

# CAR

February 1991

With Coverage  
of Management Systems

For Evaluation  
of Performance

Specialized Reports  
by Management



# CAR Bust-

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Josef Prchal

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by Tanja Eskola.

Issue 22:

# War on Poverty, or War on the Poor?

It was a chilly November morning in Prague when we received the call for help. World Carfree Net-work member organisation WBB Trust had written to us from Bangladesh, warning that Dhaka's 400,000 cycle rickshaws were under threat. The World Bank was (and is) pushing local officials to ban non-motorised vehicles on the city's main roads, even though the majority of vehicular trips are made by cycle rickshaw.

While the World Bank claims that it is fighting a "war on poverty," on the ground in Dhaka it looks more like a war on the poor, many of whom depend on rickshaw pulling for their survival. Not only are the promised "alternative corridors" for rickshaws too narrow to carry the previous volumes of rickshaw traffic, but they remain clogged with parked cars, and street space is shared with motor vehicles as well. The World Bank has defied its own policies to side with the automobile-owning elite, and this is where the carfree movement has seized the opportunity.

Things developed quickly. First, on December 2, World Carfree Network, ITDP, PATH Canada and WBB Trust held a conference call with World Bank officials on the issue. The World Bank staff made clear their objections to rickshaws despite the bank's official policy in support of non-motorised transport. In response, we launched an Internet-based letter-writing campaign through the month of December. A formal complaint is now being filed through the World Bank's official procedures, and a direct action and press campaign is being organised by groups in Dhaka.

Because of the issue's great importance – at stake is the future of transport in this capital city of ten million people and whether traffic in



the city will be dominated by motorised or non-motorised transport – we made it our cover story.

Providing assistance to our member organisations is a primary reason why World Carfree Network exists. And so it is with great satisfaction that we have succeeded in spreading the alert around the world, and putting people in Dhaka in touch with the experts and campaigners who can most help. As we go to press, the outcome is far from certain, but you can follow the ongoing campaign at <[www.worldcarfree.net/dhaka](http://www.worldcarfree.net/dhaka)>. For now, head to page 12 and immerse yourself in the story.

In addition, we spend this issue looking at a form of "alternative transportation" that is often overlooked – walking. In these pages, you'll find an unusual story of a woman whose dedication to live carfree leads her to walk ... a lot. We also

To the World Bank:  
Attn: James Wolfensohn  
It is not the

rickshaws that  
Rickshaws are in many  
are clogging the

rickshaw stations that  
but to prevent the  
would  
growth of car use,  
prevent conflicts between  
modes, (b.) implementin  
road space and  
a programme to help  
improve the quality  
It is not the  
of the rickshaws,  
(c.) supporting cycle  
rickshaws that  
are narrowing the  
streets; it's the  
tariff standardisation,  
cars. In 1998,  
etc. (d.) creating cyc  
less than 9% of  
lanes throughout the ci  
vehicular transport  
supporting public trans  
was by car but  
through bus-only lanes,  
required over 34%  
of road space,  
If the ban is truly abo  
efficient travel, then  
while the 54%  
wouldn't a ban on motor  
vehicles on major roads  
travelling by  
significantly speed up the  
rickshaws and also allo  
rickshaw took up

# Letters

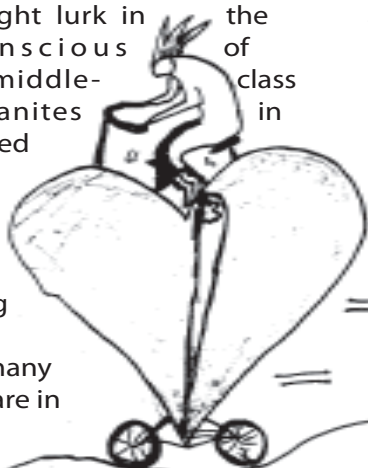


I found a sketch for this sign (above) on a ticket book from waiting tables this summer so I went ahead and created it to post at intersections in my neighborhood, figuring random positive feedback is the best way to reinforce behavior and maybe nudge those in cars to change their ways (at least once in a while). Full-sized PDF is available at <[www.thinksmall.org](http://www.thinksmall.org)>.

Robert Zverina  
Seattle, Washington, USA

## Lead the Way, Europe!

The world is moving steadily towards a global disaster beyond the worst nightmare that might lurk in the subconscious of white middle-class suburbanites in the United States. Signs of global warming abound, but so many people are in



"With Love Even The rocks shall open"  
~ Hazrat Khan

denial, either trying to ignore the problem, or hoping that our planetary predicament will not turn out to be as bad as some predict.

I am a political scientist specialising in environmental and ethnic politics. I am very worried about the future of our planet. For years, I have been placing great hopes in the social movements of Europe, which of course include Car Busters. Getting rid of automobiles is an important step towards lessening global economic inequality and gaining "Third World" cooperation in solving the global warming problem.

I don't think that the leaders of the United States will pay much attention to what people of colour in the "Third World" say. The European Union at least has the economic weapon of trade retaliation (on the possible use of trade sanctions in climate change policy, see: Vanessa

Houlder, "Lamy Rejects Call to Act Against Non-Kyoto States," Financial Times, July 1, 2004). I hope that people in Europe will understand the importance of their raising arguments in favor of sustainable societies.

Milton Takei  
Eugene, Oregon, USA

## Fossil Foolery

I was thrilled to read about your organisation. I got rid of my truck in 2002 and since then I have gotten around on foot, bike, bus and the metro. Occasionally, I have

to bum  
ride  
from

someone, or, more often, I let one of my CARP (car people) friends give me a ride somewhere (that I could have just as easily reached by bike or bus) because I don't want to hurt their feelings.

As a musician and a resident of Los Angeles (freeway hell) County, I consider it a real challenge, but every time I end up on

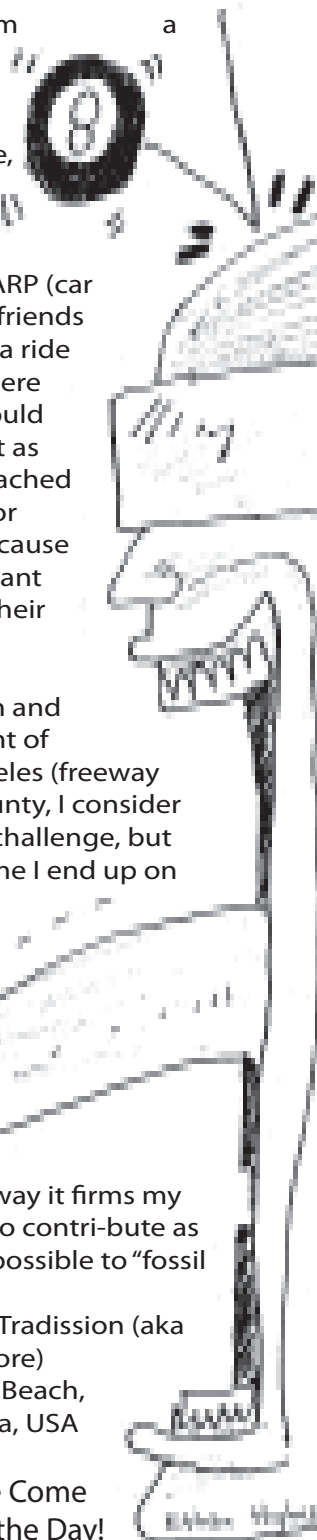
the freeway it firms my resolve to contribute as little as possible to "fossil fuelery."

Buck Tradission (aka Lary Moore)  
Long Beach, California, USA

Here We Come to Save the Day! Statistically, the probability of anyone of us being is so small that the mere fact of existing should keep us all in a contented state of dazzlement and surprise.

- Lewis Thomas

Hello to all you beautiful people at the World Carfree Network. You make me feel like dancing. Finding your group





is like finding  
a long lost brother!

I have not been inside a car for five years. My girlfriend and I are currently biking across Europe visiting carfree and machine-free communities. We arrived to this continent from America by boat.

We left the USA seven months ago and finding out about your organisation was worth the trip.

I am founder of the Haul of Justice, a group of over 400 colourfully dressed super-heroes who bike around North America helping whoever we see. Our group has biked across 21 states, England, and part of Mexico, in costume, contributing tens of thousands of hours of volunteer service to non-profits, small towns, individuals, homeless shelters, schools, community gardens, etc..

My alias is the Blazing Echidna (after an endangered spiny anteater). And now we have found more superheroes... you!

Thank you for beginning. You are a sweet blast of sanity in this mad human-made world (cities, highway, speed). Sarah and I will be returning to Oregon where we have gotten funding to start a petrol-free community (no cars, plastic or electricity). The site will also be

the international head-quarters for the "Super Heroes."

We hope to team up with you. Automobiles have no chance!

Ethan Hughes  
Cottage Grove, Oregon, USA

### Bristol Carfree Day

Thanks for publishing a reference to our carfree day event last year. We have got things really moving now. I managed to persuade Bristol City to get involved and the results are really ama-zing. (I have enclosed some press on the day's events.) This is our fourth year running. It's well established now as a yearly event.

Pete Taylor (organiser)  
Bristol, UK

[Ed. Although Pete's report came in too late for last issue's World Carfree Day reports, it seems clear that Bristol's "Streets Alive! Festival" was well received by the general public. The chair of Safer Bristol, Barbara Hanke, says in The Evening Post: "Streets Alive! has an excellent reputation for putting on first-class, traffic-free events. By joining forces with them, the city council and its partners hope to be able to offer a range of fun and entertaining acitivities."

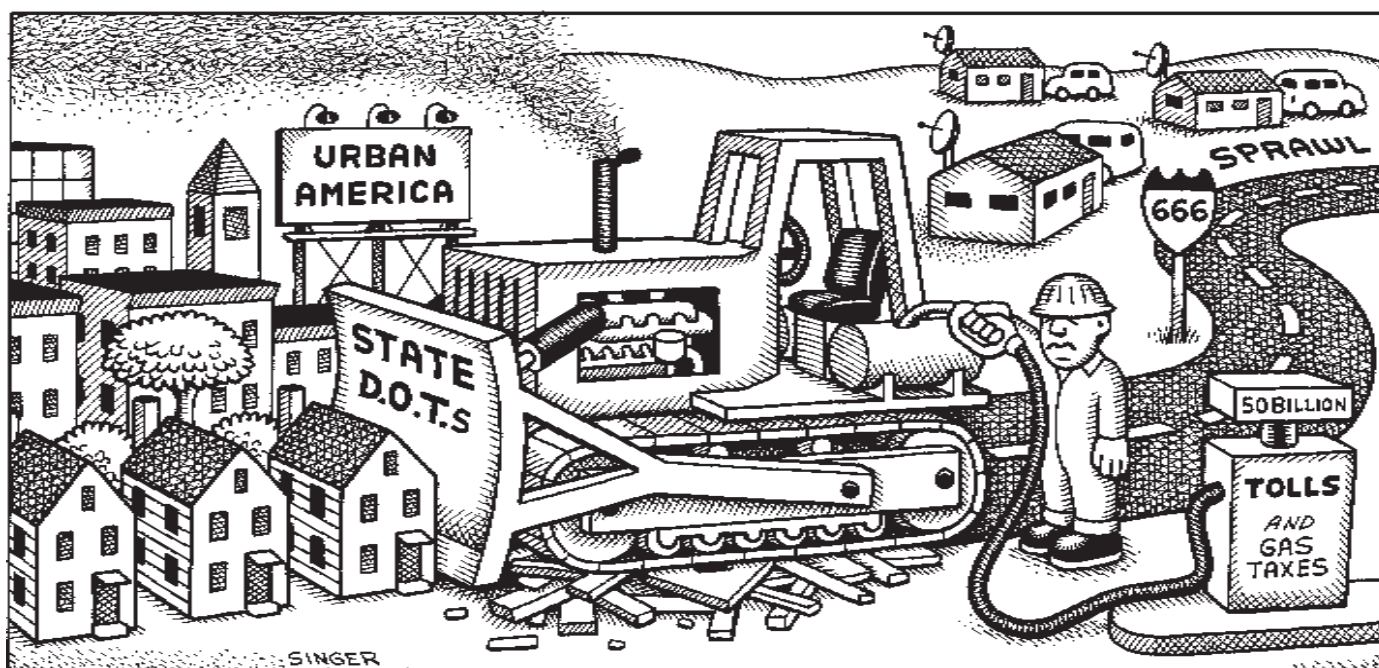
More info at <[www.streetsalive.net](http://www.streetsalive.net)>.]

Fast Lane Tolling Revisited  
Clearly, Michael Replogle didn't read my previous letter to the editor.

Nowhere in it do I mention "Mark Kennedy." I simply said that Environmental Defense endorsed a version of "Fast Lane Tolling"... which they did.

Yes, their version was better than Mark Kennedy's, but it was still bad. It allows toll revenues to be used for public transit (and non-automotive projects) but it doesn't mandate it. In the few states that have transit-friendly DOTs (departments of transportation), toll revenues might be shared with transit. In the rest of the country, this will never happen. Instead, the new toll revenues will just drive more highway building. I am backed up in this assessment by analyses in numerous newspapers and magazines, including the New York Times, which I cited).

Further, Replogle said I misrepresented the work of STPP, but I quoted an e-mail from STPP and had several phone conversations with one of its members and others in Washington only a week before the vote and had sent them letters months earlier urging them to pay attention to this



"And which driver is not tempted, merely by the power of the engine, to wipe out the vermin of the street, pedestrians, children and cyclists?"

- Theodor Adorno, 1942



# CAR CULT REVIEW



## You've Come a Long Way, Baby!

From car models to car drivers, Volvo is riding the feminist wave. An all-women team built the YCC (Your Concept Car), the first car designed exclusively by women.

"I wanted the interior to have more of a living-room feeling than a cockpit – and to have a Scandinavian touch with light and honest materials like laminated oak and brushed aluminium," says one of the designers.

Volvo has dubbed the YCC "a car designed to put you in control in traffic and in your life."

However, the ideas behind the concept car read like a hand-guide to female stereotypes.

"Pretend it's raining," writes Volvo on its website. "You have your hands full of groceries and you want to get into your car. But you don't want to put your packages down on the wet street, do you? Luckily you have the keyless sensor. The keyless sensor

opens the doors for you without ever leaving your pocket. And you are a very dry and happy camper all the way home."

Because women don't understand the technical details of cars (as, of course, all men do) the YCC is "maintenance free."

"You're too busy with your life to worry about what's under the hood."

What would a concept car for women be without fashion? "The seat covers and carpets come in a variety of swappable styles for a customised interior that suits, your mood, your style or your outfit."

Since they have spent most of their lives watching men drive, women can't park either. With this in mind, the YCC comes with a built-in parallel parking aid with a "do I fit in?" sensor.

"The Parallel Parking Aid will let you know if you can make it into that space and will even steer the YCC in." Now there is time to put on that last brush of rouge.

## The Animals Strike Back

2004 might just have been the year that the animals struck back.

The statistics on roadkill are startling and if we are going to just keep building roads, we cannot expect the animals to simply stand by and watch their brothers and sisters get annihilated by those steel beasts. Here are a few of the cases in 2004 when animals decided that they had had just about enough:

June 19: In Augusta, Georgia, while Jay Lemelin was working on a truck exhaust system in a local garage, he had "an up-close-and-personal encounter with a rampaging deer." Although

Lemelin was not sure why the deer came charging into his auto garage, he suspected that it was being chased (but we at Car Busters think otherwise).

Lemelin's co-workers did not believe him. Then, they saw the deer fur and black hoof marks on the floor.

June 22: Animals are not only tangling with cars and trucks. A motorcyclist in New Jersey was killed in a head-on collision after tangling with a low-flying turkey buzzard.

It seemed that the buzzard came crashing into the driver's helmet. The bird weighed between 10 and 15 pounds (22 and 33 kg).

July 28: A herd of cows trampled a woman's car, as she was driving in Gloucestershire, UK. The cows stomped on the roof and the hood as the motorist, Ms. Epps, sat in fear. She later said, "I was just driving along when all of a sudden these cows came hurtling out of a garden and flew over the car and then crashed onto the road."

Nov. 19: The BBC reported on a monkey menace in India. "One of India's busiest moun-



Source: Autogeddon



# Industry Watch

*Digging the dirt on your favourite*

## Cleaner Air?

In the last issue of Car Busters, we looked at car-makers outsourcing their greenwashing activities to the World Business Council for Sustainable Development. This doesn't mean that they have stopped promoting their "environmentalism" themselves. In fact, it seems as if car companies have been falling all over each other to prove who is the most environmental.

A brief survey of carmakers' websites shows that much lip service is paid to the environment. In our corner of the world, the Czech automobile manufacturer Skoda features an environment and technology section on its website. Under a picture of a green countryside, with not a single road in sight, we find this piece of wisdom: "Man needs an automobile as well as nature." Glad to see that Skoda (which by the way, when translated into English can mean "damage," "harm," "injury" or "pity") provides us with both these basic human necessities.

We learn about vehicle recycling, low noise levels, low emissions, and the company's belief that the environment is of an irreplaceable value to man and that Skoda Auto tries to be an example to other companies.

The main website for the German Volkswagen company (majority stakeholder in Skoda) goes so far as to title its environmental page "Holistic environmental management." Perhaps this is due to the popularity of homeopathy and holistic healing in Germany, but the text is all scientific talk – "workshop waste management,"

"environmental management systems," "eco-audit ordinances" – and except for a picture of children planting trees, the site doesn't promote nearly the same cheerful optimism as Skoda's colourful offering.

Over in the United States, GM boasts of its donations to a nature preserve and the fact that the fuel economy of its cars is comparable to or better than that of its competitors. We also hear that hydrogen is the future.

The Ford Motor Company website places the company's environmental philosophy under the heading "Good Works." Here, we find links to cleaner manufacturing, vehicle recycling and green materials. Perhaps the most interesting bit is Ford's Model U concept car made of plant-based components, reusable polymers, tires partially made of corn-based fillers, soy-based polyurethane seating, and bio-based lubricant made from

sun-flower seeds. The text happily reminds us that "many of these materials aren't available in all cases" or that its team is "working to test" (i.e., not yet testing) new products, but never fear – rest assured that we will all soon be driving cars that "can have a positive effect on the planet instead of simply minimizing negative effects." Again, note the modifier can.

In the end, actions speak louder than words. In the United States, an alliance made up of GM, BMW, DaimlerChrysler, Ford, Mazda, Mitsubishi, Porsche, Toyota and Volkswagen recently filed suit against the state of California in order to block the world's toughest vehicle emissions standards, adopted by California regulators in September to cut greenhouse gases. Apparently low emissions are a good thing as long as they aren't too low.

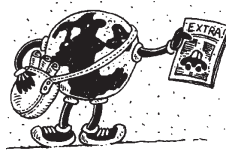
"Federal law is designed to ensure a consistent fuel economy program across the country," said Fred Webber, president and chief executive of the Alliance of Automobile Manufacturers, in announcing the lawsuit.



*The environmental car of the future - the Ford Model U*



# World News



## When the Car Makes the News

On any given day, go to your favourite Internet search engine and type "car." The results are less than surprising. The following results came up on Google on October 25. Of the first 20, sixteen were related to some crash, disaster or death. Here are the first 10:

1. Car 'bloody' after fatal collision
  2. Spanish cyclist Ormaetxea dies in car crash
  3. Woman robbed in car at knifepoint
  4. Patrol car collision kills 17-year-old
  5. Two Killed in Baghdad Car
- Europe**
6. Crash driver thrown from car
  7. Unidentified man struck, killed by car
  8. Car plunges into Crystal, killing two
  9. Woman's body found in her car
  10. Body of missing woman found in car in urban pond

## Is the EU Promoting Trucks?

Many Central and Eastern European countries thought that, when they joined the EU in May, they would reap the benefits of further economic development. But that development has its dark side – truck traffic has increased significantly as transporters find that it is easier to bring goods to Western Europe by travelling through "cheaper" countries. Ironically, much of this traffic originates even further east, meaning that most of the new traffic is so-called "transit traffic."

In the Czech Republic, truck transit has increased by 20-30% since May. Since the country does not have a well-developed motorway system, this means that some towns have several thousand trucks a day thundering down city streets.

And the European Union's policies may be making matters worse. Although the promised completion of motorways will remove trucks from city roads, funding has all but disappeared for truck-train systems, such as the "rolling highway" between Prague and Dresden, which was forced to shut down for lack of customers and funding.

Local officials now want to

## Africa

increase road tolls in order to ease congestion on national highways, but the move would be contrary to European Union regulations and could bring sanctions.

At an October 7 meeting in Luxembourg, European transport ministers rejected a Czech proposal to increase highway tolls, claiming the tariffs contradict the principles of the free movement of goods.

"Under the current situation the transport system may collapse," said Czech Minister of Economy Martin Jahn. "Transport flows must be divided justly."

Other countries have shown widespread resistance to truck transit. Voters in Switzerland (not part of the EU) recently voted not to build another tunnel through the Alps, which many felt would only increase truck traffic.

In neighbouring Austria, citizens blocked highways for several days this year in protest of poor air quality and the constant thundering of trucks. They called on their government to stand up to the EU in matters of truck transit.

- compiled from sources

## In Brief...

**USA** - The New York City Metropolitan Transit Authority recently unveiled a series of amendments to its Code of Conduct, including a proposal to ban on all photography, film or video recording in the metro. According to The New York Times, the president of the Transit authority said that new rules were needed "to enhance safety and security."

- compiled from sources

**CANADA** - Until September this year, the car parks at the University of Sherbrooke in Quebec were overflowing and only 14% of students used public transport.

The situation is radically different now that every university student has been offered a free public transport pass. The buses are nearly full,

and 15% of the seasonal student parking permits have been left unsold.

- Le Devoir, December 8

**UK** - A road safety group in Britain has urged pedestrians to avoid crossing roads near speed cameras. The Association of British Drivers says the presence of speed cameras encourages drivers to pay more attention to their speedometers rather than the road.

- New Zealand Herald, November 13

**RUSSIA** - Russian automakers turned out 12.1 percent more vehicles year-on-year in January to September 2004, increasing combined production to 1.054 million units, according to ASM Holding, which analyzes the Russian and CIS auto industries.



## How Much is Oil Worth?

**NIGERIA** - This country recently joined the over 120 parties that have ratified the Kyoto Protocol to the United Nations Convention on Climate Change.

Meanwhile, the Nigerian government continues to have problems with Shell Petroleum and other multinational oil companies, and their legacy of environmental devastation.

Recently, the government recommended sanctions against the operations of Shell over its non-compliance with the concurrent resolution of both houses of the National Assembly directing it

to pay a compensation of US\$ 1.5 billion to the Ijaw tribe of Bayelsa State due to the oil spillage and pollution that have occurred over the years, according to AllAfrica.com.

### The Middle East

Committee on the Niger Delta stated that Shell has "expressed outright rejection of the resolution because the basis under which the resolutions were passed were flawed." (The delta produces nearly all of Nigeria's daily output of 2.5 million barrels of oil.)

He explained that "if the representatives of the people of Nigeria at the highest level passed a unanimous resolution at both houses and [it is] signed by the presiding officers, it becomes law and a sovereign document that cannot be challenged by Shell or any of its agents."

The Senate Committee on the Niger Delta is already in possession of evidence that Shell's

### Asia/Pacific

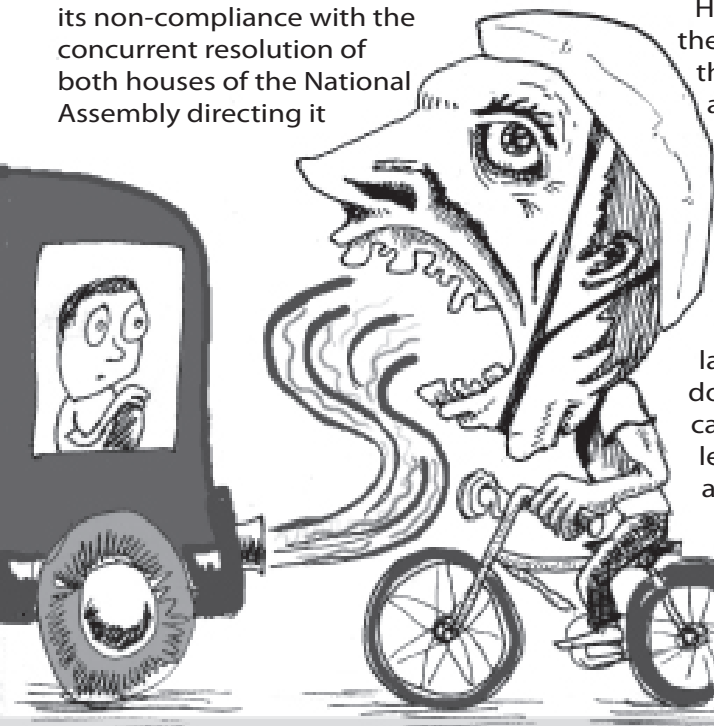
Operation in the Niger Delta are counterproductive to maintaining peace in the region, says the chairman.

The Ijaw people, however, are not waiting for government decisions. In late September, the Niger Delta People's Volunteer Force (NDPVF) demanded that the oil companies close down their operations within three days, or else face attacks on their personnel as part of a war against the government, according to IRINnews.org.

"NDPVF is a militia force that claims to be fighting for political autonomy and more oil revenues for the Ijaw ethnic group, the largest tribe in the Niger Delta."

However, in peace talks with the government, the NDPVF has agreed to sell its weapons to the government, if their political demands are met.

Yet during this process, further unrest was occurring in the region. On December 5 hundreds of unarmed Nigerian villagers, including women and children, seized three oil platforms operated by multinational oil companies, shutting 90,000 barrels per day of production in a dispute over jobs.



- Interfax, October 21

**EUROPE** - European tests have underestimated the level of carbon dioxide emissions from cars, undermining the drive to combat global warming.

According to the European Environment Agency (EEA), modern cars are more polluting than the automobile industry admits because current emission tests fail to include the use of modern equipment such as air-conditioning.

- Independent, October 31

**INDIA** - This past April, automobile production topped the one million mark. This in a country where the prices of mid-sized and big cars have fallen over the last ten years, whereas food grain prices have risen by over 140 percent over the same period.

- Frontline, September 25

**SOUTH KOREA** - Thirty percent of automobile sales in this country are SUVs. Currently, SUV owners pay ten times less annual ownership tax than a sedan owner. The tax will increase in 2007, but one industry expert says this will not affect growth.

- Korea Herald, October 21

**JAPAN** - Police in Kobe arrested Kenji Hishida, 39, and charged him with stealing uniforms from a West Japan Railway office. They later revealed that Hishida had been stealing clothes from other public transportation offices for 15 years and had stashed more than 10,000 uniforms.

- New Zealand Herald, October 11

**CHINA** - About 80 percent of the air pollution in



*The streets leading into New York's Central Park just got a lot safer [see Action opposite].*

Their demands are much the same as the NDPFV – the Ijaw should benefit more from the oil being pumped from their tribal lands.

### Rail Network Coming Soon

A Middle East rail network could soon link all major capitals across the region, as more governments look toward developing rail infrastructure, reducing traffic congestion and pollution, and increasing trade and tourism links.

Plans for a high-speed inter-Gulf railway link-ing all six Gulf states have already been proposed, and a feasibility study into the project is currently being considered by regional transport ministers.

“Over the last few years, we have seen strong interest from governments across the region about investing in rail infrastructure,” said Mourhaf Sabouni, general secretary of the Arab Union of Railways.

The 1,984-km inter-Gulf railway would start at the Iraqi-Kuwaiti border and run parallel to the Gulf Coast down to Saudi Arabia, Qatar, and Oman.

- AMEinfo.com

### The Americas

INDIA – Considering the sheer amount of people who live in this country, India has one of the most organised train systems in the world.

In recent developments, not only is the government of India proposing a significant modernisation of its railways, including a dedicated corridor for freight traffic, but they are establishing (and re-establishing) rail links with the country's neighbours.

In a symbolic gesture, but which will have real effects for many Indians and Pakistanis, work will soon begin on restoring a 10-km long rail link between India and Pakistan.

Train service between the village of Munabao in Rajasthan state and the town of Khokrapar in southern Pakistan ended 40 years ago due to conflict between the countries.

According to an Agence-France Presse report, Pakistan railway board secretary Zaeem Chaudhry says the railway link offers no financial benefits but is “a gift from one country to another to bring divided families together.”

It may take one to two years to make the system operational, local media said.

In other India-related news, this summer, the first train travelled across the border from India to Nepal – a freight transport of 74 containers of wheat-soya blend, a donation from the United States to the UN World Food Program. Until July 14, cargo trains originating in India went only as far as the border, where the cargo was then off-loaded onto trucks and carried across the border into Nepal by road.

### Looking for

#### Answers in Auckland

NEW ZEALAND - According to the New Zealand Herald, construction will soon begin on an 8.5-km busway in Auckland, costing NZ\$ 290 million (EUR 156 million). This construction is taking place amidst a series of road building and high-way extension projects which seek to solve Auckland's

# Action!



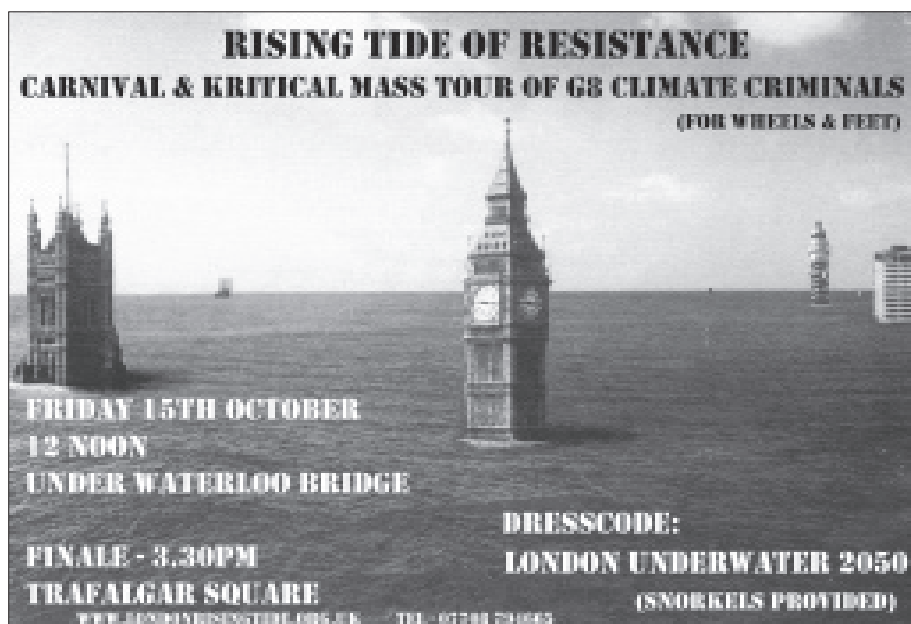
## Central Park Victory

Transportation Alternatives and thousands of users of New York City's well-known Central Park rejoiced recently when the mayor took a historic step towards making Central Park's Loop Drive a safe and healthy place to play, exercise and relax.

Responding to increasing pressure from the public, park users, city council members, and civic and environmental health groups, the Departments of Transportation and Parks and Recreation announced the following:

- Cars will only be allowed in the park 7 am to 10 am, and 3 pm to 7 pm.
- Five park entrances will be permanently closed to cars and reclaimed.
- A 25 mph (40 kmh) speed limit on park drives, formerly 30 mph (48 kmh).
- Only High Occupancy Vehicles will be allowed on the Park's West Drive during the morning rush hour.

"The new park drive hours, coupled with the reduced number of entries into and exits from the park, will make Central Park even more of a haven from the bustle of urban life," Parks Commissioner Adrian Benepe



said during a press conference on November 21.

"Central Park was created 150 years ago as a refuge from the street noise and bustle of the surrounding city," writes Transportation Alternatives.

Tragically, the Park's status as a retreat from the urban din is compromised every week-day by the presence of car traffic on the loop drive. Cyclists, runners, skaters and strollers seeking respite must jockey for space in a narrow 'recreational lane' inches away from the traffic they are

## The People Need the G8

### Like a Fish Needs a Bicycle

As one of the many grassroots events sprouting up around the European Social Forum, and to flag up the climate change-related resistance to the G8 that is building in the run-up to its visit to Scotland in 2005, London Rising Tide called a "Carnival & Kritical Mass Tour of the G8 Climate Criminals."

Publicised in part by a "postcard from 2050" depicting Big Ben and other landmarks under water – and asking "Wish you were here?" – the action selected one "climate criminal" from each of the G8 countries, and visited it to announce that it was now on a "Wanted" list.

Mermaids, masks, snorkels and a perfect pissed-off penguin gathered amongst the bikes, cafe-goers, film crews and second-hand books of the South Bank, heavily outnumbered by cops – on bikes, with cameras, in vans and on foot.

Scrappy organisation and sporadic rain dampened spirits until the group reached the first of the G8 climate criminals: ExxonMobil, which was warned that it was on the people's wanted list, with an A3 placard duly delivered (via a cop). Then



by Debra Efroymsen

It is difficult to use the word “livable” to describe a noisy polluted city of over 10 million inhabitants, yet despite its significant problems and entrenched poverty, Dhaka (the capital of Bangladesh) has a lot going for it. Unfortunately, one of Dhaka’s main cultural, economic, and environmental assets – the rickshaw – is currently under threat by the World Bank’s attempts to promote motorisation by banning rickshaws on several major roads.

The campaign began several years ago, but has met strong resistance and experienced many delays in implementation. The plan picked up speed this December, targeting a street which, among other things, contains a major market, most of whose customers arrive by rickshaw.

Dhaka’s streets are full of life and colour – and noise, mostly caused by the incessant honking of car drivers. The harshness of the honking is contrasted by the peaceful jangling of rickshaw bells as they manoeuvre along crowded lanes. Rickshaw passengers, unlike those enclosed in cars, experience and share in the life of the streets. Rickshaws provide door-to-door service even during the height of monsoon flooding (rickshaw pullers have the amazing ability to identify and avoid open manhole covers), while emitting no poisonous fumes, creating no noxious noise, and without using any fossil fuels.

While the middle class (particularly but by no means limited to women, children, and the elderly) are the main beneficiaries of this convenient and environmentally friendly transport, it is the so-called lower classes that most benefit from the employment rickshaws offer. For many uneducated

men, rickshaws are the only option other than begging or crime.

The bans already enacted have seriously affected rickshaw pullers and their families. Nargis Begum is married to rickshaw driver who used to work on the Mirpur Road. A drop in family income resulting from the ban caused her to make various changes. Rather than eating three times a day, the family now only eat in the morning and evening. In an attempt to raise the family income, one of the daughters was taken out of school and began working in any



# Dhaka's Rickshaws The



Fredrik Östman

Ashraf Alim Ratan







# rickshaws Under threat

Jobs for the unskilled, however, simply do not exist in sufficient supply. According to the World Bank: "The rickshaw plays an important economic role. In Bangladesh it accounts for more than 50% of Dhaka's vehicles, 70% of its passengers, and 43% of its total passenger mileage. More than 1.25 million people are employed in this business, and five million poor people depend directly on rickshaws for their subsistence..."

In terms of examples for sustainability and livability, Dhaka is much closer to a model than most cities its size or even smaller. A high proportion of trips are made by foot and rickshaw, with an estimated 1.5 million bus trips daily. The extremely high density (a result of years of densification and infill development rather than urban sprawl) makes a high-quality transit system possible. From the perspective of transport planners or those wishing to preserve a positive urban environment, the challenge is to maintain this positive modal split.

Unfortunately, all major projects implemented under the World Bank-funded Dhaka Urban Transport Programme (DUTP) have tended to favour private motor vehicles, to the detriment of pedestrians, rickshaws and buses.

garment factory. This work, from 8 am to 10 pm daily, was so grueling that the daughter could not continue.

Another rickshaw driver, Mojammel, describes how his family had been affected by the rickshaw ban: "Before the ban I sent Tk400 home every month, but now I can only manage Tk300. My life has become very hard day by day. I always wanted my children to be literate but now I may need to take my 10-year-old son out of education in order that he can work."

(Bicycles persist mainly due to reasons of severe economic constraint, being the most affordable form of transit, but a dangerous and unpleasant way to get about under the current situation.)

In 2001, the World Bank published its urban transport strategy ("Cities on the Move") which was highly progressive and supportive of non-motorised transport (NMT). Given the World Bank's support of NMT in various of its policy documents, it is odd that they would see fit to put pressure on Dhaka City Corporation to ban rickshaws from major roads. But



Ashraf Alam Ratan



Anne Bertram



## Why does the World Bank believe that employment is optional for the poor?

this is exactly what is happening.

The process of banning rickshaws is being led by the DUTP, with visiting World Bank officials pushing the government to ban rickshaws from many of the city's roads.

The pro-motorisation views of the World Bank appear to come largely from a Senior Urban Transport Specialist, Navaid Qureshi, in the Transport and Urban Development Department at the World Bank regional office in Islamabad. Qureshi is also the Task Leader for DUTP.

According to a summary of DUTP's non-motorised transport strategy sent us by Qureshi, "the Bank has requested that in order to fully benefit from the transport infrastructure investments made under the DUTP, the next phase of the NMT-free network be initiated without further delay."<sup>1</sup>

Qureshi's prejudices are made clear in a December 1, 2004, e-mail he wrote on this subject. According to Qureshi, "The streets (and particularly many of the main arterials) are choked with rickshaws which ... provide transport primarily for the middle and upper-middle classes – the poor do not have access to any effective transport."

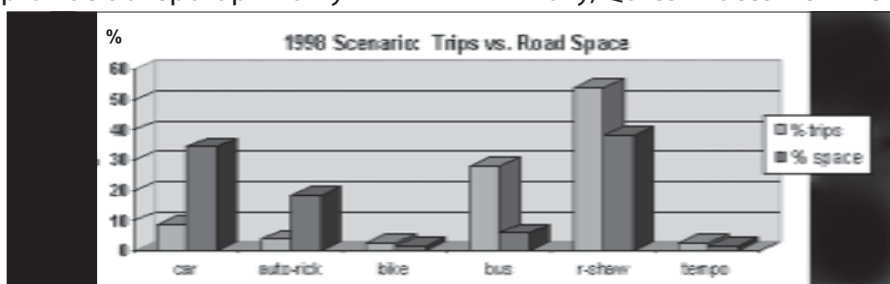
"Choked" is of course a

relative term – streets could just as easily be termed as being "choked" with buses, when the buses don't allow other vehicles to pass. Referring to the main form of transport in the city as clogging the streets un-necessarily dispenses with its useful function in providing transport. We don't suggest that the poor are going to make rickshaws their main form of transport, but rather that the poor benefit from the employment thereby created. Buses are also unaffordable to many of the poor, a point Qureshi fails to mention.

Qureshi further states that "unless Dhaka attempts to move forward towards the 21<sup>st</sup> century it will wallow and fail in interminable congestion." This ignores the fact that streets that have banned rickshaws are in fact mired in interminable congestion, and that if a necessary trademark of the 21<sup>st</sup> century is filthy air, high unemployment among the poorest, and unbearable noise pollution, Dhaka residents may be better off in whatever century he thinks they're in.

Finally, Qureshi faces his – we hardly dare to say

the World Bank's – frustration with the slowness at banning non-motorised transport from major streets: "The implementation



of this phased conversion of the arterial corridors to NMT-free operations has however been slow. It appears to be facing a lot of interference from vested interest groups, including influential [sic] rickshaw owners, who apparently fear losing significant profits that they make under the present system.” As far as we know, other interest groups include those within the government themselves; while we can’t be sure of everyone’s identity, we can only be thankful that some people consider non-polluting, non-fuel-based transport as something to preserve, rather than to chip away at it until it disappears entirely.

The World Bank isn’t the only offender. The British government’s funding agency, The Department for International Development, has helped the ministry prepare a Public Roads Bill, now at the inter-ministerial level and likely to be enacted early next year, which creates a category which classifies major arterial roads as being “designed especially for the use of motor vehicles”, and provides no requirement to investigate the environmental or social impact of any new road project other than at the “construction or works” stage.

In stark contrast to the rickshaw, we have the rapidly increasing presence of the private car. In 1998 cars accounted for under 9% of vehicular trips, for which they required an estimated 34% of road space; in the same year, rickshaws provided 54% of vehicular trips and took up only 38% of road space. Not only do cars take up far more space in relation to the amount of transport they provide, but they are the main source of air and noise pollution. Only on hartals (political strikes) is the air clean and the streets quiet, as almost no motorised vehicles are present and those travelling do so by rickshaw and bicycle. On other days, residents suffer the double blow of stench and noise.

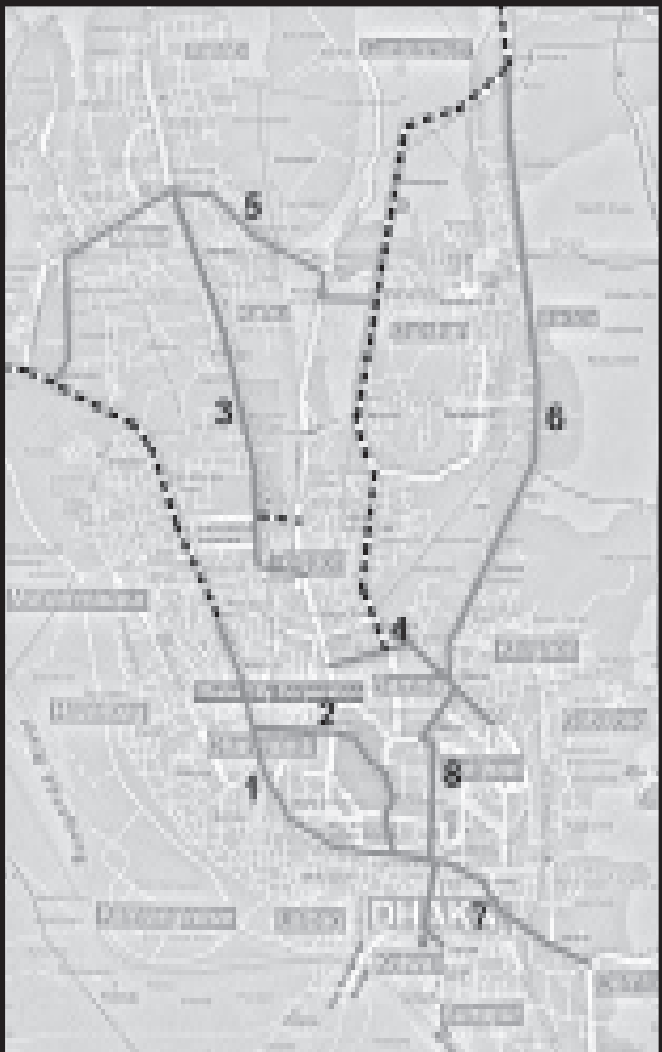
A local research project found that 97% of students in Dhaka say their study is affected by car horns: Is the answer to increase the number of cars on the streets?

Unsurprisingly, given the size of the city, Dhaka is plagued by traffic jams. Elements in the government for years have carried on a propaganda campaign, assisted by a willing media (surely no connection to the fact that newspapers are filled with ads for cars) to blame rickshaws for the jams, and despite resistance from the mayor’s office, have begun banning rickshaws from major streets. The streets free of rickshaws now have some of the worst traffic jams, but rather than learning their lesson, the government now plans to speed up the ban of rickshaws and other non-motorised transport from many more city streets.

Why all these negative responses to traffic, when simple solutions exist that benefit both the cycle rickshaw majority and the car-owning minority? Instead of banning the rickshaws, why not provide infrastructure (dedicated lanes and rickshaw stations) that will help prevent any conflicts between the different modes? Why not implement

a programme to help improve the quality of the rickshaws, which will help both the drivers and the passengers? Why not support rickshaw drivers with training and tariff standardisation? While improving conditions for rickshaws, why not create physically separated bicycle lanes and better facilities for pedestrians, so that non-polluting transport gains in priority? Why not improve bus services by creating

### Rickshaw-Free Corridors in Dhaka (existing and proposed)



No.	Name of the Corridor	NMT Phase out time (Target time)
1.	Mirpur Road (Kalabakan-Azimpur)	31-8-2004
2.	New Elephant Road/Bhasani Road (Science Lab-nahabagh- Matshabhaban- Press Club- College Road)	31-8-2004
3.	Rokeya Saroni (Mirpur 10- Taltala-Agaraon-Farmgate)	1-5-2005
4.	New Eskaton Road/Circular Road (Bangla motor-Moghbar-Mouchak-Malibagh- ajarbagh	31-7-2005
5.	Technical (Technical-Mirpur 1-Mirpur 2-Kachukhet-anani)	30-9-2005
6.	Progati Sharani DIT Road (Kuril-Baridhara-Badda-Rampura-Malibagh-Mouchak)	0-11-2005
7.	Zohir Raihan Sharani/Hatkhol Road	

# Defying the Traffic

n Martin Bruch hits the highway on his hand bike



by Steven Logan

Martin Bruch is a constant presence on the roads of Vienna. Yet he does not walk, drive or ride a bicycle; instead, he has clocked over 19,000 kilometres in the past six years on his hand cycle – a tricycle which is a combination wheelchair and bicycle, allowing its driver to pedal with his hands.

Although Bruch has multiple sclerosis, he is more mobile than most able-bodied people. Weaving between cars on major streets and bridges throughout Europe and New York in his recent experimental film *handbikemovie*, Bruch shows a brave defiance in the face of traffic that is both provocative and sometimes downright insane, yet in person he is calm and eager to talk and hear the viewer's reaction to his work.

I met him at the Jihlava International Documentary Film Festival in the Czech Republic, where *handbikemovie* was being shown.

Bruch started riding his hand bike six years ago. His multiple sclerosis was worsening and walking was increasingly difficult.

At first he had touring ski poles, then a scooter, and finally a wheelchair.

While at rehabilitation in 1998 he saw the hand bike and decided it was for him.

"It's my life," he says over the phone.

With so much time spent on the road (when he bikes, he mostly rides on the road because it is smoother), it is no wonder that Bruch takes such an interest in traffic.

"The sound of the cars is horrible; it is so brutal. I thought that I have to show the car drivers sitting in the cars not hearing the noise. I wanted to show the complete craziness from an outside perspective."

Bruch works in a sound studio in Vienna. So, he mounted a camera on his helmet and took to the major streets of Paris, London, Vienna, and New York. "I had the idea to make the movie while biking because it is unique to be on the street with my hand bike – I am really fragile biking among the cars. This is special, so I thought people should see it."

The film shows the traffic around Bruch as he goes up and down hills, across

bridges, and squeezes between parked and moving cars. We never see Bruch because the camera is on his helmet, but we see the world as he sees it in 56 unedited shots, from the perspective of someone whose mobility knows few limits. "The camera is always moving," he says. "It is a nice experience for the viewers."

His New York visit – the only city outside of Europe showed in the film – was no exception.

"The Manhattan Bridge was completely crazy, there was no sidewalk; only cars. I went across the bridge and I prayed because I was frightened."

He also cycled over the busy Washington Bridge. "It is not possible to show it [the traffic] from the sidewalk."

Moments after he gets on the bridge, he is stopped by a policeman. He turns the camera off because apparently in a post-9/11 world it is illegal to film on bridges, but the sound keeps rolling. In a paternalistic voice that fits the finest policeman, Bruch is given in a good talking-to:

"What you just did, I should take you to jail. That is trespassing. You can't take that



*Bruch's latest projects involves photographing open car trunks. When the trunk is open, he says, it is a part of the public space.*

Martin Bruch



"They cannot carry their car away if there is a traffic jam. I am more flexible. I am in a wheel-chair driving by hand. It is funny because I am more flexible."

(Bruch believes that cars are increasingly being developed like electric wheel-chairs. They are getting smaller, he says, and in the future some cars may even be steered with a joystick.)

He also believes that the cyclist's flexibility in traffic is a threat to the cars and their drivers

It is the car drivers  
who are disabled,  
as if they were  
in motorised //

who spend a lot of money on their cars and still have to look up at cyclists, who sit higher.

Bruch is also interested in the idea of car drivers who, inside their cars, yell at other drivers who obviously cannot hear them. He imagines as a future project recording the monologues of these car drivers.

Over the course of his travels Bruch had around 200 flat tires, but as he was filming, there was usually someone with him who



could help him sort it out. In one instance, his tire exploded on a very steep part of a 15 degree-downhill. "This is the most horrible thing that could have happened, but I handled it."

On these kinds of hills Bruch reaches speeds up to 67.5 kmh.

Going up these hills was another matter. These are the biggest obstacles, he says, where he needs to be pushed. Whenever he gets in serious trouble, he says, there is usually someone around to help him.

handbikemovie has shown in festivals around Europe, including Rotterdam, where it received an enthusiastic response from the

Dutch audience.

Yet all his biking is not done outside. In one scene, Bruch speeds down ramps in a Vienna hospital. "I had the experience on my scooter. In seconds you gather speed. It is very steep."

"Of course, it is not allowed, but there is no sign against hand bikes, only wheelchairs and prams." He was very pleased with the wide angle shot he got, even if he did risk his life.

Aside from these indoor stunts, almost all of Bruch's projects are centred around street life.

And it is on the streets that Martin Bruch falls. To be precise, he fell 99 times in 1996; 133 times in 1997; and 54 times in 1998.

How does he know these precise numbers? Bruch photographs every one of his falls. "The fact that from around 1995 on, I landed on the ground more and more often whenever I came to a stop with my scooter created a certain excitement which I documented."

He published a book based on the falls called Bruch-Landungen (Crash-landings). "I have finally given my name the honour it deserves."

All 307 colour photographs in the book were taken immediately after his landings. "Usually there was no time to choose a



As usual, Bruch photographs himself every time he falls. In 1997 he fell 133 times. This one happened on December 25, 1997 in Perth, Australia.

# Finding Her Way: A Desert

by Lousia Aronow

When Hannah Peterson decided to start walking over a year ago, she was living in the tiny, high (5,129 ft/1,563 m) desert town of Young, Arizona. The closest bus stop was 80 miles (129 km) away.

"As long as my conscience makes it impos-sible for me to get in a car I'll keep walking, biking and using public transport," explained the 23-year-old woman, who now lives in Mendocino County, California.

I was astounded. I had never met a conscientious objector to private vehicles before. As an alternative fuel activist I knew the rap about devastation caused by the petroleum industry. But a completely carfree existence in rural California – a state colonised by the car – requires major life-style modifications. She wouldn't even accept a ride in my spiffy silver biodiesel car! I knew I had something to learn from this woman.

While working on a fire crew for the forest service, Hannah became increasingly frustrated with the impact of vehicles on the environment and her life. "It was driving me crazy," she said. "I'd be in these beautiful places and just looking out the (truck) window... they were always driving so fast. That's not how I want to live."

Diligently the young woman planned her walk along miles of a winding sparse creek bed through cedars, piñon trees, and ranchland to the bus stop in Globe. Her friends were very concerned and offered

rides but Hannah was prepared. She consulted with longtime residents and examined forest service maps of the Cherry Creek area. "I was scared at first," she admitted. "I tried to plan as best I knew."

When the fire crew was laid off at the end of the summer, Hannah set off with all her possessions and two gallons of water on her back. She did her walking in the cool hours, slept in a shady spot during hot hours, and usually found a water hole every ten miles. There she purified drinking water with iodine and refilled her water containers. The weather was "super hot – in the upper 90s."

"I spent the first day of my walk dropping out of the high desert. The tributary canyons became steeper and more rugged, but there were still nice lush oases in the canyon bottoms. The last two days, there were no longer trees in the landscape, just saguaro and prickly pear and a assortment of cacti, rattlesnakes and tarantulas. I walked late into the night one night and saw an amazing sight growing on the side of the road out of the gravel – a white, desert mushroom."

Hannah was expecting the hike to be less than 60 miles (97 km) because the gravel road from Young to Globe is only 42 miles. She discovered that the twisty river bed route is much longer – a good 80 miles, so she was putting in over



12 miles a day.

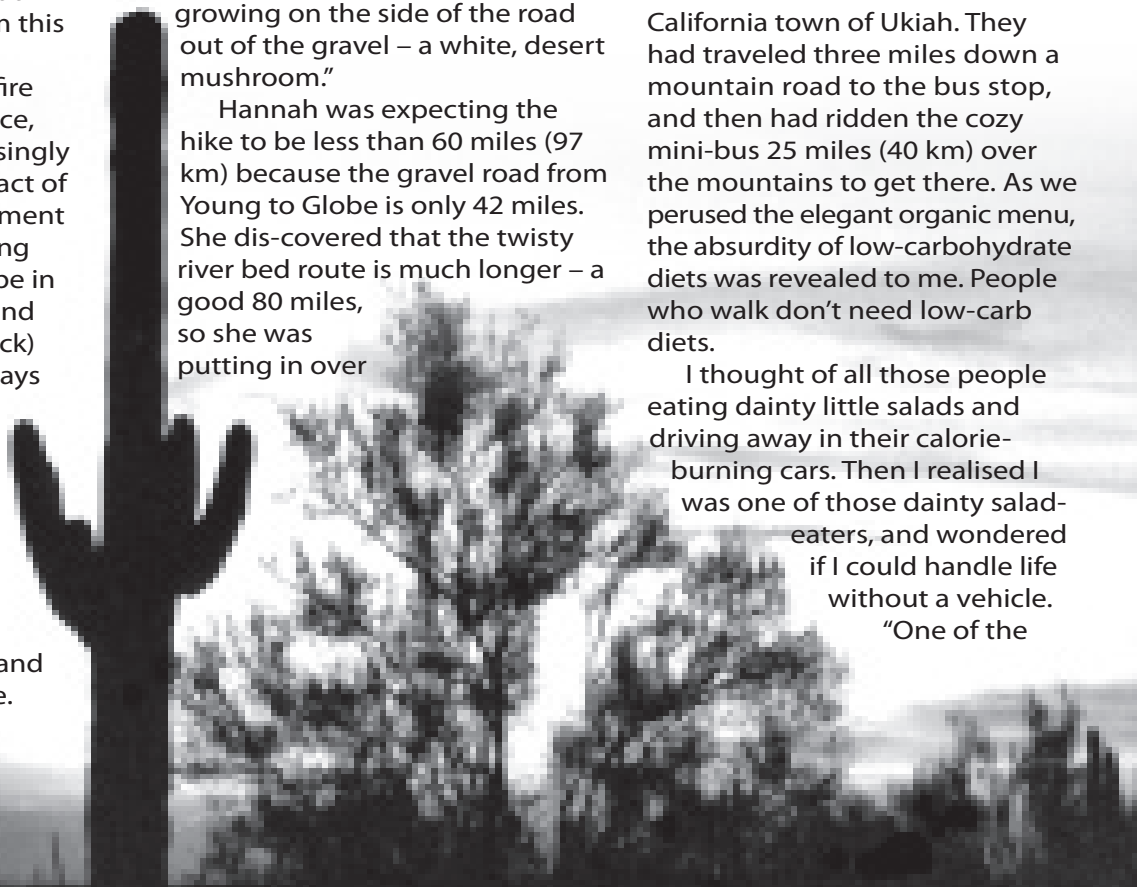
"I was pushing it. I was in a hurry to see my boyfriend Chris," she added blushing.

Since that first six-day walk to the bus stop, Hannah has taken several walks with all her possessions on her back, including a 120-mile (193 km) walking trip to Santa Barbara with her partner, Chris Kinney.

Hannah and Chris met me for lunch in the small northern California town of Ukiah. They had traveled three miles down a mountain road to the bus stop, and then had ridden the cozy mini-bus 25 miles (40 km) over the mountains to get there. As we perused the elegant organic menu, the absurdity of low-carbohydrate diets was revealed to me. People who walk don't need low-carb diets.

I thought of all those people eating dainty little salads and driving away in their calorie-burning cars. Then I realised I was one of those dainty salad-eaters, and wondered if I could handle life without a vehicle.

"One of the



arches Visual pleasures among the monotony of boxy buildings, doorways and windows. Primary yellow arches, however, with a red background and a clown on the premises are another matter.



benches Public sofas. Shows of hospitality.

billboards Enormous messages occupying the heavens but not sacred.



drinking fountains Public watering



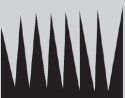
holes that allow pedestrians to travel without carrying personal hydration systems or purchasing water from multinational corporations.

drive-thrus Large stretches of concrete with nothing of interest for pedestrians. Potentially dangerous, however, as car drivers tend to be more focused on their upcoming business transaction than navigation.



driveways Part private, part public entry and exit ways for automobiles leaving or returning to garages. Unmarked and potentially dangerous intersections to pedestrians and bicyclists. Provide a short, private "street" for children to play on, away from other car traffic. However, significant numbers of injuries and deaths to children by car still occur in driveways.

ice cream shops Fueling stations.



lawns Inedible plantings surrounding buildings. Often not apparent if acceptable places to walk.

parking lots Hostile barriers to destinations.

parking ramps Ugly barriers to destinations.

parks Spaces set aside for recreational use. Often include trees, plants or water, and a break from the monotony of paved surfaces and buildings.

pedestrian overpass Afterthought to correct for road construction that ignores pedestrians. Inconvenient.

pedestrian underpass Afterthoughts to correct for road construction that ignores pedestrians. Scary.



public restrooms Services provided by municipalities who value people even when they're not shopping or dining out.



skywalks or skyways Afterthoughts to accommodate pedestrians in areas made unfriendly by long blocks, parking lots, empty or extremely large buildings, or imposing car

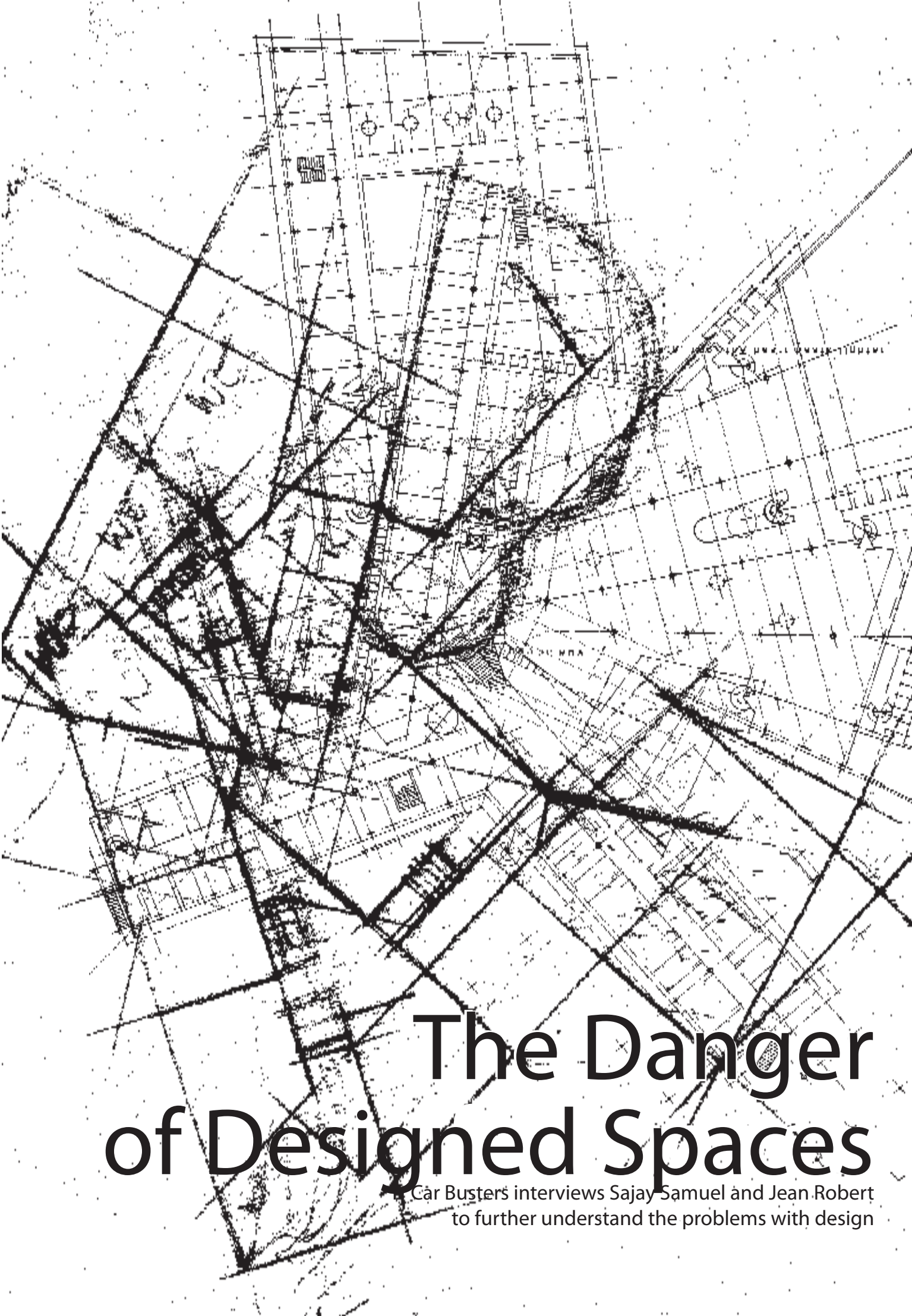
traffic. Cold weather often used as justification.



train stations Pleasant public places to sit and watch the people come and go.

trees Shade-providing air filtering systems that are also pleasant to look at and can house entertainment.


# A Brief Pedestrian Guide to Architecture/B.C. Brown



# The Danger of Designed Spaces

Car Busters interviews Sajay Samuel and Jean Robert  
to further understand the problems with design





Few have questioned the idea that our built environment should be “designed,” constructed by experts on behalf of a passive population of residents. Breaking ground on this subject is Sajay Samuel and Jean Robert’s paper “Carfree or Not: The Danger of Designed Spaces,” presented at the Towards Carfree Cities IV conference that World Carfree Network organised in Berlin last summer. Since so many people had strong reactions, both positive and negative, to that presentation, we thought we would have the authors elaborate on their ideas in this follow-up interview.

Car Busters: Sajay, in your talk at Towards Carfree Cities IV in Berlin you brought up the example of a pedestrian plaza in Oakland, the sterile design of which reduces people to alienated consumers of leisure. And Jean, you tell the true story of a woman named Edith Farnsworth who lived out a miserable existence in a glass house built by an architect whose arrogant ideas of what a living environment should be were out of touch with Mrs. Farnsworth’s own sensibility. The pedestrian plaza example is typical of urban design, and the glass house is more of a worst-case scenario. Yet many people are content with their built environment, even modifying and adjusting it to their wishes. What do you think is wrong with such cases, given that it is neither possible nor desirable for everyone to build their own dwelling today?

It is important to recognise, as you do, that not everybody today is a car-penter or builder. Yet we think it a natural propensity of man to engage in the activity of dwelling. By this is meant the essentially poetic act, that of constructing or making habitations, or equivalently that of being an inhabitant. Accordingly, our paper relied, implicitly, on the elementary distinction between being an inhabitant and living as a resident, a distinction reinforced by using the contrasting terms “dwelling” and “housing” or “home” and “house.” The distinction between being an “inhabitant” and living as a “resident” is elementary in the same way as the distinction between “walking” and “being transported” is – both distinctions are based on common-sense perceptions.

It is perhaps true, though difficult to believe, that the extremely lazy or the very rich may be content when frustrated or paralysed, as you seem to suggest when you say that [some] people are content with their built environment. We cannot entirely believe that ordinary people today may not feel some of the disquiet felt by Loos’ poor rich man. Perhaps you mean “content” in the sense of uncomplaining rather than in the sense of happy. In any case, that ordinary people endlessly tinker with their houses is proof enough that their contentment lies in re-building what is built for them. However, your observation that not everybody today is either interested or capable of building for themselves and would prefer to rely on experts or professionals leads

to the second point flowing from the common-sense distinction between dwelling and housing.

This second point emphasises the balance or proportion between pro-fessionally designed spaces and the poetic ability to dwell. What has been true of the 20<sup>th</sup> century and continues to be true in the 21<sup>st</sup> century, despite the seeming attention that professionals pay to their clients’ desires and wishes, is that designed spaces crowd out the places where people dwell. It is not just that housing impairs

// **...the disproportion of designed spaces compresses, edges out, and withers [away] the places for** //

people’s ability to dwell but also that the disproportion of designed spaces compresses, edges out, and withers [away] the places for dwelling. And there is more: as the proportion of designed spaces to dwelling places increases, it atrophies the

imagination of people. They come to believe, wrongly, that their propensity to dwell can be satisfied by housing; or that their ideas and capacities are intrinsically inferior to those of professionals. Perhaps it is this misperception that you report on when you speak of people who are content with their built environment. Nevertheless, what is decisive about the reliance on professionals and experts is not whether the lazy or unimaginative are free to use them but whether the professional or expert can disallow or discriminate against those who want to exercise their poetic abilities. That is, why should the liberty of people to act be held hostage by the preference of the lazy for sloth?

CB: Didn’t the Romans build their roads and cities according to the same exacting standards and plans throughout their empire? How does this differ from modern urban design? And weren’t medinas also built according to a concept and application as strict and hierarchical as the Islamic faith itself, with specialists for every task, working according to a preconceived plan?

It is true that Roman towns followed very strict rules of building. This is true of almost all towns and buildings in Western antiquity and even of material structures in other parts of the world – Africa, China, India, Mesoamerica – if one believes the evidence and arguments marshaled by Joseph Rykwert in *The Idea of a Town*. So, though we do not know enough about medinas, we would not be surprised if they too manifest very strict rules of building. Yet, the following of rules does not imply a plan or design in the sense that it is meant today.



We tried to give a sense for the historical change in the meaning of design in our paper. We suspect the meaning of “plan” is of even more recent vintage. But it would be academic excess to offer etymologies as answers to your questions. Instead, let us address what is the kernel of your questions about plans, designs and the vernacular.

When we insist that the idea of plans and designs are recent, or say that the Greeks or Romans did not plan, we do not mean that they did not think about what they were doing. Obviously they did – and they also measured distances, calculated weights, and so on. After all, Rome was not built in a day! We therefore accept your implied argument that buildings then and now were based on rules. However, consider the evidence provided by Rykwert. In almost every instance that he documents – of cities, towns, villages, primitive settlements no less than palaces, huts and tents – the poetic act of dwelling expresses itself in as many ways as there are peoples. Yet in every case it seems that when people inhabit the world, their dwellings tie together the body and the cosmos. For example, while for the Romans, the axes of the city were aligned to that of the universe; for the Dogon, the council house and the communal altars were analogous to the head and the feet of a man lying on his back. In every instance of pre-modern dwelling – between foundational myths and ritual re-enactments, between sacred walls and gendered thresholds – the citizen or a tribesman was therefore building his home.

Such building is obviously fundamentally distinct and heterogeneous to the buildings fabricated from dreams woven out of Cartesian space. It is therefore not the absence of rules by which the past is different from the present; rather the difference between the two lies in the meaning of such rules. It would take a very fanciful imagination to find any correspondence between my townhouse in State College, myself and the heavens. I do not dwell in my townhouse since in this deep and fundamental sense I cannot be at home in it.

CB: So rules with mystical or religious underpinnings are okay, and rules based on modern architectural principles, or conceptions

of public interest, are not? Also, if strict rules are not the problem, then what kind of “design” are you critical of? That which inhibits the ability to dwell?

It is not a question of mysticism. Instead, what Rykwert suggests is that people felt at home when their dwelt world expressed the intrinsic relation between the sense of themselves and their cosmology. Stated differently, people feel at home when there is a proportionality between the size of people, the range of pedestrians, the life-span

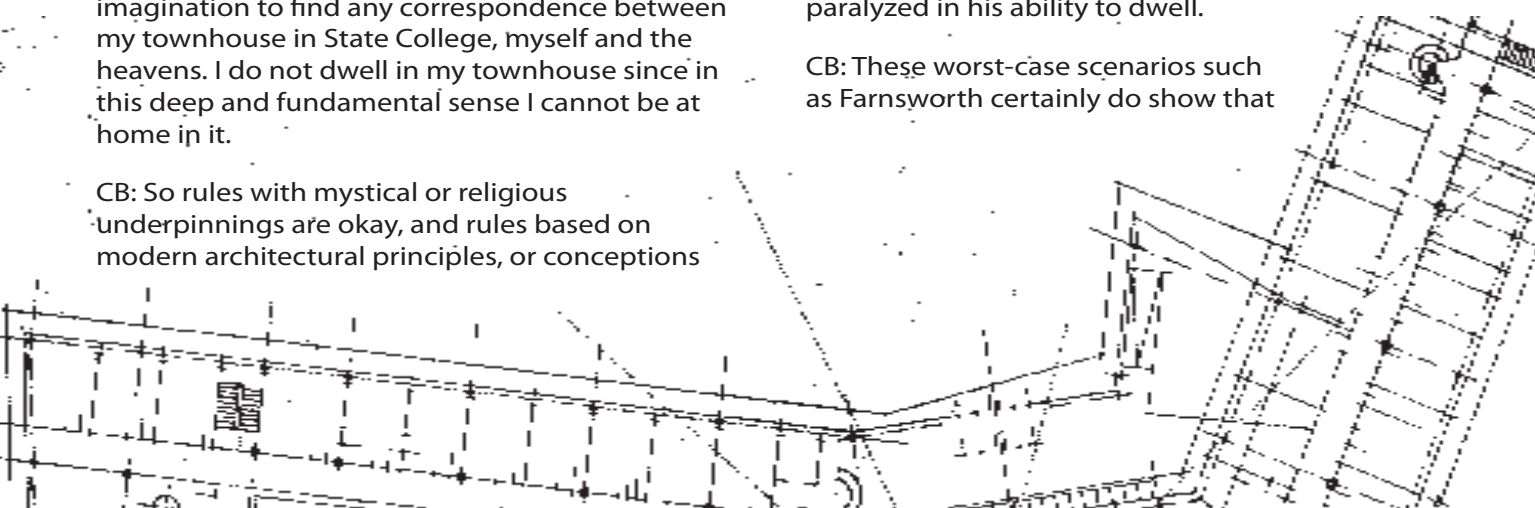
“  
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of dwellers on the one hand, and the size and shape of houses, of streets and neighbourhoods on the other. This proportionality cannot be reduced to mathematically measured ratios or universal measurements. It is this fit between man,

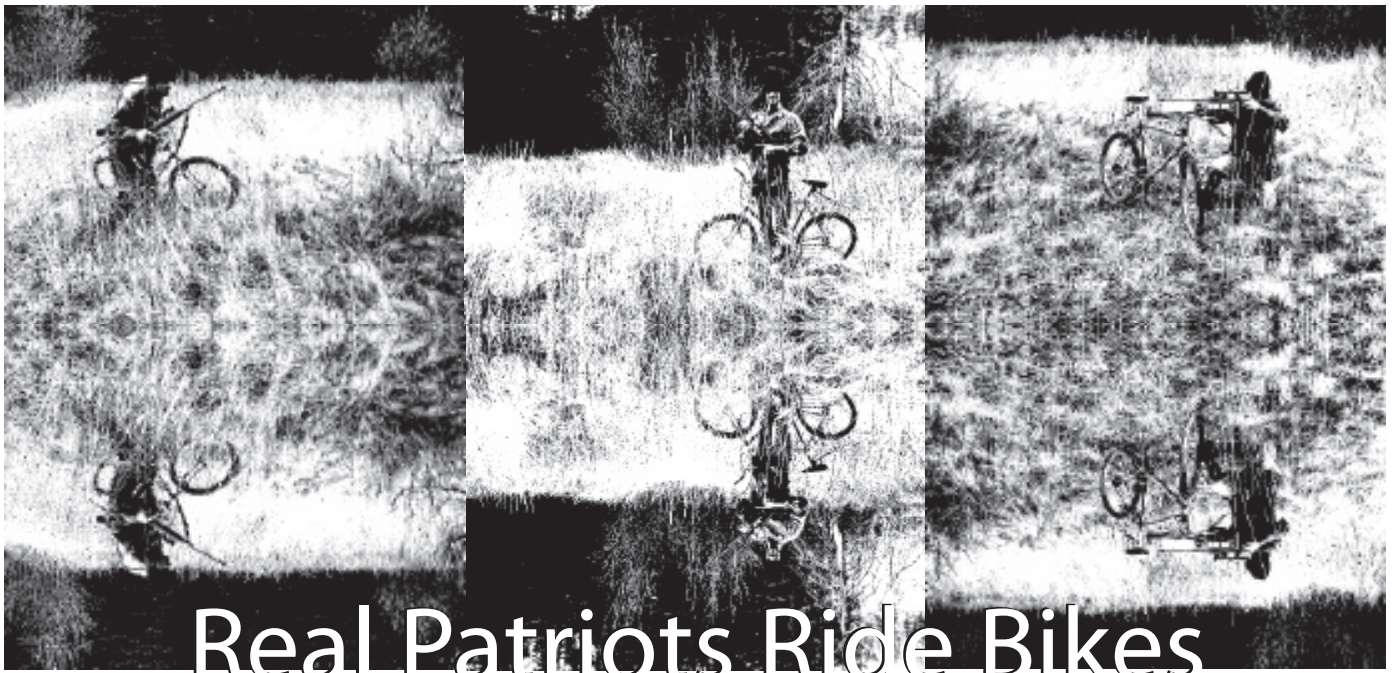
his dwellings and the world that is destroyed by housing.

The regime of housing frustrates or denies the natural ability of people to engage in acts of dwelling. What this means is that when people are housed their ability to make a home is impaired. It is extremely important that you do not understand this to imply an absolute “no” to housing. Instead, this observation is intended to point out the fact that designed spaces leave little room for ordinary people to imprint themselves on their surroundings in the daily course of their lives. Obviously, each of us, if not all, try to renovate, modify and tinker with our houses. That only expresses our ineradicable nature to inhabit, to transform a house into a home. This is only to be applauded and encouraged. Anything contrary would be both perverse and cruel. After all, that is perhaps why Mrs. Farnsworth could not live in the house built for her. Perhaps she felt what Adolf Loos intuited in his 1900 parable on the poor rich man. The rich man had a house built for him by the most eminent architect. The finished house designed down to the last detail also finished the rich man who could not change one little thing in it. The man was perfectly housed when totally paralyzed in his ability to dwell.

CB: These worst-case scenarios such as Farnsworth certainly do show that







# Real Patriots Ride Bikes

n How many hunters does it take to wean the US off of Middle East oil?

by Patriot Chick X

Silently, three cyclists, decked out in leather, ca-mouflage and high-tech nylon, streak down a dirt trail between towering tamaracks. Rifles balanced across their handle bars, their eyes feverishly scan the forest. Suddenly, they glimpse an elk standing on a rise. They break, ducking behind their power-ful new hunting vehicles. One swiftly raises his gun and fires.

This is the new rage in rural eastern Oregon – hunting by bicycle. Hunters can glide into wilder-ness areas where motorised vehicles are not al-lowed, silently making unprecedented kills, out-running both their prey and any overzealous gov-ernment rangers (those blood-sucking bureaucrats living off of our tax dollars).

Who would have thought bicycles, a symbol of Old Europe and tree-hugging delusion, could be used for such traditional American purposes? In-credibly, this is just the beginning of a new trend that will protect America's supremacy and oil se-curity more than any 10 invasions of Iraq.

Unsigned reports on the Internet indicate that getting America's hunters, militias and armed homeland protectors to ride bikes is part of a top-secret Pentagon plan to wean the US off

of a dangerous dependence on the oil of the terrorist Middle East. One completely unreliable source who asked not to be named for national security reasons said plans will become clear in due course and all the public needs to know for the moment is: "Real patriots ride bikes."

However trustworthy (or earnest) these sources may be, this much is true: The Marines have developed the perfect bike for the plan, the new Tactical Electric No Signature Mountain Bike, as tough as the original Humvee, with a grant from the Defense Advanced Research Projects Agency. Hummer dealerships are now selling a civilian version of the bike (the real thing, only yellow and silver instead of military green!) for just US\$800, right next to the infamous Hummer SUV. Its supposedly state-of-the-art folding system (suitably called the "X-series") was designed to allow paratroopers to leap from military aircraft with a full-sized radar-proof bicycle, ready to take off on secret missions or flee silently through the desert.

The Washington Post writes that this "two-wheeler was made for war" and "its mechanics are silent enough for reconnaissance." CNN reporter Andy Serwer tested one, saying, "You can actually mount a gun on this bike, which

I would like to see." The Hummer Bike has dual shocks and Serwer reported he couldn't even feel the potholes in Manhattan when he rode a sam-ple of this new national security device. He added, "I mean this is a baaaaad bike." The military is already using X-series Hummer bikes in a number of highly secret units.

Pointing out how the Hummer Bike can fold up neatly in 30 seconds and can be stored inside your SUV, the South African news service, IOL, comments, "Americans... can now load up an extra set of wheels and thunder into the nation's forests aboard a second war machine. ... Get one to go with your semi-automatic rifle, Colt Python pistol and bulletproof vest," and "If you're into a bit of poaching, then the HTMB's just the thing... Elk hunts will be as easy as, well, a ride in the park." The Dallas Observer recommends that George W. Bush should get a Hummer bike to ride around his ranch.

Besides military and poaching uses, the Hum-mer bike may give owners of the Hummer 2 SUV something affordable to ride as gas prices skyrocket. According to the The Wall Street Journal, with the Hummer bike, Americans can still have vehicl-es with a fashion statement that screams, "We've got it, we're going to flaunt it, and we don't care what

# WCN Member Group Profile

n Brazil's CICLOBRASIL and VIACICLO in the spotlight



by Giselle Xavier, UDESC/  
VIACICLO

CICLOBRASIL is a university outreach pro-bicycle program affiliated with the State University of Santa Catarina. VIACICLO (Associação dos Ciclousoários da Grande Florianópolis, The Bicycle Users Association of Greater Florianópolis) is a bicycle advocacy NGO.

Acting together, CICLOBRASIL and Viaciclo have developed several activities such as seminars,

workshops, community meetings, bicycle rides, Bike Week, Critical Mass. We have been involved with law enforcement, policy in Town Hall, and coordinated activities with municipal leaders and civil society organisations.

We developed activities at the municipal, state, national and international levels, focusing on sustainable mobility and transport policies. We helped define municipal and state laws regarding sustainable mobility and coordinated (and participated in) research related to cycling and walking.

We have worked with local low-income communities, local government, NGOs and various state government departments. Most recently we helped create the State Sustainable Mobility Platform, started by the state government on July 22 ([www.deinfra.sc.gov.br/pcms/english.htm](http://www.deinfra.sc.gov.br/pcms/english.htm)) and have been invited to

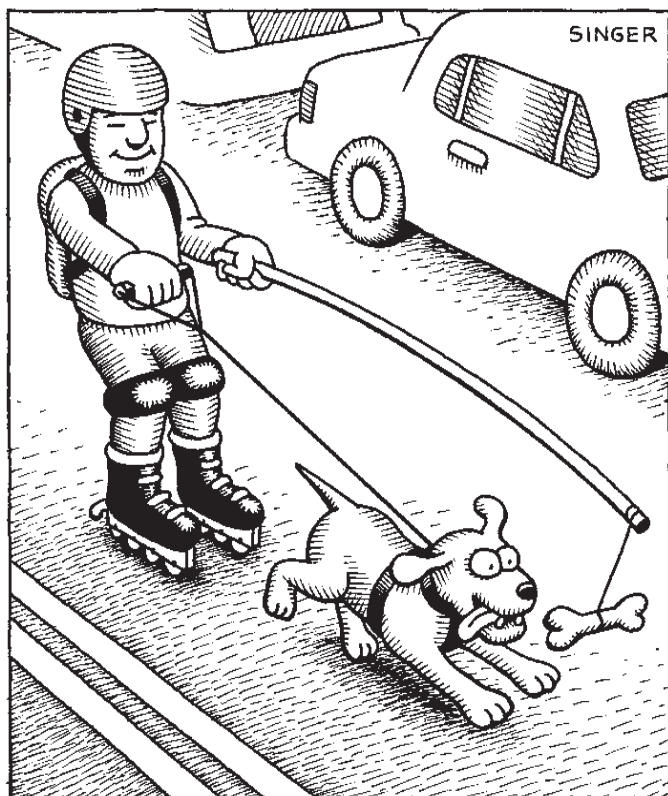
participate in the Brazilian Cycling Mobility Programme, Bicicleta Brasil ([www.cidades.gov.br](http://www.cidades.gov.br)), launched on September 22 by the Ministry of the Cities.

We are also involved with an international program called Locomotives ([www.i-ce.info](http://www.i-ce.info)) composed of nine NGOs from Asia, Africa and Latin America. The aim is to provide technical exchange and to support its members' initiatives. It is co-ordinated by the Dutch NGO Interface for Cycling Expertise, which has worked with the Institute for Transportation and Development Policy (ITDP) on several projects in Asia and Africa.

Together with some international entities we have been pushing the idea of creating a SUSTRAN Latin America and Caribbean to be partner of SUSTRAN Asia and Sustran Africa. This is a continent-wide initiative to develop information-

## NO EXIT

© Andy Singer



## THE BEATLES REVISITED

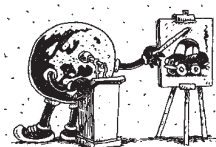
(SING TO THE TUNE OF "YELLOW SUBMARINE")

LAWNS WE SPRAY, WITH CHEMISTRY.  
CABLE T.V. IS ALL WE SEE. ♪ ♪  
GREASY FOOD, A SHOPPING SPREE,  
IN OUR **GIANT S.U.V.** !! ♪  
WE ALL LIVE IN A **GIANT S.U.V.**,  
A **GIANT S.U.V.**, A **GIANT S.U.V.** !!





# Skill Sharing



by Stephan von Pohl

Are you a street reclamer bored of giant puppets and funny cos-tumes? Why not unnerve drivers with stinky balloons of their own exhaust instead?

You will need:

- a 1.5-metre hose
- a 12-cm piece of PVC pipe
- a funnel (rubber is best)
- a metal wrap
- a balloon (bigger better)

Attach the funnel to one end of the hose. Secure it in place using the metal wrap. Insert the plastic tube into the other end of the hose and you're done!

## How Do I Use It?

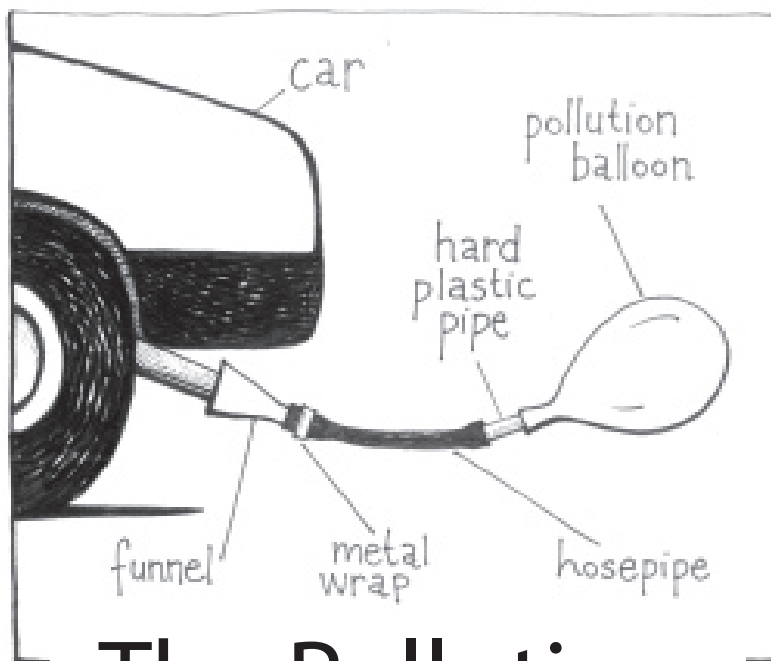
Attach the balloon to the end of the pipe inflator and place the funnel onto the back of a car's exhaust pipe. Wear thick gloves or oven mitts! With a large, heavy-duty balloon, it will take only one minute to fill it up. Normal balloons fill up quickly, so be careful.

For advanced car busters: Although we have yet to try this ourselves, some fellow activists tell us that they've been able to fill a balloon fast enough so they can do it at a traffic light. Attach the inflator to the exhaust, fill the balloon, and enjoy the look of surprise on the driver's face when you hand him a gift to take home to the kids.

## Advanced Science

If you want to take this demonstration one step further (for instance, at a World Carfree Day event), here's a fun science experiment you can use to show the amount of CO<sub>2</sub> in car exhaust.

You will fill four balloons with air from four different sources – ambient air, human breath, car



# The Pollution

exhaust, and pure CO<sub>2</sub>.

You will need:

- 5 vials or test tubes
- A graduated cylinder
- A funnel straw
- A marble-size piece of modeling clay
- 4 balloons (different colours are best)
- 4 twist-ties
- A narrow-necked bottle (the balloon should fit over the neck)
- A dropping bottle of Bromthymol blue\*
- A dropping bottle of household ammonia (1 part ammonia to 50 parts distilled water)
- 100 ml vinegar
- 5 ml baking soda
- Safety goggles

1. Add 15 ml of water and 10 drops of bromthymol blue to each vial or test tube. Label the vials A, B, C, D, and Control.

2. Fill each balloon to a 7.5-cm diameter.

Sample A (Ambient Air) – Use a tire pump to inflate the balloon to the required diameter. Twist the rubber neck of the balloon and fasten it shut with a twist tie. The tie should be at least 1 cm from the opening of the balloon. Mark

the balloon with an A with a black marker.

Sample B (Human Breath) – Blow up the balloon. Twist, tie, and mark the balloon as B.

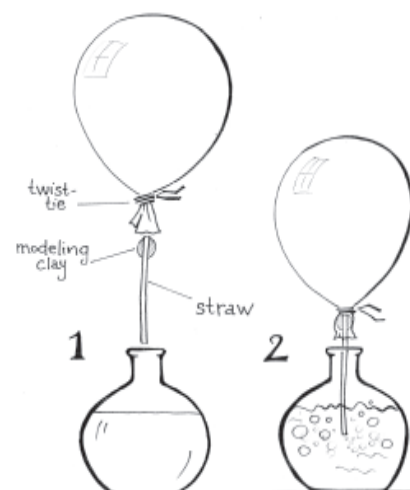
Sample C (Automobile Exhaust) – see first part of this article. Mark as C.

Sample D (Nearly pure CO<sub>2</sub>) – Put 100 ml of vinegar in the narrow-necked bottle. Using a funnel, add 5 ml of baking soda. Let the mixture bubble for three seconds to drive the air out, then slip the balloon over the neck of the bottle. Twist, tie, and mark

the balloon.

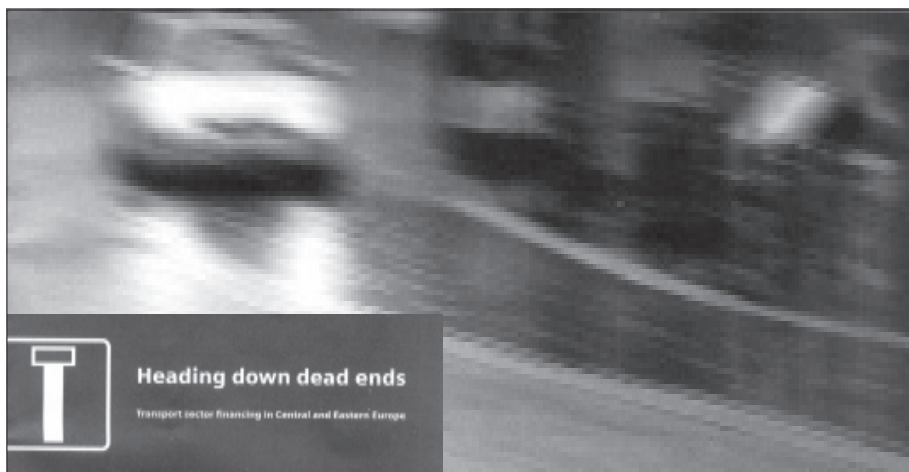
3. Soften the clay and wrap it around one end of the straw to make a small airtight collar that will fit into the neck of a balloon. The collar should look like a cone with the straw in its middle, and should be large enough to plug the neck of the balloon (see illustration at right).

4. Pick up Balloon A. Keeping the tie on it, slip the balloon's neck over the clay collar and hold it against the collar to make an airtight seal. Place the other end of the straw into the vial of water and bromthymol blue labelled A. The bottom of the straw should be in the fluid (see illustration at



Olga Kropiková

# Studies & Reports



## Bugs Take the Tube Too?

The Rail Safety Standards Board in Britain is investigating the impact of overcrowding on trains and the Tube, including how much passengers share diseases. No scientific research has yet been done on this but experts in virology believe poor ventilation and a lack of space can make some forms of public transport a fertile breeding ground. However there is a strong argument this fear may be over-hyped: The Health Protection Agency says there is no indication that passengers in London and the South East – where public transport is more crowded – suffer more respiratory illnesses than other parts of the UK.

- BBC News, December 1

## Commuter Stress

Commuters on Britain's rush-hour roads suffer greater anxiety than fighter pilots or riot police facing protesters.

Stress expert Dr. David Lewis compared the heart rate and blood pressure of 125 commuters with those of pilots and police officers during training exercises.

The study found that the stress levels of commuters were higher in extreme circumstances, with their stress is exacerbated by their inability to control their situation.

Dr Lewis: "The difference is that a riot police-man or a combat pilot have things they can do to combat the stress that is being triggered by the event. But when

the traffic stacks up on the motorway, a commuter cannot do anything about it."

- The Guardian, November 30

## Carbon to Blame For Pollution Heart Damage

Air pollution clearly causes immediate damage to the heart, including heart attacks, but its short-term effects on asthma and other respiratory symptoms are harder to document.

The report from the US Electric Power Research Institute also contradicts many other studies that have implicated airborne compounds known as sulfates for damaging health. Instead, the researchers said, carbon or metal-based compounds may be more dangerous, at least on a day-to-day basis.

The more pollution, the higher the rate of heart-related deaths, emergency room admissions, visits to doctors and "events" forcing activation of defibrillators implanted in the chests of heart patients, the study found.

- Reuters, December 1

## Asia's Killer Roads to Claim 385,000 Lives in Five Years

An estimated 385,000 people will die and 24 million be injured on Southeast Asian roads over the next five years unless authorities take road safety seriously, an Asian Development Bank report says.

The Asia and Pacific region contributes 44% of global road

deaths, although it has only around 14% of the world's motorised vehicle fleet.

Road accidents are a growing problem world-wide, causing one million deaths and more than 23 million injuries annually. Around 85% of these deaths occur in [so-called] developing countries.

- Channel News Asia, November 22

## Women Buy And They Pay

Women are buying more cars than men in the United States today.

Women make 52% of all new vehicle purchases and they influence the purchase of 80% of all vehicles sold in the US. In contrast, in 1984 there were many fewer women car buyers, only 20%.

A study by the University of California and Yale's School of Management also shows that usually women end up paying more for their cars as well – around 2% on average.

- WomensWallStreet.com, Dec. 8

## Watch Out, Boys!

In 1998, researchers at Boston University showed that a group of hundreds of healthy male cyclists in their 20s and 30s had a higher rate of erectile dysfunction than a group of male runners of similar age and health.

In another study, an Austrian researcher found that a group of men who rode their bikes on a daily basis, had one-third the sperm counts of a group of healthy non-cyclists.

A less alarming study, published in September in The Journal of Urology this year, surveyed 688 male bikers and found, after adjusting for age, that the prevalence of erectile dysfunction among the riders was normal.

So who is right? Experts are not entirely sure. But laboratory studies that have actually measured pressure and blood

# Book Reviews



## Reclaiming City Streets for People: Chaos or Quality of Life?

European Commission, Directorate-General for the Environment, 2004,

Although this isn't exactly the kind of "book" you expect to read about in our Book Review section, it is surprisingly worthwhile and useful for carfree activists, and not just those in Europe.

Reclaiming City Streets is what I would call a layperson's guide to city repair – it is written and illustrated in a way that the average citizen can understand. It reminds of another EU book published several years ago that also was a user-friendly guide to alternative transportation.

That book, *Cycling: The Way Ahead for Towns and Cities*, was full of great ideas and examples of putting a bicycle infrastructure in place.

Like *Cycling*, this book is filled with positive examples of city building. One interesting thing is the title: has the EU been unconsciously influenced by the "reclaiming the streets" slogan? Whatever the case, someone over at DG Environment has got their head screwed on right, I guess.

Reclaiming city streets shows successful examples of cities removing cars from entire neighbourhoods and (re) pedestrianising certain streets. The focus of this book is urban traffic and effective ways for reducing car trips made within cities.

The book starts out with figures that shouldn't come as great shock but still are frightening: Every year, three million new cars are added to the car fleet in Europe. Total traffic in urban areas will grow by 40% between 1995 and 2030.

But that's just a little bit of negativity to remind us of how urgent the situation is. Despite steps in the right direction – especially in Western Europe, where pedestrian zones have been expanded, congestion charging is now a serious topic, and traffic calming, play streets and beautification programmes are widely accepted – our cities are still overrun by cars and the

situation will only get worse before it gets better.

The book is divided into four chapters: Identifying the Issues, Finding Solutions, Case Studies, and Guidelines. These are organised in such a manner as to give readers a clear understanding of the issues involved and what they can do in their own hometown. Common terms, such as "traffic evaporation" or "traffic induction" are explained comprehensibly.

The concept of traffic evaporation, in fact, is a major theme in this book. (For a comprehensive look at this phenomenon, see the study *Evidence on the Effects of Road Capacity Reduction on Traffic Levels*, by Phil Goodwin, Carmen Hass-Klau and Sally Cairns; we also discussed the topic in *Car Busters #4*.) Experience has shown that in many cases where traffic-limiting schemes have been implemented, some of the traffic that had been in the area before simply disappears ("evaporates") as drivers adjust their behaviour.

If there is one conclusion to take away from this book it is that nay-sayers who predict traffic chaos once such schemes are implemented are usually wrong.

Newcomers to the carfree movement will find much useful information that they can use as an argument for limiting car use within cities. Noise, visual intrusion, accidents, loss of living space, economic efficiency are all negative effects that can be effectively used when making a proposal to your own town council or representative.





# Resources



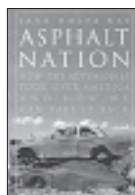
## Nonfiction

### Asphalt Nation

*How the Automobile Took Over America and How We Can Take It Back*

Jane Holtz Kay, 1998, 440 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



*Asphalt Nation* is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is possible.

### Bike Cult

*The Ultimate Guide to Human-Powered Vehicles*

David Perry, 1995, 570 pages

EUR 32, £22, US\$32, AU\$55, or CZK 935

### Carfree Cities

J.H. Crawford, 2000, 324 pages

hardcover: EUR 40, £28, US\$40, AU\$68, or CZK 1180

paperback: EUR 30, £21, US\$30, AU\$52, or CZK 885



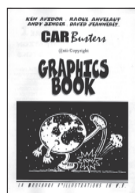
An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's carfree

design in new and existing cities.

### Car Busters Graphics Book

*Car Busters*, 1999, 44 pages

EUR 5, £3.50, US\$5, AU\$9, CZK 125



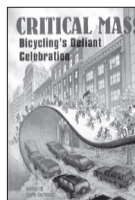
Our graphics book brings together all the best graphics on file at Car Busters from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

### Critical Mass

*Bicycling's Defiant Celebration*

Chris Carlsson, editor, 2002, 256 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



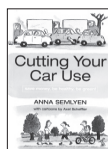
A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

### Cutting Your Car Use

*Save Money, Be Healthy, Be Green!*

Anna Semlyen, 2000, 160 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely.

New updated edition.

### Divorce Your Car

*Ending the Love Affair With the Automobile*

Katie Alvord, 2000, 320 pages

EUR 20, £14, US\$20, AU\$35, or CZK 500

### Ecocities

*Building Cities in Balance with Nature*

Richard Register, 2002, 290 pages

EUR 20, £14, US\$20, AU\$35, or CZK 500

### The End of the Road

Wolfgang Zuckermann, 1991, 300 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and re-arranging our lives.

### For Love of the Automobile

*Looking Back Into the History of Our Desires*

Wolfgang Sachs, 1992, 227 pages, hardcover

EUR 40, £28, US\$40, AU\$68, or CZK 1,180

### The Geography of Nowhere

James Howard Kunstler, 1994, 304 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500

### Home from Nowhere

*Remaking Our Everyday World for the 21st Century*

James Howard Kunstler, 1998, 320 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500

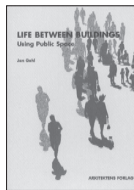


Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside" that he described in his book *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.

### Life Between Buildings

Jan Gehl, 2001, 202 pages, fourth English edition

EUR 20, £14, US\$20, AU\$35, or CZK 500



A classic is republished and revised. First published in 1971, this book is still the best source for understanding how people use urban public spaces. A standard textbook in many architecture and planning schools around the world, this book continues to be the undisputed introduction to the interplay between public space design and social life.

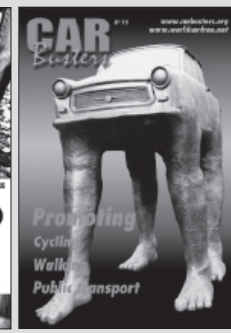
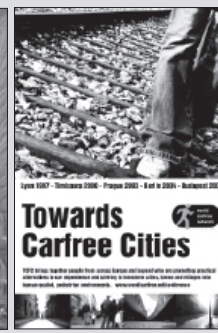
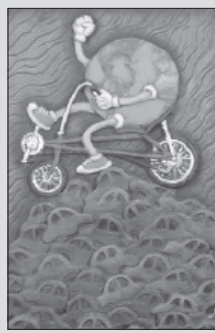
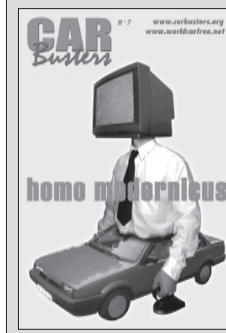
### New City Spaces

Jan Gehl and Lars Gemzoe, 2001, 263 pages

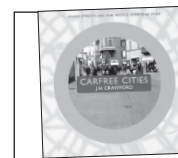
hardcover: EUR 55, £38, US\$55, AU\$95, or CZK 1,620

Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

### Street Reclaiming



Among our new line of Car Busters postcards, the above designs expand our range of consumer products for the entire family! An assortment of ten postcards costs EUR 5 / US\$5 / £3.50.



Carfree Cities  
now in paperback

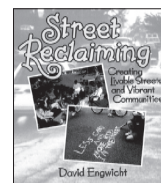
EUR 30 / US\$30 / £21  
shipping included

### Creating Livable Streets and Vibrant Communities

David Engwicht, 1999, 207 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670

*Street Reclaiming* not only celebrates the potential of



our streets to become vibrant centres of culture and community, but shows you how to make it happen. For residents it includes a simple six-week programme to reduce traffic by 30 percent. For city officials, it shows how reducing citywide traffic is as simple as reducing rubbish.

### Wise Fool Basics

K. Ruby, *Wise Fool*, 1999, 96 pages

EUR 13, £9, US\$13, AU\$22 or CZK 375

## Fiction/Kids

### The Age of the Bicycle

Miriam Webster, 1998, 270 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

### Alice in Underland

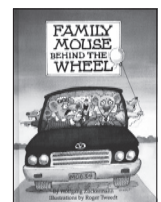
Wolfgang Zuckermann, 1999

EUR 10, £7, US\$10, AU\$18, or CZK 250

### Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages

hardcover: EUR 10, £7, US\$10, AU\$18, or CZK 250



This colourful illustrated book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest and, eventually, create an urban hell. An eye-opener complete with the obligatory moral message.

### The Little Driver

Martin Wagner, 2003, 56 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

## "Freesources"

A growing selection of free texts available in several languages and file formats from <[www.worldcarfree.net/resources/free.php](http://www.worldcarfree.net/resources/free.php)>:

- *Energy and Equity* by Ivan Illich
- *Hypermobility* by John Adams
- *The Automobile and Décroissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Motorism* by Daniel James



## Not finding what you're looking for?

Our members/subscribers get a 10% discount at <[www.detourpublications.com](http://www.detourpublications.com)> on over 130 books and other resources on transportation and urban ecology.

## Videos, Etc.



### Autoschreck / Car-Fright

1994, English or German, PAL only  
EUR 20, £12.50, US\$20 or CZK 600

The car is taking over the city. Michael Hartmann refuses to bow to them, walks straight over the cars illegally parked on the pavement (sidewalk). A documentary about a man discharged from a mental hospital for being perfectly normal. He was just giving cars a taste of their own medicine.

### We Are Traffic!

1999, 50 min., PAL or NTSC format  
EUR 25, £17.50, US\$25, or CZK 735



A chronicle of the Critical Mass bicycle movement, now a monthly ritual in over 100 different cities in 14 different countries, starting in San Francisco in 1992. *We Are Traffic* tracks this leaderless, grassroots movement, which has brought together complete strangers in an exuberant, commercial-free public event.

### Return of the Scorchers

1992, 30 min., PAL or NTSC format  
EUR 25, £17.50, US\$25, or CZK 735



Before automobiles ruled the roads, cyclists were referred to as "Scorchers" because of their blazing speed. A century later, *Return of the Scorchers* discovers an inspiring bicycle renaissance. Filled with inspiring scenes of bike use around the world. The video that gave us the term "Critical Mass".

### MATE Booklet and Map

(Map of Activities on Transport in Europe), A SEED Europe, 2000  
EUR 7, £4, US\$7, AU\$12, CZK 200

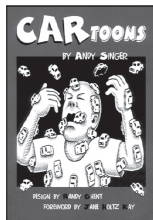
A comprehensive guide to European transport, including an overview of TENs and TINA projects.

## Car Busters Press

Bulk Discount: Ten or more "CARtoons" and/or "Roadkill Bill" books, any combination, for half price.

### CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics  
Book: EUR 10, £7, US\$10, AU\$18, or CZK 150  
CD-ROM: EUR 4, £2.50, US\$4, AU\$8, or CZK 80



A personal and provocative look at our relationship with the car, from Ford's first assembly lines to to-day's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics (available for free nonprofit reuse).

### Roadkill Bill

Ken Avidor, 2001, 108 pages  
EUR 10, £7, US\$10, AU\$18, or CZK 150



It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In *Roadkill Bill*, the wonderful, provocative, amusing and sometimes gruesome car-toons are collected together for the first time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.

## Stickers

### "One Less Car" Bike Stickers

Ten stickers:

EUR 2, £1.40, US\$2, AU\$3.50, or CZK 50

Available in Chinese, Czech, Dutch, English, Finnish, French, German, Irish, Italian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Spanish and Welsh. Sized for bike frames, water-resistant.

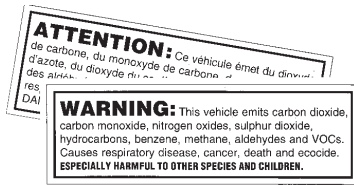


### "Cancer Warning" Stickers

15 stickers: EUR 3, £2, US\$3, AU\$5, or CZK 80

Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish, Serbo-Croatian and Czech.



### Stop-Sign Improvement

One: EUR 0.75, £0.50, US\$0.75, AU\$1.50 or CZK 25

Ten: EUR 6, £4, US\$6, AU\$11 or CZK 180

Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs.



## T-Shirts

EUR 10, £6.50, US\$10, AU\$20 or CZK 300

Front: World Carfree Network. Back: Towards Carfree Cities. Specify colour (yellow, orange, red, forest green, or beige) and size (XS, S, M, L or XL).



[front]

[back]

## Payment Instructions

### Mail-Order Resources

Shipping (surface rate outside Europe) is included in all prices. We accept US, British, French and Australian cheques. Credit card payments can be made at <[www.worldcarfree.net](http://www.worldcarfree.net)>. We also accept international postal money orders (in CZK or USD), and even cash in the currencies below (at your own risk, but seems OK).

Payments: Car Busters, Krátká 26, 100 00 Prague 10, Czech Rep.

Should you prefer to pay by bank transfer, please contact us.

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Czech Rep.	160 Korun	260 Korun
Eurozone	16 Euro	26 Euro
UK	10 Pounds	16 Pounds
US	16 Dollars	26 Dollars

### Memberships

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In Eastern Europe and the "Global South," you buy at EUR/US\$1 and sell at EUR/US\$1.50. This is beginning to sound like the stock market...

### In a Hurry?

Order from [worldcarfree.net/resources](http://worldcarfree.net/resources).

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- INTERNATIONAL QUARTERLY MAGAZINE
- PRINT AND ON-LINE RESOURCE CENTRE
- ANNUAL CONFERENCES
- WORLD CARFREE DAY COORDINATION
- MONTHLY E-MAIL NEWS BULLETIN
- WORLDWIDE CONTACT DIRECTORY
- ECOTOPIA BIKETOUP 2005
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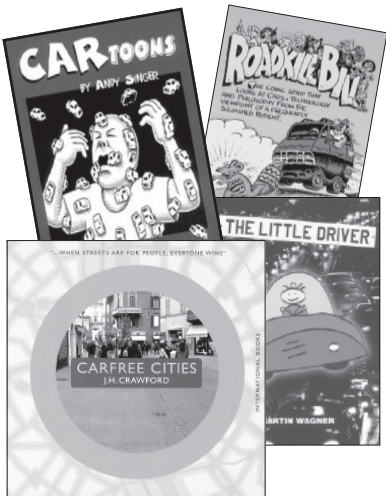
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# Announcements



## Road Block's Wish List

A new anti-roads alliance in the UK – Road Block – is in the process of being set up, in response to the government's reversal of the enormous success of the 1990s roads protest movement in defeating road building plans.

Road Block is committed to reversing this road building trend, especially because of the urgency of climate change. At the moment, the group is fundraising and needs some help to set up an office, which will open in January in Totnes, Devon.

If you have any computers, laptops, printers, fax machines, filing cabinets or desks that you can donate (and if they're within practical shipping distance), or if you want to make a financial donation, please contact <office@roadblock.org.uk>.

## Bicycle Song CD Released

Many points of view and many styles of music are represented on a compilation CD assembled by the Bicycle Coalition of the Ozarks. All of the original songs are by genuine Arkansas cyclists/singer/songwriters. You can purchase a CD by sending a cheque for US\$10 to:

Bike Songs  
c/o Bicycle Coalition of the Ozarks  
P.O. Box 4173  
Fayetteville, AR 72701, USA  
See <www.uark.edu/bco/MusicCD.html> for a song list.

## Beyond Oil Booklet

Not So Crude, Editors Opine Friends of the Earth, Platform, and Rising Tide have released a new 30-page booklet, Beyond Oil, that makes a compelling case for a future without oil. The book describes oil's relation to international conflict, global warming and the power of oil corporations, and offers solutions for the future.

Also covered is the role played by international financial institutions such as the World Bank, state support for oil,

and corporate dominance of universities.

As a case study, the booklet looks at the Baku-Ceyhan pipeline from Azerbaijan to Turkey. The last page is filled with suggested reading and useful web addresses.

For more info, or to order or download a copy, go to <www.nonewoil.org>.

## The Car in History:

### Business, Space and Culture

This interdisciplinary conference will explore the history of the car in North America from the perspective of technology, business, landscape and popular culture.

The conference will explore both the history of the car as a particular commodity and the ways its development affected, and was affected by, larger changes in business, government, culture and other issues.

Topics might include, but are not limited to, mass production, work, advertising and symbols, highway building, car commerce, globalisation and suburbanisation.

The conference will examine the importance of factors such as class, race, gender, and age in shaping the meaning and experience of car culture. A key question will be whether the history of the car transcends borders of nation, region and locality.

The conference will be held May 20-21, 2005 at the Department of History and Munk Centre for International Studies, University of Toronto, Canada.

For details: <steve.penfold@utoronto.ca>.

## Cycle to the G8 Summit!

### Join the G8 CycleCaravan!

A group of activists and cyclists have spontaneously come together to organise an exciting cycle tour from London to Edinburgh, arriving in Edinburgh on July 6, 2005, in time to join the

## WORLD CARFREE NETWORK ANNOUNCEMENTS

### Towards Carfree Cities V, Budapest: Call for Content

The fifth conference in the Towards Carfree Cities series will take place in Budapest, Hungary, from July 18-21, 2005. July 22 will be the World Carfree Network annual general meeting, and optional excursions will take place on July 23.

The conference will be hosted by Budapest-based Clean Air Action Group, with organising support from World Carfree Network's Prague office. The first planning meeting, involving organisers of the 2004 Berlin conference, took place in Budapest on December 11. The beginnings of a constantly-updated conference website <www.worldcarfree.net/conference> will be posted by the time this magazine is out.

As the programme is currently in development, now is the time to submit ideas for speakers, workshops, activities, etc. Please send a brief description of your idea to Judit Madarassy: <madarassy@levego.hu>.

Questions about facilities and accommodations should go to Maria Somodi: <somodi@levego.hu>. In both cases, please use "TCFC V" as the subject line.

### Join World Carfree Network

as a Member Organisation  
Learn about the benefits of having your group join World Carfree Network as a member organisation. There is currently no membership fee. For details, see <www.worldcarfree.net/about\_us/member\_orgs.php>. Groups in Asia, Latin America and Africa are especially encouraged to join.

### Subscribe to Our E-Bulletin

If you would like to be up to date on the latest news, announcements, and calls to action from the car-free world, but don't want to

