monthly rides. But threats will likely cause little deterrence to the cyclists, who see their movement as a necessary to raise awareness about everything from

At the end of November, delegates in Kyoto argued about how many percentage points they could shave off their countries' future fossil fuel emissions. Meanwhile, cyclists in the U.S., Canada, Britain, France, Israel and Australia took over the streets in their monthly demonstration of civil disobedience.

On Friday, 28 November, they flew blue flags from their bicycles to symbolize clean air, and handed fly-

Car Walking!

photo: Jean-Paul Bardou



English?:
Check out the
web site: <<http://ourworld.compuserve.com/homepages/matthiash>> or
contact Car
Busters directly
for information.

Freier Gang für freie BürgerInnen !

Carwalking ist eine emanzipative Aktion von FußgängerInnen, auf die Belästigung von auf dem Bürgersteig parkenden Autos aufmerksam zu machen.

Die Idee kam vor zehn Jahren von Michael Hartmann in München. Dabei geht es nicht darum, die Interessen einer bestimmten Gruppe gegen die einer anderen auszuspielen (FußgängerInnen versus RadfahrerInnen versus AutofahrerInnen), sondern die Ehrfurcht des Menschen vor dem Auto allgemein infragezustellen.

So ist das Ziel nur ein symbolischer Denkmäler und keine Sachbeschädigung: erprobte Auto-geherInnen meiden Kanten, um keine Dellen zu hinterlassen, die nur lästige strafrechtliche Folgen nach sich ziehen würden.

Trotzdem muß sich Michael immer wieder vor Gericht verantworten. Den Einwand eines Richters, es sei doch zumutbar, um die Autos auf dem Fußweg herumzugehen, hat er in seinem Sinne umgemünzt: es muß doch auch für Autos zumutbar sein, um ihn herumzufahren. Seitdem animiert Michael auch zum

Streetwalking - ein Picknick auf der Straße zu veranstalten, Kreuzungen diagonal und bei Rot zu überqueren, in der Straßenmitte zu laufen.

Somit können FußgängerInnen Autos veranlassen, langsamer zu fahren und das Recht auf 30 km/h - Zonen im Wohnbereich stadtweit einzufordern. Als langsamste Verkehrsteilnehmende müssen sie eben erzwingen, daß Rücksicht auf sie genommen wird.

Streetwalking ist in Deutschland von dem Bundesgerichtshof sanktioniert worden, da es keinen gefährlichen Eingriff in den Straßenverkehr darstellt und keine "konkrete Gefahr" davon ausgeht.

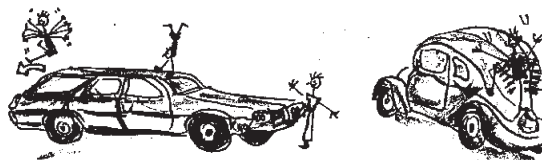
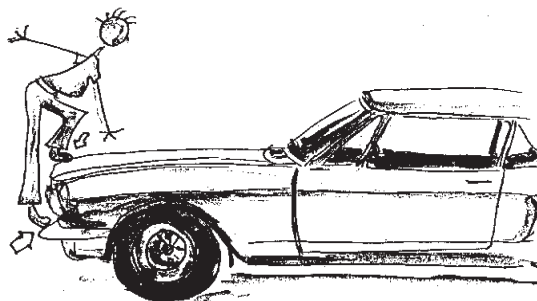
Ebenfalls im Sinne des Tempolimits schlägt Michael in Städten mit oder ohne Radwegen (die, laut einer Umfrage des Allgemeinen Deutschen Fahrrad-clubs gefährlicher als Straßen sind) vor, die Straßenmitte den Fahrradwegen vorzuziehen.

Der Polizei könnte man erzählen, man sei gerade erst in die Straße eingebogen (und hätte den Radweg nicht bemerkt) oder man wolle nach links abbiegen. Natürlich kann man auch wahrheitsgetreu antworten, die

Straße sei sicherer, weil man von den Autos gesehen wird.

Michael führt gegenwärtig einen Prozeß gegen eine deutsche Versicherungsgesellschaft. Sollte er gewinnen, könnten AutogegnerInnen künftig als Künstler ("Aktionskünstler") mit einer jährlichen Versicherung von 50 DM Autos übersteigen. Eventuell auftretende Schäden würden durch diese Haftversicherung gedeckt.

Informationen aus: Eine Trilogie gegen die Autos oder für mehr Lebens- und Wohnumlandqualität (Michael Hartmann)



Einfach mal ausprobieren!
Es geht viel leichter, als es aussieht !!

Solution or Curse?

ON TRIAL

Park and Ride



It seems that every progressive traffic planner in Europe is crazy about the idea of Park and Ride, which involves getting car drivers to use public transport for the second half of a trip into town. But does it really reduce traffic? Does it solve the problems it claims to address? Or does it actually increase car dependence? Here Car Busters attempts to find out.

Jonathan Hill spends his spare time trying to defeat the city's Park and Ride plans in Canterbury, England—attending public hearings, meeting with officials, talking to the local citizenry.

Is he a conservative citizen who thinks buses are the root of all evil? A lobbyist for the car industry?

No, he's an environmental campaigner with Friends of the Earth.

Canterbury plans to build a Park and Ride site on an old orchard just south of the city, on the edge of the

village where Hill grew up.

"I played in those orchards as a child, cycled through them on the way to town before I was allowed to cycle on the road, and picked plums in them to subsidize my grant when I was a student", Hill remembers.

But Jonathan Hill's case is not simply another NIMBY (Not in My Backyard) story. Hill has travelled to three international transport conferences recently, spreading the word that "Park and Ride is not a solution".

"We have been sold a 'solution' which doesn't solve anything", Hill asserts. "Since Canterbury opened two Park and Ride sites in the east and west, I have noticed no improvement in traffic levels—if anything, they have gotten worse".

Hill contends that Park and Ride displaces traffic to the countryside, rather than actually reducing it.

"It is not the solution to traffic problems in country towns that it is claimed to be", he says.

Park and Ride

Attracts Development

A Safeway supermarket opened up beside the Park and Ride lot on the west side of Canterbury, and uses the free parking lot for its customers.

Attracting this sort of development, as well as new homes, it seems logical that Park and Ride makes it more convenient for people to live outside the city. As a result, more people are moving out from the city to areas served by Park and Ride—thus contributing to urban sprawl.

Anecdotal evidence even shows people driving *away* from the city to the Park and Ride site, just to go into the city. This increases the distances people travel to reach the same destination.

Moreover, since Park and Ride is obviously a car-based "solution", those without cars are left out of the picture. Hill observes the service of normal buses declining, while the Park and Riders receive quick and convenient service every ten minutes. People have even switched from normal buses because of this—by driving to the Park and Ride site.

The Good Side of the Coin?

The Brussels-based Car-Free Cities Network claims the following Park and Ride benefits:

- enhances accessibility to city centres
- removes traffic from city centres
- encourages a partial modal change

from private cars

- reintroduces motorists to public transport
- contributes to reducing congestion and pollution
- transfers motorists to a safer transport mode for at least part of their journey
- assists in the protection of vulnerable road users
- can allow the conversion of city-centre parking from long-term to short-term or other use

Enhancing accessibility to city centers sounds like a good idea, but again, that attracts people to live in the suburbs and countryside, causing urban sprawl.

Removing traffic from city centers is also a worthy enough goal, but only if the traffic is disappearing, rather than being displaced.

Park and Ride may actually increase car traffic by up to 42 percent, according to the 1994 Parkhurst study.*

Indeed, similar criticism can be found against the other supposed benefits of Park and Ride.

The Hungarian Traffic Club, for example, reports the following as one of the top ten myths about transport in Budapest: "Introduction of Park

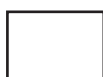
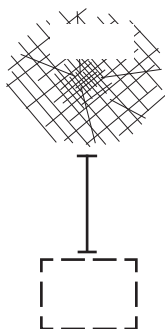
and Ride lots is essential to solving Budapest's transport problems".

Why does the group feel this is a myth? There are 300,000 cars entering the city every day, and only 3,000 Park and Ride parking spaces. Because of funding and geographic conditions, the city is unlikely to add more than 9,000 parking spaces in the next ten years.

So what's an alternative to Park and Ride for the suburbs and countryside? Bus and rail stations located in the centre of towns and villages, accessible to non-car drivers and only using existing car parks. - RG n

People with both positive and negative experiences with Park and Ride are encouraged to send in their comments. Please let us know of any other studies on the subject.

* Reference: Parkhurst, G. (1994). *Park and Ride: Could it lead to an increase in car traffic?* University of Oxford Transport Studies Unit (ref. 800). Paper presented to the 22nd PTRC European Transport Forum, Sept. 12-16, 1994, University of Warwick, U.K.



Français

à Le "Park and Ride" est souvent présenté comme "la" solution aux problèmes de trafic en ville. Mais dans certaines circonstances, le remède peut être pire que le mal. En effet, ce système peut augmenter la circulation jusqu'à 42%, selon le rapport Parkhurst 1994.

Deutsch

à Das Park-and-ride System zielt auf eine Reduzierung des Verkehrs, indem AutofahrerInnen motiviert werden, teilweise auf Nahverkehrsmittel umzusteigen. Das Park-and-ride System, oft als Allerheilmittel gegen Verkehrsprobleme angesehen, ist möglicherweise doch nicht die geeignete Lösung. Laut einer 1994 von Parkhurst durchgeführten Studie kann der Verkehr dadurch sogar bis 42 Prozent ansteigen.

Español

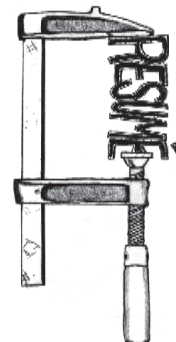
à "Estaciónate y viaja" es una estrategia diseñada para reducir el tráfico al invitar a los conductores a usar parcialmente el transporte público. Esta estrategia, muchas veces vista como antídoto a los problemas de tráfico de las ciudades, puede no ser una solución. "Estaciónate y viaja" puede incluso incrementar el tráfico hasta en un 42 por ciento, de acuerdo al estudio Parkhurst de 1994.

A@-CJFF84

à AD@,8H "Park and Ride", 8@H@DZx R"FH@ FR4H" H D,T,>4,< BD@\$:< (@D@*F8@(@ HD">FB@DH", <@r,H @8"2"HXFb &@&F, >, D,T,>4,<. E@ (:F>@ 4FF;*@&">4b< Parkhurst" 1994 (@*, @> <@r,H *r, J&,:4R4HX @\$X,< (@D@*F8@(@ HD">FB@DH" >" &,:4R4>J *@ 42%.

Esperanto

à La "Parku kaj Biciklu", rigardata ofte kiel solvo al la enurbaj trafik-problemoj, eble ne estas vera solvo. Laŭ la raporto Parkhurst 1994, tiu sistemo kreskigas la trafikon ghis je 42%.



Breaking the Bondage

Overcoming the Sexualization of Cars

Seajay Crosson

"The car embodies phallic power. Men who need that varoom as a prop for weak sexual egos aren't going to give it up, no matter how much you tax it. And they'll react as if you're trying to castrate them".

- "Ecotopia Emerging", Ernest Callenbach

We have come to confuse the true sensual pleasure of a loving sexual relationship with the pseudo-pleasure of domination-type sex, which is forever tied to the car by advertisers.

Ads have even pushed the idea that one's car should be more important than one's primary relationship. We are told in a Nissan Infiniti advert, "your job is a 7.5, your relationship is an 8. Shouldn't your car be a 10?"

We find ourselves in a world in which our sense of self-confidence and security is undermined at every turn. And we have lost the ability to relate in a deep and intimate manner not only with others, but with ourselves. We feel empty, alone and frightened.

Feel your Virility Swell in your Accelerator

Then, men are promised that power and masculinity will be theirs if they merely purchase a sleek, fast car. Like a heroic soldier marching to war, his car can have "the win-

ning look that weapons have", as one Porsche designer puts it.

He can feel his "unconquerable dominance" by outspeeding the car next to him. He can feel a surge of great power simply by moving a few muscles in his leg which press the accelerator.

The feeding of these attitudes by corporate interests continues to keep the man from meaningful relationship with others.

The Car's "Power" Corrupts Women and Even Children

While men can feel their virility swelling as they press on the accelerator, moving ever further from true pleasure and relationships, the women who once longed for the love and attention of these men can be comforted by their own warm, secure, best companion automobile.

She can also be seduced by the brute force offered by the car.

One can be given a hint of the adage "power corrupts", simply by looking at the speedometer which goes up to 120 mph, whereas most speed limits go to about 60 mph.

Although women are raised to be more considerate—and therefore often more mindful of traffic signals and other drivers—they are not immune to the corruption of power, particularly in a world where they, too, are deprived of affection.

The woman who wishes to be "liberated," in the style of copying the macho image, can have the same sense of power simply by effortlessly

pressing down her foot, just as a man can.

Meanwhile, our children, left behind in the exhaust fumes, sometimes grow up being able to say "vrooom" before they can say "mama", and being inundated with the idea that the car will fulfill all their needs for status, strength, pleasure and even sex.

Find the Roots of Car Culture in Sexual Suppression

Societies that suppress adolescent sexual and affectionate behavior have been shown to be violent by James Prescott's research on the origins of violence.

One of the worst places for a teenager's first sexual experience is in the back seat of a car. This imprints the idea that sex is something hurried, must be done quickly before one gets caught, is "bad" and "dirty", and is certainly not intimate and personal. And it even affirms the connection of sex and cars.

This type of sex only continues the cycle of separation between men and women. However, if we ourselves have not found affection and intimacy in our own lives, how can these young people have role models?

So What do We Do?

In order to move away from cars, we must find each other.

As Prescott says: "Because power and aggression are neutralized through sensual pleasure, man's



primary defense against a loss of dominance has been the historical denial, repression, and control of the sensual pleasure of women”.

We need to develop healthy attitudes about sexuality, and an understanding of true fulfillment. Someone who is emotionally and

sexually fulfilled does not fall prey to the ploys of the auto advertisers.

We need to rediscover true power and strength, which come from within, and which a stinking, noisy, cold hard piece of steel will never give us. n



Français

à La voiture a séduire hommes et femmes en offrant pouvoir et domination, car nous en sommes arrivés à inclure la domination et la violence dans les relations de bon aloi. Pour abandonner la voiture, on doit aussi reconstruire nos relations et comportements entre genres.

Deutsch

à Die Autokultur lockt sowohl Maenner als Frauen mit Macht- und Dominationsangeboten; gesunde soziale Beziehungen werden mehr und mehr durch Beherrschungsbestreben und Gewalt ersetzt. Um vom Auto loskommen zu koennen, muessen wir auch wieder eine gesundes Verhaeltnis zu sozialen Beziehungen und Sex herstellen.

Español

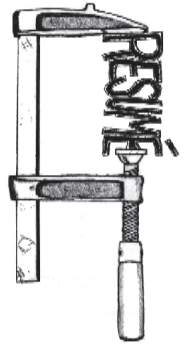
à Ya los coches pueden seducir mujeres tambien como hombres ofreciendo argumentos de poder y dominación, eso porque ya los hemos internalizado violencia y dominacion en nuestras costumbres sociales. Asi para abandonar el coche, tambien tenemos que cambiar nuestras costumbres de hombres hacia mujeres.

A@-CJFF84

à ;"T4>Z @\$@:XFH4:4 @SV,FH&@, BD,*:@r4& ,<J &:"FHX 4 (@FB@*FH&@, B@H@<J RH@ <Z B,D,BJH":4 2*@D@&Zx F,8F F BD,&@FN@*FH&@< >*" *DJ(4<4 4 >"F4(4,< :2-2" ^H@(@ <>@X, :*4 B@B":4 & 2"&4F4<@FHX @H <"T4>. QH@\$Z R@:>@FHX` @H8"2"HXFb @H <"T4>, <Z *@:r>Z H"8r, &@FFH">@&4HX 2*@D@&Z, &2"4<@@H>@T,>4b 4 &,D>JHXFb 8 >@D<":X>Z< &2(:b*" <>"F,8F.

Esperanto

à Veturilo charmis la socion per siaj ofertoj de potenco kaj regado, char ni atingas la punkton konfuzi sanan seksan rilaton kun premado kaj perforto. Multaj personoj dependighis de veturilo pro tiu chi potenco-mesagho. Cele al forlasado de veturilo, ni devas rekonstrui sanan rilaton kun nia medio kaj retaksian nian priseksan konduton.



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Profile: Hungarian Traffic Club

For Hungary, Westernization Means More Roads and Cars

Driving is Bad for your Health” was the message displayed to thousands of drivers in Budapest on Friday, 21 November of last year.

Led by the Hungarian Traffic Club, participants of the international transport activist conference “Going for Growing” took over the pedestrian overpass of a major motorway to unveil this banner in a protest against air pollution.

Roots of the Problem

“Before 1989, when Hungary’s political and economic transition began, transportation habits in the country were in many ways more sound than in Western Europe”, says Hungarian Traffic Club founder Andras Lukacs.

Most people traveled by public transport, freight was on the railways, only a few owned cars, and walking was common and practical.

“Since then, however, the conditions have deteriorated rapidly”,

reports Lukacs.

Budapest has been no exception. A typical large Eastern European city in terms of transport, Budapest has 35 kilometers of metro, 110 of tram lines, 68 of trolley buses and 110 of suburban railway. All together there’s 4,600 stops in the public transport network.

But still over one-third of the city’s residents are choosing the car over public transport—that’s 600,000 cars registered in a city of two million,

400,000 cars driving around in the city each day. And to accommodate the increase, politicians and industry have clamored to build new roads and bypasses.

Activists Fight Back

So in 1991, the Budapest group Clean Air Action founded the Hungarian Traffic Club to tackle this issue that no one had been addressing.

The goals? Fighting proposed highways and bypasses, promoting public transport and gas taxes, bringing back old tram lines, and serving

as a watchdog of transport-related agencies.

Presently the group is even fighting a proposed new metro line, which cement companies are lobbying for.

“We don’t oppose metro as technology, but the new line would prevent spending the money in a ten-times more efficient manner”, said Ferenc Joo, one of the group’s six staffers. “Trams could easily supplement the existing metro instead”.

The Hungarian Traffic Club’s work includes lobbying, education and occasional demonstrations.

Together with Clean Air Action, it also publishes “Lélegzet”, which means “Breath” (not “Breathe”).

The traffic club approaches government and the public with a “no new roads” position—including bypasses, “which would just increase traffic”, Joo says. - *RG n*

You can reach Magyar Közlekedési Klub (the Hungarian Traffic Club) at 1465 Budapest, Pf. 1676 Hungary; tel: (+36) 1-206-5598; fax: (+36) 1-165-0438; e-mail: <levego@levego.zpok.hu>. International subscriptions to Lélegzet are available.





Straight from the Book, "Road Raging"

You Too Can Organize

Road Alert

More from "Road Raging"

Cycle Lane Painting

Painting your own cycle lanes on roads is a way of gradually reclaiming road space back from aggressive motorists.

In London, various councils stated that they would create a network of cycle lanes throughout the city. When they failed to keep to their deadline, activists went out and finished the job.

Make a good stencil from lino or cardboard, copy the official bike symbol and use the right paint. Busy junctions and traffic lights are especially good target areas.

Car Bouncing Bonanza

Radical pedestrians have taken to direct action against cars parked on pavements [sidewalks].

Choose a street near you where cars regularly park on the pavement, make some stickers saying something like "Pavements are for People", and get bouncing! It takes about 10 people to bounce them into the road. Be gentle on your backs. n

Traditional street party celebrations were once regular occurrences in Britain's towns and cities. They have all but died out; another casualty of the motor car.

Showing how things could be different is fun and inspiring. Ideally, street parties can temporarily recreate a sense of community that has been all but lost to the pollution and danger of cars.

There are different levels of defiance. Community groups may want to make a noise about traffic calming in their neighbourhood by holding a legal street party. You will need to get police permission, invite the whole community and local councillors.

If you are refused permission, keep trying and then consider holding an illegal party. If planning an illegal party, the location will have to be kept secret to all but a few. Advertise a meeting place elsewhere and then take people on a mystery tour to the party.

Roles:

Location Group -

About four people decide the party location. The location must remain secret until the blockade is in place.

Blockading Groups -

These groups quickly put a section of the blockade in place. Only one person in each blockading group needs to know the location, and

groups don't need to know what the others are doing. They need to liaise with their support group, and should acquire and store their equipment in advance. There are many different ways of blocking a road to traffic. For example, you could stage a mock car crash, erect scaffolding tripods, hold a critical mass or a pedestrian procession carrying banners. These tactics will work if the blockade is quick and unexpected. Other ideas might include street theatre, redirecting traffic with mock road signs or groups of people continuously walking across zebra crossings. A combination of these, plus your own ideas, should establish a temporary blockade.

Blockading Support Groups -

These groups reinforce the initial blockade. They assemble somewhere else, waiting for a signal from the blockading group, before moving quickly to the location. The police are likely to be monitoring support groups.

Traffic Redirectors -

Deal with traffic until the police arrive. Explain what is happening, suggest alternative routes and invite motorists to join in.

Guides -

When the blockade is in place, making the party a success relies on getting a large number of people there quickly from the publicised meeting place.

The meeting point should be a public space from which a large num-



Français

à Sous le slogan "Réclamez les rues", des fêtes de rues se sont déroulées dans plusieurs pays pour protester contre la voiture et pour montrer ce que pourraient devenir les rues débarrassées de voitures. Cet article explique comment organiser une telle fête dans votre ville.

Deutsch

à Straßenfeste haben in verschiedenen Ländern stattgefunden, um zu demonstrieren, was sich auf Straßen abspielen kann, wenn dem Auto Platzverweis erteilt wird. In diesem Artikel könnt Ihr finden, wie Ihr ein solches Fest in Eurer Stadt organisieren könnt.

Organize a Street Party

ber of people can move relatively quickly to the target location, either on foot or by public transport.

Guides should be easily identifiable and their identifying feature must be networked through the crowd at the last minute. For example, a legal briefing leaflet distributed at the meeting place could also include a message saying something like, "Follow the people in wigs, holding helium-filled balloons".

Press Liaison -

It may be worth setting a time and place to meet the media. Press releases should NOT include the location of the Street Party even if you embargo it.

Police Liaison -

This is optional. One person could take on the role of approaching the police to give them just enough information to keep them off your back. Don't tell them anything useful, especially the secret location. If they think they know what is going on, then they are less likely to overreact. For example, give them a finish time and tell them that there will be an army of litter pickers. Use a false name. If you hear anyone saying too much, step in and chat about the weather.

Other Factors

Mobile phones in each group are the ideal means of communication but be careful what you say. Don't specify the location until the blockades are in place. Consider using code names for people and

locations. Mobile phones can be tapped and you don't know who is listening nearby.

Information leaflets will help to spread the message of what the party is about. Separate, appropriately styled leaflets for pedestrians and motorists are ideal.

Organise some legal support to advise on the legal implications of the action and to take care of anyone arrested. Breach of the Peace and Obstruction of the Highway are the most likely charges if you block a road. Prepare bust cards and set up a team of action observers.

Now celebrate the car free space and show its possibilities. Groups can take on setting up a safe children's play area, sandpit, cafe, music (acoustic and amplified), banners between lamp-posts, street decoration (e.g. painting, tree planting), information stalls and theatre.

These things can take up to two months to organise, as you have to book performers and persuade them to take part for free. Be sensitive to local residents—think about noise pollution and general disturbance.

Ending The Party

Tell the police (don't ask them, tell them) that the party will end at a certain time—the music will stop, the banners will come down and litter will be cleared. It is a good idea to have a procession to somewhere else—a park or indoor venue—where partying can carry on, or where people can disperse. Telling the police this, may persuade them to let you

end the party, rather than them breaking it up by force. Protect expensive equipment, like sound systems, from being impounded by the police.

It's important to communicate clearly that leaving at a certain time is the intention of the people who planned the party—not a concession to the police. The end of the party is the point when the police may wade in heavily against stragglers. They create violent scenes which can then be used to discredit what has actually been a wonderful day.

Think about what state you want the street to be in when you leave; impassable to motor vehicles, colourfully decorated, a vegetable garden, or a beer-can graveyard. n

The above was written with experience from London street parties. The largest party of 1996 saw 8,000 people reclaim, redecorate and plant trees in a six-lane motorway. This text is from Chapter 11 of "Road Raging: Top Tips for Wrecking Roadbuilding". See book review in this issue.

Español

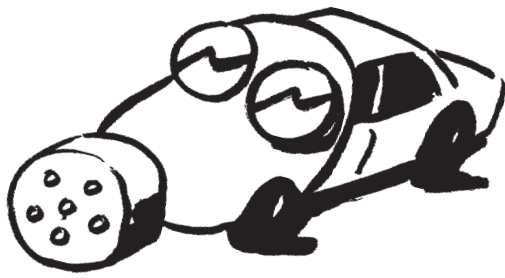
à Bajo la bandera "Reclama las calles", se han llevado a cabo fiestas callejeras en varios países para protestar contra los coches y demostrar qué podría suceder en las calles si los autos fueran expulsados. Este artículo te dice cómo organizar fiestas como estas en tu ciudad.

A@-CJFF84

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Esperanto

à Kun la slogano "Repostulu la stratojn", stratofestoj okazis en pluraj landoj por protesti kontraŭ la veturilo kaj por montri tiajn, kiaj povus ighi senveturiligitaj urboj. Tiu chi artikolo klarigas kiel organizi tiajn festojn en via urbo.



- *Transport et l'Environnement*

Drivers Need Gas Masks

More than Cyclists

Drivers breathe in up to three times more toxic exhaust fumes than pedestrians or cyclists, a report by the Institute for European Environmental Policy says.

Pedestrians and cyclists, thought to be the unprotected victims of poisonous gases spewed from the tailpipes of cars and lorries, in fact suffer the least exposure.

Many assume drivers are shielded from the worst effects of car pollution, their windows shut against the elements and heated or cooled by air conditioning. But cars offer little or no protection from pollution, says the report, because motorists are driving in a "tunnel of pollution".

Car drivers in the centre or outside lanes are subjected to a huge build-up of toxic gases, whereas cyclists who stay close to the curb avoid the worst of the pollution because they are not in the "pollution tunnel."

- *The Times*

Traffic Makes Kids Fat

New figures released in late January revealed that more than six million children are at risk because there is too much traffic on our roads.

The findings are based on research by Dr. Ian Roberts, Director of the Child Health Monitoring Unit at the Institute for Child Health, Great Ormond Street Hospital.

Roberts' figures claim:

- Children now walk and cycle less than they used to. Between 1985 and 1992 the average distance walked by children aged under 14 fell by 20 percent, and average distance cycled fell by 26 percent. This is a major factor in declining physical activity amongst children and therefore rising levels of obesity.
- When traffic volume is cut there are major reductions in child pedestrian death rates.

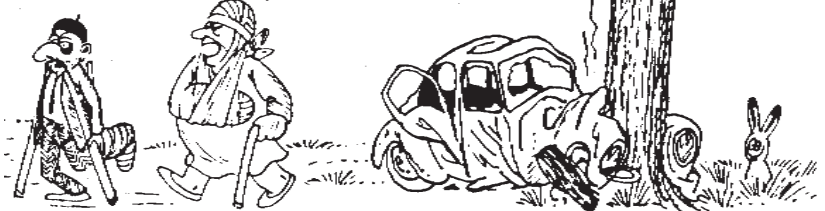
Car-Free Zones

Are Good for Business

A recent study of 32 German cities by Deutsche Institut fuer Urbanistik of Berlin concluded that the fewer cars allowed into a city, the better it was for business.

The study reports overwhelming evidence that cities with the highest retail turnover [*assuming maximum consumption is good - ed.*] had the most traffic restraint: huge car-free centers and banned or greatly reduced parking. Cities with the most car access have the lowest retail turnover.

For a copy of the study, contact Dr. Dieter Apel, Deutsche Institut fuer Urbanistik, Strasse des 17 Juni, 110, 10623 Berlin, Germany. Recent work on the subject has also been conducted by Dr. Reinhold Baier, BSV Buro fuer Stadt und Verkehrsplanung, Hanbrucher Strasse 9-11, 52604 Aachen, Germany.



Emissions des vélos?

Les vélos ne sont pas totalement "libres d'émissions". L'organisation suisse VCS/ATE a calculé qu'environ 420 kWh sont nécessaires pour construire un nouveau vélo, ce qui signifie près de 105 kg de dioxyde de carbone. C'est malgré tout encore 70 fois moins que la quantité moyenne de CO² utilisée pour la construction d'une voiture de taille moyenne (7290 kg de CO²). Les calculs de tiennent pas compte de certains matériaux comme le titane, l'aluminium ou le carbone.

[Bicycles are not totally "free of emissions" because of energy used in construction, but this is 70 times less than the CO² produced in the construction of the average car.]

Car-free areas are good for the economy, bicycle production causes one-seventieth the pollution of car production, and car drivers breathe up to three times the pollution as bicyclists.

Part-Time Driving

"We're adding so many distractions we're becoming part-time drivers", said Dr. Ricardo Martinez, head of the U.S. National Highway Traffic Safety Administration.

This agency has released: "An Investigation of the Safety of Wireless Communication in Vehicles", noting the growing popularity of cellular phones, laptop computers, fax machines and other high-tech equipment in automobiles. Previous research implicated driver inattention in as many as half of all crashes.

On top of the high-tech problem, Martinez says, "Some of the best minds in restaurant chains are working on food you can eat while driving. Over the holidays I saw a guy with drink in the crook of his arm, fries in his right hand, a burger in his left and steering with one finger".

"Road Rage" Documented

The AAA Foundation released a study called "Road Rage" last year that identified over 10,000 road rage incidents between 1990 and 1996 that killed 218 people and injured 12,610.

It found incidents of road rage reported had grown steadily during the 1990s at a seven percent rate. The majority of offenders are males between 18 and 26 years of age.

"We are a very stressed-out society", said David Willis, president of the AAA foundation. "You can find these incidents everywhere".

"Road Rage" can be obtained from AAA Foundation of Traffic Safety, 1440 New York Ave., NW, Ste. 201, Wash., DC 20005, USA; tel: (202)

Closing Roads Reduces Traffic

n New British Study Confirms Activists' Long-Held Claims

Closing roads cuts traffic, according to a report due out next month. The study, commissioned by London Transport and the Department of the Environment, Transport and the Regions, suggests that the computer models used by urban transport planners produce the wrong answers.

Computer models used by transport planners effectively assume that closing one road moves traffic elsewhere, causing congestion. But researchers led by Phil Goodwin of University College London, the government's adviser on transport policy, found that this is not what happens. The team analysed 60 cases worldwide where roads had been closed—or their ability to carry traffic significantly reduced.

Goodwin's draft report shows that on average 20 percent of the traffic that used a road seems to evaporate after it has been closed. In some cases up to 60 percent vanishes. The examples studied by Goodwin's team were mostly in urban areas. However, the same arguments may also apply away from major cities.

The report is the logical extension of the finding that building new roads generates traffic, accepted in 1994 by the government's Standing Advisory Committee on Trunk Road Assessment.

"If extra road capacity generates more traffic, then the closure of roads is bound to cause less traffic", says Keith Buchan, a London-based transport consultant who advises the government on traffic forecasts. n

British Air-Pollution Deaths: 24,000 Every Year

Up to 24,000 people die prematurely each year in the U.K., and a similar number are admitted to hospital following short-term air pollution episodes, a government committee recently said.

This is the first official quantitative estimate of the health effects of air pollution in the U.K. and one of the first in Europe. It suggests that the impact is far larger than previously thought. Environmentalists had expected the figure to be around 11,000.

The committee's chairman, Jon Ayres, said yesterday that it was "inevitable that this report will have underestimated the true health effects of air pollution".

For example, the study does not address the contributions of nitrogen dioxide and carbon monoxide.

Contacts: U.K. Department of Health: <www.open.gov.uk/doh/dh-home.htm>; tel: +44 171 210 3000.

Reference: "Quantification of the Effects of Air Pollution on Health in the UK", by the Committee on the Medical Effects of Air Pollutants.

- **ENDS Environment Daily**

Driving Costs Double

What does it really cost a user to drive their automobile? What do they save by using an alternative travel option? About twice what most people assume, according to Victoria Transport Policy Institute's 1998 update of its report "Transportation Cost Analysis: Techniques, Estimates and Implications".

Adding distance-based depreciation, repairs, and insurance costs approximately doubles the marginal cost of operating a vehicle, from about 10 cents to about 20 cents per mile.

So drivers typically perceive only half of their true costs of vehicle use, and transport planners and economists are undervaluing users' savings from reduced automobile travel.

Todd Litman at the Institute would like to investigate this issue more. Please contact him if you have any ideas or info to help this project:

Victoria Transport Policy Institute, 1250 Rudlin Street, Victoria, BC, V8V 3R7, Canada, tel/fax: (250) 360-1560;



The Way Out

A new paper highlights the advantages of cities adopting balanced transport strategies. Called "Canberra at the Crossroads", the paper suggests alternatives to expensive motorway projects and car dominance. Though written with the Australian capital in mind, its contents are relevant to many cities around the world.

The paper is available from the Sustainable Transport Working Group on the Internet: <www.pcug.org.au/~parkerp/stwg.htm>.

Public Might Support Higher Petrol Prices

In a survey that left business lobbyists stunned and environmentalists gloating", a poll conducted by the Pew Center found strong U.S. public support for increased gasoline prices if the measure would help curb global warming by encouraging the conservation of fossil fuels.

Of 1,200 people questioned, 73 percent said they would pay 5 cents more for a gallon of gasoline if it would "significantly reduce global warming", and 60 percent said they would pay 25 cents more per gallon.

Educating Walkers by Death

Recently we discovered that California has something called PEDS, or Pedestrian Education by Death System. Under this system, "poor" planning creates dangerous intersections, while strange traffic signals, high speeds, heavy traffic, lax enforcement, and extensive carbon monoxide exposure encourage motorists to take risks with non-motorists' lives.

This keeps our peds here in the States razor sharp and better able to compete in the global marketplace.



Second Printing Released

Road Raging's Rave Reviews

æ

Français

à "Road Raging" est une guide pratique pour s'opposer à la construction d'autoroutes par l'action de terrain.

"Asphalt Nation" nous démontre pourquoi les autres pays ne doivent pas suivre la politique urbanistique des Etats-Unis, que est basée sur l'utilisation de la voiture. Le livre nous explique également comment en finir avec l'ère de l'automobile, à partir du moment où vous êtes en position de force pour y parvenir.

Deutsch

à Road Raging (die tobende Straße) ist ein praktischer Aktionsführer, wie der Bau von Autobahnen durch direkte Aktion bekämpft werden kann. Asphalt Nation (die Nation des Asphalts) liefert den Beweis, warum andere Länder dem Beispiel der vom Auto beherrschten Planung der Vereinigten Staaten nicht folgen sollten. Das Buch berichtet außerdem darüber, wie das Autozeitalter zu beenden ist - in der Annahme du in einer Machtposition seist um es zu tun.

Español

à "Calle rabiosa" es una guía práctica para luchar contra la construcción de carreteras a través de la acción directa.

"Nación de asfalto" ofrece evidencia de por qué otros países no deberían seguir el modelo de planeación urbana por y para los coches de los Estados Unidos. El libro también te dice cómo puedes terminar con la era de los coches, asumiendo que estás en una posición de poder que te permite hacerlo.

This incredible book shares experiences of nonviolent direct action against roadbuilding in Britain from Twyford Down in 1992 to Newbury in 1996. "Road Raging" is no coffee-table history book, but rather a practical guide for action.

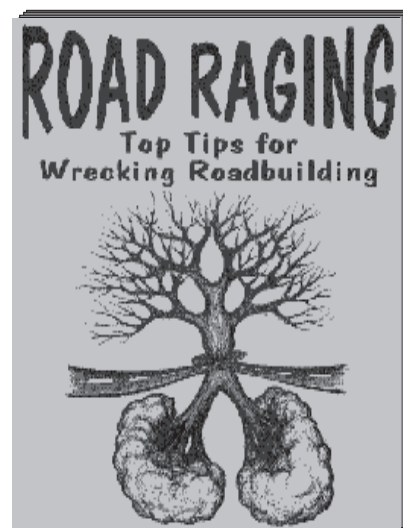
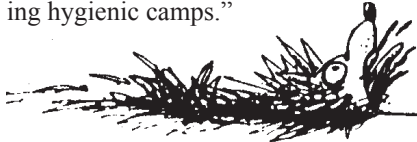
This illustrated 230-page A5-format book has now been reprinted and updated.

"Road Raging" covers a wide range of subjects, including building a campaign from scratch, action tactics, publicity, camps, the law, evictions, extensive contacts and resources, and much more!

You can read Chapter 11 of "Road Raging" in the Skill Sharing section of this magazine.

Corporate Watch magazine calls "Road Raging" "the best campaign guide ever!"

The Guardian calls the book: "A distillation of the experiences of hundreds of activists who cut their teeth on the frontline. It is a developer's nightmare...equally applicable to an airport, a coal mine or a quarry...from organising meetings and writing press releases through to building tree houses and creating hygienic camps."



Construction News says, "The guide urges the targeting of contractors, consulting engineers, surveyors and financiers, and has been condemned by contractors."

And *Contraflow* calls it the "best-value activist handbook to appear this year...a deliciously thick, thorough guide to all aspects of anti-roads direct action".

You can get the book directly from *Car Busters*. (See the Resources section to order.) Also, the full text and images of this "anticopyright" book are available free on the web: <www.hrc.wmin.ac.uk/campaigns/ef/rr/index.html>. n

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à "Road Raging" (W,T,>FH&@>*"@D@("N - ^H@ BD"8H4R,F8@, DJ8@&@*FH&@ * :b \$@DX\$Z BD@H4& FHD@bV4NFb *@D@ (B@FD,*FH&@< "8P46 BDb<@ (@,*ZF&4b.

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Esperanto

à "Road Raging (terura strato)" estas utila gvidlibro por kontraŭi konstruadon de aŭtoshoseoj per proksimecaj agadoj.

"Asphalt nation (asfalteca lando)" demonstras kial aliaj landoj ne sekvu la por-urban politikon de Usono, kiu bazighas nur sur uzado de veturiloj. Tiu libro klarigas ankaŭ al ni kiel finsi kun aŭtomobila epoko, ekde kiam vi havas la potencon por tion atingi.

New Release from Jane Holtz Kay

Don't Go Down the U.S. Road

Katie Alvord

n "Asphalt Nation" Could Keep Other Nations Out of Traffic Troubles

Jane Holtz Kay's "Asphalt Nation" is available from Crown Publishers, 1997, 418 pages, \$27.50, ISBN 0-517-58702.

Anyone who wants more evidence that car-addicted cultures don't work can find it in "Asphalt Nation: How the Automobile Took Over America and How We Can Take It Back".

Jane Holtz Kay's salvo at U.S. auto-obsession compiles compelling evidence against the car culture, and compelling evidence that other countries might not want to follow the same asphalt path forged by the U.S.

The book begins with an examination of the many problems created by too many cars: Congestion gridlocks streets. Road rage is rampant. Mass transport has been trashed. Cars split society, create inequity and isolation.

Holtz Kay covers these issues as well as health and environmental topics such as air pollution, climate change, road kill, and tire fires.

Reflecting her background as an architecture critic, she also delves into the destruction of urban design by autos: "When cities become car warehouses, architectural civility shrinks", she writes. "Bad architecture is the shadow of the motor

vehicle".

The central portion of the book, an exploration of U.S. car history, tells the tale of the auto's ascent in America.

Here Holtz Kay recounts the introduction of Henry Ford's Model T, the massive road-building projects initiated under Presidents Franklin Roosevelt and Dwight Eisenhower, the "uprooting of rail" by the American oil and auto companies that bought electric trolley lines and then destroyed them, and a few accounts of anti-highway activism.

Her knowledge of the history of city planning shows through in the detail she devotes to stories like the automotive exodus from U.S. cities to the suburbs.

In six brisk concluding chapters, Kay outlines six basic ways to help end the auto age:

- 1) "Just say no" to new highways and road widenings.
- 2) Reverse destructive car-oriented and sprawl-causing zoning codes.
- 3) Support better transit, and tie transit into city-centered land use development.
- 4) Revive city centers, using a "cars-last" or "no-cars" policy rather than the current "cars-first" policy.
- 5) Use traffic calming and take out roads and pavement in some places.
- 6) Quit subsidizing cars and motorways.



Rather than serving as a guide for reformers, the chapters on these solutions provide more of a review, and a quick glimpse at a few possibilities.

The book as a whole may work best as an overview for those who don't yet know much about transport reform, although because it is so wide-ranging, it may provide even car-free activist readers with some new information.

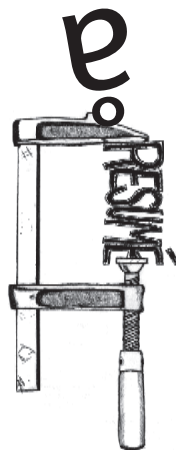
Activists will find little to fault with many of the book's conclusions, but be on the lookout for minor inaccuracies.

From auto-free advocates to engineers, Holtz Kay observes, "the consensus of support for the auto age [is] fraying... We must and can end a late auto age in which every transportation decision is a highway-based, driving-first decision".

Certainly this book gives readers outside the U.S. plenty of evidence why the American pattern of car-dependence should not be followed.

As Holtz Kay writes: "Our vaunted mobility is obstructed by a car culture in which every attempt to move is fraught with wasted motion, wasted time, wasted surroundings, wasted money... we need a radical reassessment lest the auto excesses of the better part of the twentieth century accelerate in the next".

Katie Alvord is a transport reformer living in the home state of



Thank You for Not Driving



Car Busters 4 Rue Bodin, 69001 Lyon, France

Bicycle Stickers

The "Eco" System

The "Eco" is the official currency of European Youth for Action, and is now used by many other groups.

Ecos try to balance the differences in value among various currencies in Europe. The system is based on living costs in each country. This way, things cost roughly the same to everyone, regardless of the "strength" of your country's currency.

With Ecos, you still use your country's currency. See the chart at the end of the magazine to find out your country's "Eco rate".

Confused? Let us know.

These stickers go on the frame of your bicycle, and can be ordered direct from *Car Busters*. Please send 2 Ecos for each, specifying the ordering letter and quantity:

- A. ONE LESS CAR
- B. UNE AUTO DE MOINS
- C. EIN AUTO WENIGER
- D. UN COCHE MENOS
- E. THANK YOU FOR NOT DRIVING
- F. MERCI DE NE PAS CONDUIRE

G. WARNING: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease and cancer. ESPECIALLY HARMFUL TO CHILDREN."

H. ATTENTION: Ce véhicule émet...

"Free the Streets" Reader

This 68-page publication produced during the organising of "Towards Car-Free Cities" is filled with articles, ideas and contacts relating to car-free activism in Europe. Free by e-mail; 10 Ecos by post.

Conference Proceedings

Get the full proceedings of the "Towards Car-Free Cities" conference via e-mail from *Car Busters* for free. Otherwise it's 2 Ecos.

"Road Raging"

The book is available direct from *Car Busters* for 10 Ecos. See book review and more in this magazine.

Bumper Stickers? (at left)

Big, cheap, hard-to-remove "cancer warning" stickers for cars, direct from *Car Busters* (In French or English; 10 Ecos for 50 stickers.) Other languages to follow.

Get the Video of the Lyon Car-Free Conference

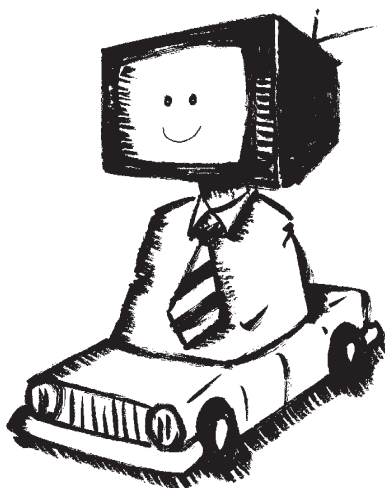
"Towards Car-Free Cities"

This video documents the work and actions of this conference (see article in this magazine) in a punchy 36-minute format.

So if you didn't have time to come to the conference itself, you can watch this video in one-280th of the time that others spent there.

But seriously, this video can be used to introduce others to the issue, or to inspire groups already involved.

Available from *Car Busters* for just 15 Ecos, this video is not recom-



Available Direct: Books by Wolfgang Zuckermann

Enjoy the classic "The End of the Road: From World Car Crisis to Sustainable Transportation". It serves as an interesting and useful compendium of most of what is known about reducing automobile usage.

The children's book "Family Mouse Behind the Wheel", teaches children at a young age the problems of the car culture.

The large-format book is told through superb full-color illustrations and English text. This book is only available outside Europe from us.

Both available direct for 20 Ecos each from *Car Busters*, including tax and shipping. As with all other orders, please use the form on page

Women Can Use Spanners*, Too!

The 13 December witnessed the first all-women bike repair workshop in Lyon, France.

If a fly on the wall had been able to speak he might have said, "I've never seen so many women in *this* workshop!" Eight women brought their bicycles, keen to start grappling with spanners and bicycle parts.

Our bike repair expert, Françoise, dodged about showing each bike owner how to replace a brake cable in one place, dynamo attachments in another. Françoise is famed for her ability to convert heaps of rust to shining bicycles.

You may be bursting to ask: "But why a women-only workshop?" There is a regular bicycle workshop in Lyon each Tuesday and Thursday evenings. These workshops are at-

tended mainly by men. (In fact I have only ever seen one women there).

I do not direct any criticism at the workshop organisers, since this is a common problem with bicycle workshops everywhere. However, a vicious circle develops, in which women are not attracted to the workshop because they are intimidated by the all-male environment.

A solution is to hold an all-women workshop, to attract women to bike repair workshops and to give them confidence in bike repair skills.

The workshop was a great success. It attracted more people than the regular workshop and served to publicise the regular workshop and the fact that there's an active transport campaign in Lyon. n

- *Bethan Stagg*

...subvercité

suite de la page 13

subversive.

Est-ce que tu n'as pas trop eu d'ennuis avec les autorités ?

S : En fait de nombreux publicitaires sont implantés de façon illégale [NDLR : en France, on estime qu'à peu près 50 % des panneaux sont implantés de façon illégale ; c'est la mairie qui est chargée de donner les autorisations.]

D'autre part, plutôt que de rôder au beau milieu de la nuit avec l'air suspect et de courir le risque de me faire arrêter, je préfère passer un coup de fil à un ami, enfiler un bleu de travail et faire ça pendant la journée.

D'habitude les passants pensent que c'est une bonne blague. Et si le grand méchant loup survient quand je colle, il est toujours possible de dire "mais regardez, monsieur l'agent, cela s'enlève d'un seul geste". n



Cruising for a car-free future?

Then don't miss these great books from Detroit Publications - the nation's premier sustainable transportation publisher and distributor.

 <p>11 Beyond the Car by S. D. ... \$12.95</p>	 <p>12 The Ecology of the Automobile by ... \$12.95</p>	 <p>13 ... \$12.95</p>	 <p>14 ... \$12.95</p>
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June in Edinburgh:

"Car-Free Cities" Conference

The Car-Free Cities Network of European municipal governments will hold its third "Car-Free Cities" conference from 22-24 June in Edinburgh, Scotland.

The conference, subtitled "Reduce Traffic in European Cities: Defuse the Transport Time Bomb", is the general assembly for the 60 cities in the network, but is hopefully open for others to attend.

For details, contact the Car-Free Cities Network, c/o Eurocities, 18 Square de Meeus, B-1050 Bruxelles; tel: (+32) 2-552-08-74; fax: (+32) 2-552-08-89; e-mail: <cfc@eurocities.be>.

Ecotopia 1998: 1-18 August

Ecotopia, the 18-day-long gathering of European environmental

activists, will this year be held near Freiburg, Germany. The theme: transport. The dates: 1-18 August. Not to be missed. Come for all or part of the time.

To register, contact the host group: Umwelt und Projektwerkstatt, HabsburgerInnen Str. 9, 79104 Freiburg, Germany; tel: +(49) 0761 554083; fax: +(49) 0761 554084; <UMWELTWERKSTATT@3LAND-BOX.comlink.apc.org>.

European-wide Meeting Against Cars: 11-18 October

"For a better quality of life and community space", this Munich meeting will organise and carry out creative actions against petrol stations, the A99 motorway and the German Automobile Club.

Actions will be designed to reclaim people's rights to live in cities

without fear. Participants will walk in the middle of the street and demand back public space. They will walk over cars blocking their way on the pavements (sidewalk).

"We will treat cars as they deserve," said organiser Michael Hartmann. "We will demonstrate that we have a different vision of what we want our cities to look like."

Contact Michael Hartmann at Limesstr. 10, 81243 Munich, Germany; tel: 0049-89-871-39-107; e-mail: <david.herzog@metronet.de>.

Video Activist Handbook

If you are using video in your campaign, this is the book for you. It has all the details on getting your video footage onto TV news, using your camera to create real change.

Get a copy from Undercurrents for £10.99 at 16B Cherwell St., Oxford OX4 1BG, England; tel: (+44) (0)1865-203661 or by e-mail at <underc@gn.apc.org>.

Subscribe to The Verge

The Verge is the magazine of European Youth for Action, the network in which Car Busters works.

The Verge, subtitled "the European eco-lifestyle and direct action

**Help support Car Busters !
...you get 963 subscriptions for the cost of a Fiat.**

Yes, here's all the money I own. I look forward to receiving the quarterly Car Busters magazine and/or the items specified below.

- I'm enclosing _____ for a one-year subscription.
 I'm enclosing _____ for the following materials (bike stickers, books, etc.): _____

- I'm enclosing a donation of ____ because I'm extremely wealthy and must shed my guilt.
 I want to receive occasional e-mail alerts, so here's my e-mail address (written clearly): _____

Name: _____

Group, if any: _____

Address: _____
 (including city, country and postal code)

Please make cheques payable to Car Busters, 4 rue Bodin, Lyon 69001 Lyon, France.

magazine”, serves as a bimonthly forum and compendium for the European youth environmental movement. Subscriptions cost 25 Ecos.

Contact *The Verge* c/o *European Youth for Action*, P.O. Box 94115, 1090 GC Amsterdam; tel: (+31) 20-665-7743; fax: (+31) 20-692-8757; e-mail: <verge@eyfa.antenna.nl>.

New British Bike Magazine

Open Road Ltd., publisher of *Bike Culture Quarterly*, is launching a purely British cycling magazine.

The first issue of this bi-monthly magazine, called *Bycycle*, is planned for release in March. Contents will include product reports, investigative news, campaign ideas, opinion, events listings and cycle culture.

Pre-publication subscriptions (before March 30) are available for £9.90. Part of the subscription will go towards a campaign to raise the profile of cycling nationwide.

Contact *Open Road Ltd.*, *Bike Culture Quarterly* and *Bycycle* at: *The Raylor Centre*, James Street, York, YO1 3DW, England; tel: 01904-412200; fax: 01904-411155; e-mail: <Peter@bcqedit.demon.co.uk>.

The Science of Sanity

Edited by John Whitelegg, *World Transport Policy & Practice* is a high-quality quarterly scientific journal with a firm commitment to sustainable transport. Subscriptions cost £50, or the equivalent of £65 if paid in any other currency. Article submissions encouraged.

Cheques/IMO payable to *Eco-Logica Ltd.*, 53 Derwent Road, Lancaster, LA1 3ES, U.K.; <pascal@gn.apc.org>.

Global Critical Mass

E-mail Listserve

Following the Kyoto Global Critical Mass, the e-mail discussion listserve used to organise it is transforming into “GLOBAL-CRITICAL-MASS, a listserve “to foster exchange of Critical Mass-related information, experiences and resources on a global level, including the organising of internationally coordinated Critical Mass rides.” To get on the listserve, send an e-mail to: <cmass-web-request@cascade.taz.net.au> with the word “subscribe”

Français

à Merci de votre intérêt pour Car Busters. Nous espérons que vous allez bientôt reconquérir votre ville sur la voiture. Un abonnement coûte 20 “Ecos” par année, un prix promotionnel. A partir du 1er juin 1998, le prix passera à 24 Ecos. Vous vous demandez sans doute ce qu’est un Eco ? Voyez page 28 et consultez le tableau ci-après. Comment payer : Hors de France, payez par mandat-poste, en francs. Si vous devez envoyer un chèque ou un de mandat-poste dans une autre devise, ajoutez 15% pour les frais de change. Merci !

Deutsch

à Danke fuer dein Interesse am viertel-jaehrlich erscheinenden Car Busters Magazin (und die hoffentlich folgenden Aktionen, die dazu beitragen werden, unsere Staedte von den Autos zu befreien). Einfuehrungspreis fuer ein Jahresabo ist 20,- Ecos (vergleichbar mit 20,- DM); vom 01. Juni gilt der Normalpreis von 24 Ecos. Was ein Eco ist (fragt ihr euch jetzt bestimmt)? Mehr darueber auf Seite 28! HOW TO PAY: Outside France, please pay with an international postal money order, in francs. If you must send a cheque or any type of bank/money order that charges us for currency conversion, please add 15 percent. Thanks!

Español

à Les agradecemos el interés que han mostrado, suscribiendose a la revista Car Busters, y (lo esperamos) su actividad por recuperar una ciudad sin coche. Suscripción : 20 «ecos» al año, como precio inicial. Despues de mayo seran 24 «ecos». Que es un «eco», pide? favor mirar el documento de la pagina 28. Favor de pagar con mandado postal internacional, en Francos Frances. Si tienen que mandar un cheque, favor de añadir el 15 % de la suma al total (gastos de convecion). Gracias.

A@-CJFF84

à EB"F4X@, RH@ &Z 2"4>H,D,F@&":4F\$ B@*B4F8@4 >" "Car Busters" J (&@2<@ r>@) B@r,":4 RD4>bH\$ "8H4&>,JR"FH4, &@H&@,&Z&">44 &"T,(@ @D@*"J,"T4>. ;@r,H, B@F:"H\$ >"4R>Z *,>\$4 (&H&,D* @6 &": H,) & 2"B,R"H">>@< 8@>&,DH, >""D,F @L4F" & 94@>., A@r"J6FH",=+ A?EYK!=G+ R,84 42 FHD">, >"B,R"H">>ZN F:"XZ< TD4(H@<, H.8. X">84 X,DJH Jr" F">@ &ZF@84, 8@<4FF4@>>Z., EB"F4X@!

Esperanto

à Dankon pro via interesigo por aboni Car Busters. Ni esperas, ke vi estos aktiva por repreni vian urbon de la veturiloj. Abono kostas 20 “ecos” (je propose comme traduction eko, mais c’est pas indispensable) por unu jaro, kiu estas favora prezo. Ekde la 1-a de junio, la tarifo estos 24 ecos. Kio do estas “eco”, vi certas demandas? Vidu paghon 28 kaj la suban tabelon. (si le tableau est juste en dessous de ce texte, il vaut mieux dire chi-suban tabelon).



Limited Promotional Price

20 Ecos

Car Busters

Subscriptions

and how to pay

Thank you for your interest in subscribing to the quarterly Car Busters magazine and (hopefully) getting active to reclaim your city from the car.

Subscriptions cost 20 “Ecos” per year as an introductory price. Beginning June 1, it will go up to 24 Ecos. What’s an Eco, you ask? See the box on page 28 and the chart below.

HOW TO PAY: Outside France, please pay with an international postal money order, in francs. If you must send a cheque or any type of bank/money order that charges us for currency conversion, please add 15 percent. Thanks!

Country	1 Eco	Subscription
Albania	20 Lek	400 Lek
Austria	7 Schillings	140 Schillings
Australia	0.9 Dollars	18 Dollars
Belgium	21 Francs	420 Francs
Belarus	3,000 Rubels	60,000 Rubels
Bulgaria	100 Leva	2,000 Leva
Canada	0.8 Dollars	16 Dollars
Croatia	1 Kuna	20 Kuna
Czech Rep.	6 Koren	120 Koren
Denmark	3.8 Kroner	76 Kroner
Estonia	3.6 Crowns	72 Crowns
Finland	3 Marks	60 Marks
France	3.4 Francs	68 Francs
Germany	1 Mark	20 Marks
Greece	130 Drachme	2,600 Drachme
Hungary	33 Forint	660 Forint
Ireland	0.35 Pounds	8.60 Pounds
Italy	1,000 Lira	20,000 Lira
Latvia	0.14 Lats	2.8 Lats
Lithuania	0.8 Litas	16 Litas
Luxembourg	21 Francs	420 Francs
Macedonia	9 Denar	180 Denar
Netherlands	1.12 Guilders	22.5 Guilders
Norway	4 Kroner	80 Kroner
Poland	0.75 Zioty	15 Zioty
Portugal	70 Escudos	1,400 Escudos
Romania	700 Lei	14,000 Lei
Russia	700 Rubels	14,000 Rubels
Slovakia	5.5 Koren	110 Koren
Slovenia	46 Tolar	920 Tolar
Spain	70 Pesatas	1,400 Pesetas
Sweden	4.5 Kroner	90 Kroner
Switzerland	0.9 Francs	18 Francs
Turkey	55,000 Lira	1,100,000 Lira
Ukraine	0.17 Coupons	3.4 Coupons
U.K.	0.35 Pounds	7 Pounds
U.S.A.	0.7 Dollars	14 Dollars
Yugoslavia	1 Dinar	20 Dinar