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"What makes my Thinker think is that he thinks not only with the brain, with his knitted brow, his destended nostrils, and compressed lips, but with every muscle of his arms, back, and legs, with his clenched fist and gripping toes."

Rodin

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Time for Reflection



It's a new twist: on this issue's cover the contemplative activist watches the thinkers and philosophers—Sartre, Socrates, Newton, Nietzsche...—taking action below. Why this role reversal? This issue, you see, is dedicated to evaluating and reassessing activist tactics, putting the activist in the role of The Thinker. Well, we all do think on a regular basis of course, but maybe not as intensely as Rodin's *Le Penseur*—so here's your opportunity! We take a long hard look at what's happened to the British road protests of the mid-1990s—called the most successful revolutionary movement in Western Europe in the second half of the 20th century—and the potential for them being revived in some form. We look at Critical Mass bike rides nearly ten years after the tactic was introduced in San Francisco in 1992. We go into various problems and solutions for the rides, and even tell you how to organise one. We don't, however, go deeply into Reclaim the Streets because its direction largely parallels that of the British road protest movement. So if you're looking for new and exciting tactics, you'll have to pick up a future issue of *Car Busters*. Meanwhile, put down those bikes, take off those harnesses and put away your decks, it's time to sit back and contemplate, and “do it like Rodin.” And it's competition time! The first person to correctly guess the names and activities of the “thinkers” on the cover will win a mysterious secret prize.



Verkehrte Welt: auf dem Cover dieser Ausgabe beobachtet der kontemplative Aktivist die Denker und Philosophen Sartre, Sokrates, Newton, Nietzsche,... die weiter unten tätig werden. Warum dieser Rollentausch? Diese Ausgabe ist der Evaluation der Taktiken von Aktivisten gewidmet, der Aktivist wird zum Denker. Natürlich denken wir alle regelmäßig, aber vielleicht nicht so intensiv wie Rodin *Le Penseur*. Also, hier ist die Gelegenheit dazu! Wir untersuchen, was aus den britischen Straßenbauprotesten der mittleren 90er Jahre geworden ist, die als erfolgreichste revolutionäre Bewegung in Westeuropa in der 2. Hälfte des 20. Jahrhunderts bezeichnet wurden. Wir betrachten Critical Masses, fast 10 Jahre nachdem sie 1992 in San Francisco eingeführt wurden. Wir führen dabei verschiedene Probleme und Lösungen aus und beschreiben sogar, wie man selbst eine organisieren kann. Allerdings beschäftigen wir uns nicht in Tiefe mit Reclaim the Streets, weil es einige Parallelen zwischen dieser Bewegung und der britischen Straßenbau-Protestbewegung gibt. Für die Suche nach neuen, aufregenden Taktiken wird man eine zukünftige Ausgabe von *Car Busters* in die Hand nehmen müssen. Inzwischen stellt Eure Fahrräder ab, nehmt die Rüstungen ab; es ist Zeit, sich zurückzulehnen, nachzudenken, und es wie Rodin zu machen... Das Gewinnspiel! Wenn du die Personen und ihre Aktivitäten identifizierst, gewinnst du einen geheimen und mystischen Preis.



Es una nueva perspectiva: En la portada de este número el activista contemplativo observa a los filósofos y pensadores—Sartre, Sócrates, Newton, Nietzsche...—pasando a la acción. ¿Por qué este cambio de roles? Este número, como veis, está dedicado a evaluar y reflexionar acerca de las tácticas y formas de actuación, poniendo a los activistas en el papel de El Pensador. Bueno, en realidad todos pensamos cotidianamente por supuesto, pero quizás no tan intensamente como El Pensador de Rodin—¡así que aquí teneis vuestra oportunidad! Hacemos un extenso repaso de las protestas anti-carreteras en Gran Bretaña de mediados de los 90—consideradas por algunos como el movimiento radical más exitoso en Europa Occidental desde la segunda mitad del siglo XX—examinando las posibilidades de algún tipo de revitalización de estas protestas. Repasamos las Critical Mass (marchas en bici o “bicifestaciones”) casi 10 años después del surgimiento de este tipo de acciones en San Francisco en 1992. Exploramos diversos problemas y soluciones de las marchas ciclistas, e incluso os contamos como organizarlas. No analizamos en profundidad el fenómeno de Reclaim the Streets porque su desarrollo es en buena medida paralelo al movimiento contra las carreteras británico. Así que si vais buscando nuevas y excitantes formas de actuación tendreis que esperar al próximo número de *Car Busters*. Entretanto, dejar a un lado la bicicleta, quitaros los harnesses y guardar las pancartas, es el momento de sentarse a reflexionar, y “hacerlo como Rodin”. Y es la hora del concurso! La primera persona que identifique correctamente a los “pensadores” de la cubierta, y sus actividades, ganar un premio misterioso y secreto.



La traduction française est fournie dans un supplément inséré dans tous les magazines destinés aux pays francophones. Contactez *Car Busters* si vous voulez le recevoir dans un pays non-francophone.



Nechť rozzlobit Pagemakeroveho boha, radeji bude tento úvod opeť bez hacku, ale nebojte, v české příloze, která k tomuto číslu vychází, hacky budou! A taky tam najdete to nejdůležitější: články o tom, jak dopadly a jak pokračují slavné britské protesty proti silniční dopravě, jak se vyvíjí Critical Mass cyklojízdy i jak se vlastně organizují, plus výběr z nejlepších zpráv, studií a dalších zajímavostí.

Bust-

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Articles in this magazine do not necessarily reflect the opinion of *Car Busters* or its editors, although it's pretty damn likely.



Feeling alone with your opinion? Send a letter under 300 words, and we just might inflict it on all our readers.

Provide It and They Will Come

Hi! I'm one of the unfortunately few residents of California who not only recognizes how bad our over-dependence on personal automobiles is, but also bases his own transportation decisions on this info.

It's really depressing how slow the shift away from automobile planning has been here. Most people, including within the influential parts of our government, see traffic jams getting worse here and do the knee-jerk reaction of figuring out a way to accommodate more cars. Every so often, I go to planning meetings for certain transportation projects and try to spread my "provide it and they will come" message, though I almost feel overwhelmed.

My "provide it and they will come" message is based on my almost two decades of informal observance of various transportation matters. My conclusion is that "provide it and they will come" works on both sides of additional transportation capacity. Provide more roadways, and they will come in their SOVs (Single Occupant Vehicles), adding to air pollution and encouraging more parking lot blight. On the other hand, provide more rail lines, and they will come as rail passengers. So if you want more SOVs, more air pollution, more parking lot blight, then go ahead and provide more roadway capacity. But if you want people to get around more efficiently then provide more rail lines. People will use whichever one you provide in large numbers to satisfy their transportation needs.

Unfortunately, I've never been able to get out more than a couple bits and pieces of this message at a meeting...

Michael Ludwig, California, USA

Break Our Auto Dependence!

I'm really inspired by the car-free movement today—as it starts to gain momentum. I'm also convinced that recent political, social and environmental changes are going to further strengthen the movement...

In order to achieve our goal of breaking the world's dependence on the automobile, we need to understand how to bring down the powerful automobile industry. Their money, power and ruthlessness appear to make the automobile giant invincible.

However, over the last year, the world has watched as the high-tech sector has collapsed. Corporate giants like Lucent, Nortel and Cisco, who a year ago could do no wrong, are now limping along, struggling to survive. A year

ago nobody would have imagined this. So who is to say that in one year from now Ford, GM and VW won't be at the brink of bankruptcy? Rather than viewing these mega-corporations as unstoppable juggernauts, we must see them for what they are: inflated, bureaucratic organisations resting on a shaky foundation—the myth of the automobile. We must realise that a sudden demise of the automobile sector is possible and we must work toward making it happen.

As the effects of climate change became more visible, the car-free movement is going to gain more credibility in the mainstream and with this the ability to impact policy. By reaching out to fellow activists with shared interests and goals, we can achieve protests and visibility on a scale without precedent. Finally, since we live in such volatile economic times, it is very much feasible to achieve a sudden, massive collapse of the automobile sector.

Adrian Evans, Ottawa, Canada

[Ed. note: Maybe you would be pleased to know that Car giant Ford has recorded a half-billion dollar loss over three months, thanks to the industry slowdown which has worsened since September 11.]

Target or Participant?

Hello. First and

foremost thank you for your web site and energy in trying to save our planet/health/lives and now comes the big but...I couldn't find much about ideas for an alternative answer to our problems: "they"/we still want/need cars/vehicles of some kind, there are now lots of electric vehicles, etc.

Why not promote some kind of an answer or alternative to these issues? There's something about a one-sided moan that some people—the people we need to win over—just don't like. A few of us will be getting something together here in central London organised around my electric milkfloat! Am I going to be a target or a participant?? Worried now...

Jimmy, London, U.K.

Cars Are Not My/Our Life

I loved Issue 12 but then I love all of them, and so please keep this quiet or they will get jealous of each other.

I congratulate you for publishing Dan's letter "Car's Are My Life," but be careful not to get drawn deeper into this reader's domestic affairs. How could a magazine like yours have got into the hands of one so young, courting but not yet dating his first car?

Imagine him discovering a copy of "Car Busters," perhaps mischievously slipped into the centre fold of a harmless auto glossy. He glances through it and starts reading,

perhaps lying on his bed or sitting on the can. His initial curiosity turns to astounded contempt as he sees page after page of scorn and ridicule heaped on things he and so many others hold sacred and precious. See him struggling to calm himself enough to find the phrases to write to you while he really wants to punch the authors of this abuse.

You cannot help respecting Dan for conquering his feelings sufficiently to formulate a reasoned defence of what he cares about more than anything else in the world and, in the style of such thinkers as President Bush, demolishing a host of scientific arguments on global warming in a few pithy sentences. But can you understand why Dan's temper finally lets him down as he threatens to screw things—including you. Can any of us blame one so hopelessly in love for resorting to such language?

Simon Baddeley, Birmingham, U.K.

Car-Free Day in the Backwoods of Arkansas

Here in back woods of Arkansas, USA, we celebrated a car-free day in conjunction with Earth Day in April. It allows attention to be focused on the prime cause of environmental degradation and builds for May "Bike Month." We also celebrate Bike to Work Week (in May) here in Fayetteville, with a ride with the mayor, and his official proclamation.

I have the first ten issues of your magazine in our resource library. We use them as inspiration! We are changing laws here, requiring bike lanes, multi-use trails and of course sidewalks and now even bike racks at new development. Change is too slow, of course, but at the least it is going in the right direction. We hold Critical Mass rides monthly. We appreciate your work. Cheers and good faith to you!

Laura Kelly, Fayetteville, Ark., USA

How Many Kids

Can You Fit on a Bike?

In my own small way I take on the car culture by cycling with my five-year-old daughter to her school in London each day, it seems we bring smiles to faces of even the most hardened car drivers whilst stuck in their traffic jams. The other advantage is she can now learn about the laws of physics by changing gears for me.

However this is nothing compared to a woman I saw often in Bristol cycling with three kids on her bike—one on a crossbar seat, one her back and one in a seat on the back! What an inspiration!

Caro X, London, U.K.





CAR CULT REVIEW

"DRIVING=LOVE"

- a Czech Chrysler commercial

Driven to Suicide

A suicidal young woman plunged from a Seattle bridge after being urged to "jump, bitch" by angry commuters. The drivers who jeered and taunted the woman had been caught in a traffic jam as police closed lanes and tried for three hours to talk her to safety. The woman was admitted in hospital in a serious condition with a spinal fracture and chest and abdominal injuries after her 150-foot fall into a canal. The police were dismayed by the behaviour of drivers. "They were swearing at her and telling her to jump," a spokesman, Clem Benton, said. He said the taunts included obscenities which he did not want to repeat.

- The Guardian, August 30



Treat Your Wife Like Your Car?!

The following instructions come from a web page called "Autowoman." Sensitive individuals should rather not proceed reading; Car Busters disclaims any responsibility for any harm resulting from doing so.

- Check and touch it often.
- Make sure your gear stick is firm and unstuck.
- Check for any leakage.
- Make sure you can pull the top up on hot summer days and that it looks good.
- Careful so you don't spend half your income on unnecessary accessories.
- Check out the slots so there's no bacteria and dust settling in.
- Do not ever lend it to your friends.
- Long rides can be tiring. Don't be ashamed to stop in the middle and relax.
- It's good to have more of them for different occasions.
- German models are reliable and solid but unsuitable for fast and frequent use.

- American ones consume lots of fuel.
- Italian models are likeable but often sound their feelings very loud.
- Japanese ones are mass-produced and popular, though unattractive.
- French ones are accessible but dissatisfying.
- Avoid fast types—their consumption is high and they keep on requiring new shoes.
- The younger the better.
- Before a purchase, check the previous owner and mileage. Also ask if there have been any animals inside.
- Make sure you're the only owner.

- www.autozena.cz

Banzaaaai!

Flushed with the success of winning Henley for the Conservatives, Boris Johnson is in full throttle reviewing the Mitsubishi Evo. His verdict is "Banzai—that's Japanese for tally-ho!" and his theme is the assumed influence of the kamikaze pilots who flew Mitsubishi Zeros. "Oh, it has speed, this Mitsubishi; it has all the speed of a swarm of suicidal Zeros coming in out of the sun... Just touch that throttle and listen to the sweet moan, and watch the rev counter undulate to and fro, like the loose kimono of a geisha flapping in the afternoon breeze." Maybe becoming an MP has gone to his famously uncoiffured head.

- The Editor, June 30

Equal Rights Now!

Hey you up there, riding high. Yeah, I mean you, drivers of hulking SUVs [4x4 vehicles] who circle parking lots but find only slivers of spaces reserved for those annoying, gas-scrimping compact cars. I've got good news for you, pal: Danville [USA] feels your pain. Danville knows you have special needs. Council members in this upper-income California town talked in July about putting specially marked spaces for sport-utility vehicles in a new parking deck. Those spots stenciled "compact" that make it so hard to open the doors to our Jeep Cherokees and minivans and slither out? Gone.

"I'd like to see as few compact spaces as there are handicapped spaces," Councilman Mike Shimansky said. "Drive around Danville. We just don't have many compact cars. Go to any of our youth soccer games. The lot is nothing but SUVs. Spaces just aren't large enough. You get a couple of SUVs side by side, and you can't open the doors."

Long maligned as greedy, gas-guzzling, environmentally detrimental road hogs, SUV drivers finally are being seen for what they are—an oppressed group discriminated against in parking lots across the nation. I almost was moved to tears by an account given to me by Michele Quiat, a Lafayette mother of two with a bloated green Ford Excursion.

"This is kind of bad to admit but I just find any space and park," she said. "If it says 'compact,' I don't care. I'll put this big, obnoxious car in there anyway. I want to get in, get out. I don't want to hassle it with two kids. I'm not the only one who does that. It'd be lovely to have bigger spaces. I was at Trader Joe's in Lafayette yesterday and couldn't find any place to squeeze in. It was terrible." The Quiat family survived. Happily, her children will not need counseling for the trauma.

Tom Manzari, a planner for the Sacramento County Sheriff's Department and past president of the Law Enforcement Planning Association of California, wants to ban compact spaces. "Let's face it," Manzari said, "cars have gotten bigger and we're experiencing parking lot rage. People driving those Stupid Useless Vehicles need their space."

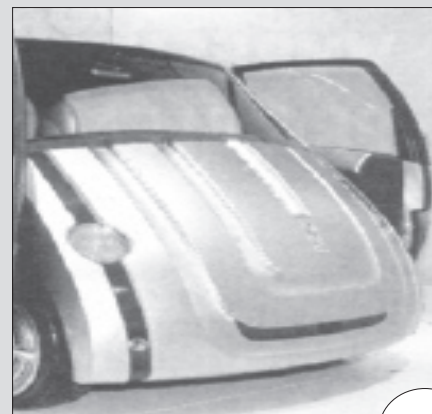
- San Francisco Chronicle, July 19

Talk to Your Car

Are you desperate to show others how you feel? Go for Toyota Pod! This car has strings of diodes on its front, which reflect changes in the driver's mood by changing colours. By measuring the driver's heart beat or levels of blood sugar, the car can express emotions like crying, laughing or scowling. According to the type of emotion it will also turn on music or air conditioning. Toyota promotional brochures claim that their "concept reveals the possibilities of communication between a man and his car."

- MF Dnes, October 23

[Ed.: Seems like equal rights groups should see to this and make sure that cars get their chance of expressing their feelings too—"Feeling empty? Oh, hush now, here is some petrol!"]





Industry Watch

Digging the dirt on your favourite corporations

Oh Shell, Again...

In October Shell announced that it is suing six Nigerian youths accused of occupying a Shell oil flow station in the Niger Delta on September 27.

The case has astounded oil campaigners—Shell is pushing for damages of over £17 million, an unimaginable amount for inhabitants of the impoverished Niger Delta, so money cannot be the object. Shell's own stated aim demonstrates the company's lack of irony; a Shell spokesman in London said:

"We are the victim of frequent acts of vandalism and sabotage which is dangerous to human life and damages the environment. We have decided to take civil action against the individuals responsible for the acts of sabotage to send a signal that this kind of behaviour is not acceptable."

Inhabitants of the Niger Delta have their own view of who is responsible for acts which are "dangerous to human life and damage the environment"—the death and destruction resulting from Shell's activities in the region and their use of the Nigerian military are well documented.

Oil activists have come up with another explanation for the bizarre lawsuit: that Shell is attempting to push responsibility for environmental destruction onto local people fighting for resource rights. Oronto Douglas, the Nigerian human rights lawyer who defended Ken Saro-Wiwa, called the case "an attempt to seize a moral high ground."

Shell are casting themselves as victims in the case, claiming to be "very sensitive to the welfare and wellbeing of host communities"—pollution to air, water and farmland from constant gas flaring and frequent oil spills in the region apparently aren't detrimental to welfare and wellbeing, and neither is the use of soldiers to keep

local people in line.

Earlier in 2001, Shell refused to publish a report on the success of its PR-motivated community development project, which is supposed to put some proceeds from oil drilling back into local communities. It is widely believed that the project has been an overwhelming failure, with large proportions of the money disappearing into the pockets of corrupt officials and very little benefit reaching people on the ground.

The lawsuit thus looks like a significant development in Shell's involvement in Nigeria, an "exercise in legal intimidation," as Oronto Douglas has called it. On the one hand it's a PR exercise for the Western media—"Pity poor green, welfare-minded Shell, victim of violent militants"—and on the other, it's a new assault on communities resisting exploitation and further impoverishment.

Meanwhile, in a different part of the world...

Shell continues to make life hell in the Diamond neighbourhood of Norco, Louisiana, USA. For 15 years the African-American community has been demanding that Shell relocate them from their neighborhood adjacent to one of the corporation's chemical plants.

Despite the pollution, accidents and health risks caused by the plant, Shell refuses to relocate all the residents of Diamond. Since the 1950s, Shell has devoured much of the land for its ever-expanding industrial needs. Shell's operations now extend to within 15 feet of the neighborhood.

Shell has had fatal accidents, one in which a boy mowing a lawn was burned alive when a Shell pipeline exploded. Shell never apologised, and paid the family a mere \$500.

In August 2001, Shell bought property

that surrounds the neighbourhood at the same time that the corporation refuses to buy the residential property for a fair price.

"All this time, they won't buy us out, and now they buy here, there, all around us," said Gaynel Johnson, a lifetime resident of the Diamond neighborhood.

For the past year, Shell has claimed that property purchases in Norco are following the 30-year-old plan for a greenbelt. It is based on this claim—needing to stick to the old program—that Shell has refused to buy out other residents who want to move. This sudden purchase by Shell of additional property contradicts what the corporation has been saying and has the residents feeling as if they are trapped; Shell won't buy them out, but will buy the land all around them.

Meanwhile the plant continues to pollute the town, so it's not possible open a window on some days because of flares with black smoke and loud sounds resulting from it. Unlike the people of Diamond, the manager of the Shell refinery lives in a neighbourhood free of large industry and pollution. He lives roughly 25 miles away from the Diamond neighborhood and the Shell facilities.

Put briefly, despite Shell's bold claims—"respecting the culture and needs of the communities where we operate is vital; we strive to be responsible members of society and contribute to staff and community welfare wherever we do business; we support fundamental human rights and are battling to improve safety and health"—it continues its business as usual wherever it is on the globe. n

- adapted from Corporate Watch U.K. and U.S., Concerned Citizens of Norco and Louisiana Bucket Brigade, October

For more info, check out these sites: <www.corporatewatch.org.uk>, <www.labucketbrigade.org> or <www.corpwatch.org>. Contact: Corporate Watch, 16b Cherwell St., Oxford, U.K. OX4 1BG or Corporate Watch, P.O. Box 29344, San Francisco, CA 94129 USA.

Unocal Lusts to Pump Taliban

For some years now, the American oil giant Unocal has been negotiating with the Taliban for permission to construct an oil pipeline through Afghanistan to Pakistan and out to the Arabian Sea. From here, Unocal hopes to supply the lucrative "emerging markets" in South and Southeast Asia.

In December 1997, a delegation of Taliban mullahs travelled to America

and even met U.S. State Department officials and Unocal executives in Houston. At that time the Taliban's taste for public executions and its treatment of Afghan women were not made out to be the crimes against humanity. Over the next six months, pressure from hundreds of outraged U.S. feminist groups was brought to bear on the Clinton administration. Fortunately, they managed

to scuttle the deal.

And now comes the U.S. oil industry's big chance. The Taliban regime will likely be replaced with a more pro-Western/"democratic" government. Is Unocal waiting until then or have they started negotiations already? n

- adapted from a Z Magazine article "War is Peace" by Arundhati Roy

MI6 "Firm" Spied on Green Groups

The private intelligence firm Hakluyt (with close links to MI6, the British secret intelligence service), has spied on environmental campaign groups to collect information for oil companies, including Shell and BP. The firm's agent was Manfred Schlickenrieder, who cut a familiar figure among left-wing political parties and environmental groups across Europe for almost 20 years with his shoulder-length hair and video camera. Whenever there was a campaign being organised, he was there to make a "sympathetic" documentary.

Behind the facade, however, Schlickenrieder was a spy working for both the German secret service and for Hakluyt. The firm paid him thousands of pounds to inform on the activities of Greenpeace, The Body Shop [1] and other environmental campaigners. The rewards of espionage brought him a spacious flat in Munich and a BMW Z3, the sports car driven by Pierce Brosnan in "Golden Eye."

In May 1997, Reynolds, one of the agency's directors and a former MI6 head of station in Germany, asked the spy for information on potential legal moves within Greenpeace to protect its assets against sequestration if it was being sued by an oil company. Two months later, Greenpeace occupied a BP oil installation off the Shetland islands in an unsuccessful publicity stunt to stop oil drilling in a new part of the Atlantic. Schlickenrieder sent a 20,000-mark invoice to Hakluyt in June billing the agency for "Greenpeace research."

Greenpeace said that his activities had effectively sunk its campaign against BP's oil exploration in the Atlantic. Fouad Hamdan of Greenpeace Germany said: "The bastard was good, I have to admit. He got information about our planned Atlantic Frontier campaign to focus on the climate change issue and the responsibility of BP. BP knew everything." He added: "Manfred filmed and interviewed all the time, but now we realise we never saw anything."

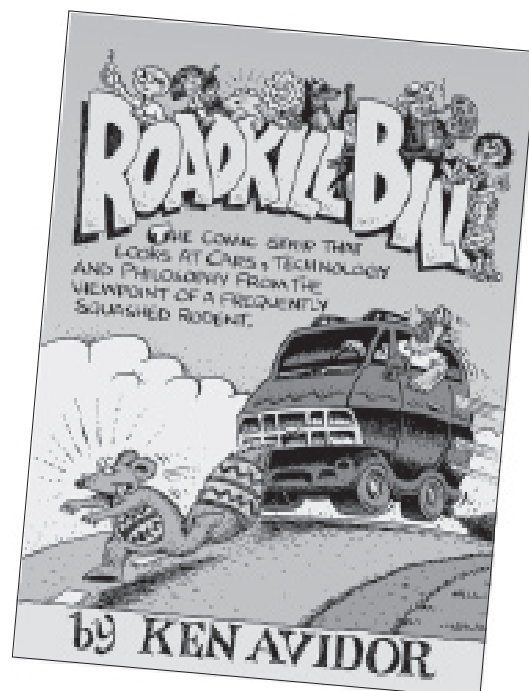
Schlickenrieder continued working for Hakluyt until 1999. He made a film on Shell in Nigeria called "Business as Usual: the Arrogance of Power," during which he interviewed friends of Ken Saro-Wiwa, who was hanged by the military regime in 1995 after leading a campaign against oil exploration.

Both BP and Shell admit hiring Hakluyt, but say they were unaware of the tactics used. U.K. Members of Parliament believe the affair poses serious questions about the blurring of the divisions between the secret service, a private intelligence company and the interests of big companies. n

- The Sunday Times, June 17, via Corporate Watch (U.S.)

Translation of the "subvertisement" on the back cover:

NEW RELEASE From Car Busters!



A collection of Ken Avidor's Roadkill Bill comic strips (which have appeared weekly in Pulse of the Twin Cities since 1999 and frequently in Car Busters ever since), looking at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok. See prices and ordering info on the Resources pages (p. 28-29) in this magazine.

Or get one by joining Car Busters as a "supporter," using the form on page 30.

Order your copy before it's too late!

Car Busters, Krátká 26, 100 00 Praha 10, Czech Rep.
carbusters@ecn.cz - www.carbusters.ecn.cz



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In the Wake of September 11...

Lots has changed in the world of car-free activism: some new targets for our editorial pens, some Orwellian "anti-terrorist" counter-measures, as well as a few distant but hopeful signs for New York and the world.

Yuppie Exodus: Professionals Flee New York on New Bicycles

With trains paralysed and bridges clogged by fleeing cars in Manhattan, wingtip-wearing cyclists, their suits drenched with sweat, turned their backs on the clouds of smoke drifting from the World Trade Center and pedaled north on brand-new bikes towards the safety of the suburbs and home. Stopped trains and snarled bridges effectively sealed off other escape routes.

As fires burned downtown, gangs of suit-clad businessmen weaved through the traffic. Though the ride was unexpected, some of the bikers found they enjoyed it.

"The best part was the camaraderie," said Taylor. "New Yorkers can be really cold but everybody was waving and saying hi and helping each other. It was great."

- New York Times Sept. 11
Giuliani Brakes Car Culture

Rudy Giuliani has had a lot of surprises for us in recent days. Banning single-occupant vehicles from lower and mid-Manhattan crossings was visionary. More than ease the current traffic crunch, he has pointed the way to curing our region's chronic congestion. Giuliani has eliminated gridlock's No. 1 culprit.

Imagine all eight crossings into Manhattan were a 20-lane highway. Single-occupant vehicles, accounting for 53 percent of traffic, occupy 11 lanes but they deliver only 30 percent of commuters—just six lanes' worth. That's five lanes wasted by solo drivers. Radio traffic reports call it "congestion," but it's really just inefficiency. A minority of solo drivers is taking up an absolute majority of road space.

The mayor's bold stroke is working. Traffic tie-ups eased not just on Thursday,

but Friday as well, prompting the mayor to extend the ban into this week.

Eventually, one hopes, the police checks will lessen, restoring missing road capacity. What should Giuliani or the next mayor do?

First, keep the car-pool rule. Many more people benefit through time savings and travel predictability than it inconveniences.

Second, upgrade the alternatives. Simple and flexible car-pooling via real-time computers; universal van and bus service within a short walk of home; more off-peak train and subway services; bikeable routes to train stations and between towns and new strategic rail lines and connectors.

Third, start the transition to variable, non-stop tolling. Road pricing is the ultimate gridlock-buster.

- Charles Komanoff, October 1

On September 11 U.S. Congressman Don Young

of Alaska suggested that instead of Islamist extremists, there was a "strong possibility" that the New York attack was the work of anti-globalisation protesters.

Later, after the cancellation of the World Bank and IMF meetings in Washington, the Herald Tribune stated:

"The terrorists have achieved some of the protesters' dearest objectives. While they are not deliberately setting out to slaughter thousands of innocent people, the protesters [...] are seeking to advance their political agenda through intimidation, a classic goal of terrorism."

And recently Clare Short, Britain's International Development Secretary, stated that protesters' demands are "very similar to those of Bin Laden's network."

Some may have thought that the West's funding of ruthless dictators, torture training, and the use of weapons of mass destruction on innocent civilians is a bit more similar to al-Qaida. But no, dancing in the street, cycling for clean air, and protecting animal and human rights are clearly the demands only terrorists make.

Tough new "anti-terrorist" laws are being enacted around the world. Many of these are likely to be used to target activists. In fact many of these laws were passed before the September attacks and seem to be part of a broad move on behalf of governments to discredit the growing and increasingly successful "movement" and persecute and marginalise activists by labeling

Are Environmentalists and Pacifists Terrorists?

them as "terrorists." The "War against Terrorism" has served to intensify this dynamic.

In the summer of 2000, the U.K. parliament agreed to a new terrorism law which is vague enough to apply to almost any activist group. This is likely to be a blueprint for Europe-wide measures. Terrorism is now "the use or threat, for the purpose of advancing a political, religious or ideological cause, of action involving serious violence against any person or property, endangers the life of any person, or creates a serious risk to the health or safety of the public or a section of the public."

A police officer "may arrest without a warrant a person whom he reasonably suspects to be a terrorist." If you are in contact with or have some item of clothing which could suggest you support a terrorist organisation, domestic or foreign, you are also a terrorist (i.e. someone who wore a "Free Mandela" t-shirt during apartheid could be seen to support the ANC, and therefore themselves become a terrorist).

And now with the U.K. under a state of emergency, another terrorism bill has been produced, adding trial without jury for "foreigners suspected of terrorism" and indefinite internment.

One Europe-wide initiative is the Schengen Information System (SIS, see Schnews 312). SIS stores peoples' names, descriptions, nicknames, sexual behaviour, habits, friends, political opinions and memberships.

By the end of 2001 it should have details on almost two million people.

Back in June in Gothenburg, Artem Chlenov was arrested "for the sake of national security" at a peaceful demonstration against police brutality. His crime was that in 1997, during a visa check between Berlin and Prague, he was found carrying the *Radikal* newspaper, later banned in Germany. That was enough to be labelled a potential terrorist on the SIS, which Swedish police picked up four years later.

In 1998, Stephenie Mills, a Greenpeace activist, was denied access to the whole Schengen area because French officials had entered her name along with other activists from Greenpeace into SIS.

Meanwhile the U.S. has drawn up some of its own completely unconstitutional laws. Bush has created a new Homeland Defence Office, thousands are under arrest or interrogation, and intelligence agencies are being granted vast new powers to wiretap and spy on U.S. citizens. Also being considered: the creation of a military tribunal to judge those involved in terrorist attacks.

The FBI is investigating groups "linked to terrorism" including pacifists like Women in Black. According to *Le Monde Diplomatique*, the FBI has threatened to force members to talk about the group or face jail.

"Overall, the new legislation is one of the most sweeping assaults on liberties in the last 50 years," wrote the French newspaper. "It is unlikely to make us more secure; it is certain

If George Bush Were a Pedestrian or Cyclist...

"Today, as every day, our fellow pedestrians and cyclists, our way of life, our very freedom came under attack in a series of deliberate and deadly terrorist acts. The victims were on foot, or on their bikes; secretaries, businessmen and women, military and federal workers; moms and dads, friends and neighbors. Thousands of lives were suddenly ended by evil, despicable acts of terror. The pictures of cars ploughing into pedestrians and cyclists have filled us with disbelief, terrible sadness, and a quiet, unyielding anger.

"These acts of mass murder are intended to frighten pedestrians and cyclists into chaos and retreat. But they have failed; we are strong. Great people have been moved to defend a fair and just way of life. These acts shattered steel, but they cannot dent the steel of the resolve of pedestrians and cyclists. Pedestrians and cyclists are targeted for attack because we're the brightest beacon for freedom and sustainability in the world. And no one will keep that light from shining.

"Today and everyday, we all saw evil, the very worst of human nature. Our first priority is to get help to those who have been injured, and to take every precaution to protect pedestrians and cyclists from further attacks. My resolve is steady and strong about winning this war that has been declared on pedestrians and cyclists. It's a new kind of war. And I understand it's a new kind of war. And this government will adjust. And this government will call others to join us, to make sure this act, these acts, the people who conducted these acts and those who provide facilities for them are held accountable for their actions.

"These people can't stand freedom; they hate our values; they hate what we stand for. Pedestrians and cyclists join with all those who want peace and sustainability in the world, and we stand together to win the war against the terrorism of motorists. This is a day when all pedestrians and cyclists from every walk of life unite in our resolve for justice and peace. We go forward to defend freedom and all that is good and just in our world."

To put the numbers in context:

Estimated deaths in the September 11 plane attacks: 3,900
 Pedestrians and cyclists deaths, United States, 1999: 5,656
 Each year over 9,300 pedestrians and cyclists die on E.U. roads.
 Over 250,000 people killed on roads worldwide each year.

Our thoughts go to all innocent victims of terrorism.
 - Andrea Casalotti

to make us less free." Is Dancing Illegal?

Another sign that the growing anti-capitalist, anti-car movement is gaining effectiveness. In May 10 statement, the FBI listed Reclaim the Streets amongst the "Threats of Terrorism to the U.S." along with the Animal Liberation Front and "fringes of animal rights, environmental, anti-nuclear, and other political and social movements."

As far as we know, no RTS street party has ever (1) exploded; (2) emitted poison gas; or (3) kidnapped anyone. It is true that there has been flagrant (1) dancing; (2) loud pulsing music; (3) flyers and banners; (4) public art; (5) kissing. While you might say it is scary seeing the weird guy with the spiky hair kissing the buff longshoreman-type out in public, it isn't exactly terrorism.

Humor aside, this listing is troubling. Getting branded a "terrorist" is usually a precursor to getting your ass shot off or thrown into prison for life. What's next, Food Not Bombs on the "10 Most Wanted List" for conspiracy to commit lunch?

Post-Sept. 11 News Round

- Global air travel slumped by 30 percent in October, and a number of large airlines such as Swissair have already hit trouble. The U.S. domestic market—which accounted for 32 percent of world passenger traffic in 2002—could fall by as much as 10 percent.
 - The year after the conflict in the Gulf saw the number of U.S. tourists travelling to Europe fall by more than 20 percent, a figure which took three years to recover.
 - October 6: England's airline industry is in turmoil. The downturn has been sharpest in trans-Atlantic travel, a third of U.S. travel is usually destined for Europe.
 - Oct. 17: Boeing plans to reduce commercial jetliner production by half following the Sept. 11 terrorist attacks.
 - Nov. 1: As crude prices slid, Shell's third-quarter profit fell for the first time in two and a half years. Their net income fell 17 percent from the same period in 2000.
 - Exxon-Mobil: 23 percent drop in earnings.
- CNN



Confused? Having difficulty telling the good guys from the bad guys?

à Use this handy guide to see the differences between Terrorists and the U.S. Government:

TERRORISTS: Supposed leader is the spoiled son of a powerful politician, from extremely wealthy oil family.

U.S. GOVERNMENT: Supposed leader is the spoiled son of a powerful politician, from extremely wealthy oil family.

TERRORISTS: Leader has declared a holy war ("Jihad") against his "enemies"; believes any nation not with him is against him; believes god is on his side, and that any means are justified.

U.S. GOVERNMENT: Leader has declared a holy war ("Crusade") against his "enemies"; believes any nation not with him is against him; believes god is on his side, and that any means are justified.

TERRORISTS: Leadership was not elected by a majority of the people in a free and fair democratic election.

U.S. GOVERNMENT: Leadership was not elected by a majority of the people in a free and fair democratic election.

TERRORISTS: Kills thousands of innocent civilians, some of them children, in coldblooded bombings.

U.S. GOVERNMENT: Kills (tens of) thousands of innocent civilians, some of them children, in cold blooded bombings.

TERRORISTS: Operates through clandestine organization (al Qaeda) with agents in many countries; uses bombing, assassination and other terrorist tactics.

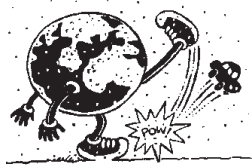
U.S. GOVERNMENT: Operates through clandestine organization (CIA) with agents in many countries; uses bombing, assassination and other terrorist tactics.

TERRORISTS: Using war as pretext to clamp down on dissent and undermine civil liberties.

U.S. GOVERNMENT: Using war as pretext to clamp down on dissent and undermine civil liberties.

TERRORISTS: Weapon of choice: a three-dollar box cutter.

U.S. GOVERNMENT: Weapon of choice: a billion-dollar B1



*We're waiting...
Send in your action
reports by our
next deadline, and
share your creative
ideas with activists
around the world.
Really, we are
waiting...*



Car-Free Days Take Over Planet September 20-23

Dublin, Ireland

On September 23, five cyclists were arrested during European Car-Free Day.

Around 150 cyclists took the street to do a lap of the city in the afternoon. They started to play games in the street, but police arrived after about half an hour and started to arrest some of the people who apparently had breached the Public Order Act. "There was no problem with the protest, but some of them sat down in the street and then you're into prob-lems," a police spokesman said. "They were obstructing cars."

The Critical Mass Campaign, a network of cyclists that campaign for better cycling facilities in Dublin, were protesting against the approach Dublin Corporation had adopted to the event this year, which allowed motorists to drive relatively unhindered around the city.

- The Irish Times

Prague, Czech Republic

For World Car-Free Day we had a fetching Critical Mass of record size (100 people) and record enthusiasm. We also organised, with the Center for Transport and Energy, a week-long public exhibition on the negatives of car dependence and the benefits of car-free life/urban design, held on one of the public squares in the city centre.

- Car Busters

Switzerland

The roads around the Lake of Murten were closed to motorised traffic (about 30 km); 50,000 people came with bikes and skates—a resounding success. Yet, 50 percent or 25,000 people came to the event by car; 40 percent cycled

from their homes and 10 percent like me came by train. So the overall message was to have fun on your bike, but not to drive less. The great thing about this event is that it showed local businesses that well-organised car-free events bring them more, not fewer customers, as they usually fear.

The short account of Earth Car-Free Day in Bern: This year most of the city centre was blocked to private motorised traffic. The effect was that the pedestrian areas which are always crowded were even more so, and looked no different than usual. A few major roads which are usually dreadful were now pleasant to cycle, but looked empty and were rather unattractive.

I operated a free rickshaw-taxi throughout the day but stayed within the city centre, as nobody wanted to travel any appreciable distance. This showed me that it takes more to make place attractive than simply remove the cars.

There was also a Swiss initiative for four car-free days per year. Both government houses decided that they didn't want this, but the House of Parliament voted approval for one car-free day per year. Unfortunately a devious opponent got through a resolution that this has to be on a certain religious holiday. Now the fate of the initiative is in the cantonal Senate.

- Theo Schmidt

Slovakia

Six towns in Slovakia celebrated Earth Car-Free Day one day in advance, on September 21. The actions including bike rides, info shops, sport events, walking, cycling and skating, came mostly from schools and kindergarten and involved around 5,000 pupils. Children painted on the asphalt of streets and parking was closed off to cars

for the day.

Unfortunately there was an insufficient involvement from public transport companies—only one free bus in Trenčín. Only three towns closed off some areas to traffic and drivers mostly ignored the event, though there were some positive feelings about it.

Liptovský Mikuláš had a cultural walk through the town while Martin had a bike ride in gas masks across the city. Nitra had an opening of a bike lane for students at the same time as the opening of an international auto exhibition, which obviously got more attention...

In Trenčín a public meeting with town officials on transportation issues finished off with some promises (financing bike lanes from the town budget, employing a person to work on bike and pedestrian infrastructure, and public transport development...). A photo exhibition, "Gentle Mobility," was also organised, and a survey "draw your own bike or foot path" was taken to serve as a base for the future transport policy.

In Košice, a survey among 1,400 parents revealed the following: almost 30 percent of school children are driven to school by their parents; 66 percent of respondents would agree with permanent closure of the streets including 60 percent of drivers; 83.5 percent would like to repeat the car-free day events; 34 percent of drivers said they gave up driving on the day.

In Bratislava, the mayor was awarded "the Defect of the Year 2001" by BicyBa organisation because he refused to allow any traffic closures or a bike ride, while he granted a permit to Mikona Rally going through a nature preserve.

- Matus Bakyta

Tasmania, Australia

For World Car-Free Day, Bicycle Tasmania and the local council bike organisation (Cycling South) organised a BikeTrain week. The event was a success in that it brought many bike riders, only some of whom knew each other before the event, together for a brief social time in the mornings—a strengthening of solidarity and networking.

The week of perfect spring weather culminated with a great gathering of cyclists for a Bike Breakfast. As the week progressed I was surprised by the positive comments from a number of pedestrians as we passed; perhaps next year they will be riding with us. None of the BikeTrains had any negative reaction from motorists.

- Tim Stredwick

For more info on the BikeTrain, see <<http://galifrey.triode.net.au/bikebus/index.shtml>>.

OCP Pipeline And Worldwide WestLB Protest

GUARUMOS, ECUADOR

Early in the morning of October 11, dozens of women—many accompanied by their children—arrived in the Mindo Nambillo Cloud Forest Reserve and began peacefully blockading construction machinery belonging to the company Techint, a member of the OCP Consortium in charge of building Ecuador's new heavy crude pipeline. The protest aims to stop the clearing of the pipeline route which began previous week through this protected area.

"The blockade has virtually stopped the crews from destroying this globally significant cloud forest reserve," according to an environmental group, Acción Ecológica.

Opposition to the construction of Ecuador's new Heavy Crude Oil Pipeline (OCP) has captured international head-lines especially in Germany, where activists have been pressuring Germany's largest public bank, Westdeutsche Landesbank (WestLB) to pull out of the \$900 million financing package it is arranging for the project.

The pipeline consortium includes Alberta Energy, Repsol-YPF, AGIP, Perez-Companc, Kerr-McGee and the Los Angeles-based Occidental Petroleum, already the subject of protest campaigns for their controversial oil projects in Colombia. For many months, environmentalists had sought to change the pipeline route around this internationally recognised eco-tourism destination to no avail.

Following the blockade, an International Day of Action was called on October 24:

Actions urging WestLB to stop funding the OCP pipeline in Ecuador were held in at least 15 cities around the world—Milan, Dublin, Prague, New York City, Quito, Washington DC, Barcelona, Zurich, London, Munich, Muenster, Dusseldorf, Los Angeles, Warsaw and Canberra. Here's a couple of them to give you a taste of what happened.

PRAGUE, CZECH REPUBLIC

The demo/street theatre in Prague was



organised a bit at the last minute, but on the day it went really well.

We decided to build a pipeline through WestLB's office in Prague. There were only 15 people but they included a big tree (me!) two birds (with wings and tails!) a jaguar, a squirrel, a butterfly, a frog and a monkey. Then people dressed as workers came in to clear the area (with signs), and I was chopped down by someone with a chainsaw. They then started to build the (cardboard) pipeline towards the office and we asked if the office workers could leave as the pipeline would go straight through it (they didn't).

Leaflets were handed out (by the animals, birds and the tree), a banner was unfurled (by the frog and the monkey) and information was written on the pipe by the various animals present. The tree and the chainsaw woman exhausted themselves in chasing each other around, but luckily we were able to regrow the tree for future actions. A letter signed by 12 Czech environmental groups was handed in to the office, along with petitions from passers-by. One TV camera and even the police showed up at the end (eight of them). But after one threatened something horrible they decided not to bother as we were leaving anyway.

- Joe Dodds

SYDNEY, AUSTRALIA

We had a great day in downtown Sydney. About 50 people showed up including the Atomic Oz street theatre troupe, drummers, dancing girls, the works, as we unfurled our banners outside the downtown skyscraper wherein lurks WestLB. Reuters cameramen were there. I did four radio interviews including Radio National and everyone had lots of fun. We tried to deliver a letter of protest to WestLB head office on the 29th floor, but were turned back by security.

- John Seed, Rainforest Info. Centre

No Time for Good News

Since September 11 I have felt a strong need to do something to reinforce the illusion that I have some control over events. So I decided to re-interpret my Conference Bike (a tricycle built for seven people sitting in a circle; one person steers, while everyone pedals) in the form of a device that inspires international understanding. Seven World Leaders (in masks), travelling around the world together, putting out the fires of unrest and suffering. It was to be called Peacetank.

Sunday was a perfect fall day to surprise the people of Amsterdam. The Peacetank was a tremendous hit. The reactions were powerful and heart-warming. The press were there. The photo was loved by every editor who saw it that afternoon. At 6 pm Amsterdam time UPI was to send it out and there would be no stopping its publication.

But at 5 pm the bombing started and suddenly my story was a piece of obsolete news. I learned that no one was going to publish the photo. It seemed that the humour of the story was suddenly a sick joke; or, at least this was no time for humour. If it wasn't for that one hour's time you all would have been reading this story in your morning paper. That's fate for you!

- Eric Staller

Cycling In The Balkans

From July 27 to September 2, over 50 people cycled from Timisoara in western Romania to Sinemorets on the Bulgarian Black Sea coast, where the annual Ecotopia gathering took place.

The cyclists passed through three countries—Romania, Yugoslavia, Bulgaria—met with local environmental organisations and participated in actions in the



main cities on the way. The bike tour had three major aims: support local environmental organisations in their campaigns, promote sustainable transport, and form a network of individuals and organisations working on these issues.

Besides having interesting actions in Belgrade and Sofia and conferences in almost all the big cities, the bike tour participants developed good relationships with the local people, getting free coffee and ajvar (great Serbian food) along the way.

- Cristina Teaha

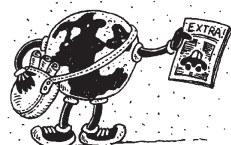
For more information on the Balkan Unity Ride, see the web site <<http://www.come.to/bur2001>>.

The Sweat Still Smells Better Than The CO₂

On September 25, Skopje, Macedonia, saw its first ever Critical Mass on the first day of a three-day event. There were about 50 participants and no problems with motorists or police whatsoever. The route was about six km long and people cycled and walked through all the major streets in the middle of the rush hour. The successful action was accompanied by drums and slogans such as "the sweat still smells better than CO₂."

- Nikola Ivanovski





Welcome to your global news network, all the way from Prague. From the bizarre and bad to the brilliant and mad.

Colombia

U'wa Victory! Oxy Fails To Find Oil But Repsol a New Threat

The Los Angeles-based Occidental Petroleum (OXY) has announced it has failed to find oil at the Gibraltar 1 well site on the U'wa tribe's ancestral land in Colombia. The company has begun removing equipment from the site, but hasn't renounced the block to date.

This is another blow to OXY's Colombian operations which have suffered large losses in 2001. The company's Cano Limon field and pipeline have been paralysed since February 17 as a result of more than 110 guerrilla bombings in 2001. OXY is also implicated in one of Colombian Military's worst civilian massacres. In 1998, three American pilots working for AirScan, OXY's private security firm, guided the attack on the Santo Domingo village that killed 12 civilians including nine children.

The tribe pointed out that their ancestral land is still threatened by oil exploration by the Spanish company Repsol (which is beginning exploratory drilling in Capachos 1), and calls for their supporters to mobilise against the new threat.

- Amazon Watch, Oct. 10

Canada

National Park Act Loophole

The Canadian Parks and Wilderness Society (CPAWS) and the Sierra Legal Defence Fund have lost their court challenge of a proposed road through Wood Buffalo, Canada's largest national park, and the world's largest area of protected boreal forest.

"When the new Canada National Parks Act was passed [...] we believed that the ecological integrity of national parks was assured," said Stephen Hazell of CPAWS. "But this decision could essentially eliminate the protective powers of the new Act."

In August, CPAWS won an interim injunction stopping construction of the road citing the irreparable harm that would be done to the park vegetation, the risk of erosion and damage to sensitive, internationally recognised geological karst formations, and deficiencies in the road's environmental assessment about the potential impacts on bison, forest birds and woodland caribou.

However, the road is still on hold. The Mikisew Cree First Nation, which lives in the area, also opposes the road. They have obtained an interim injunction preventing construction until their court case.

- Parks and Wilderness Soc., Oct. 17

Bagyeli Make Damage

Cameroon

The Bagyeli "pygmies" of Cameroon are having their forest land invaded by a huge oil pipeline, funded by the World Bank and a consortium of oil companies. This is depriving them of the hunting and forest products they need, yet they are not receiving the compensation they were promised under the Bank's Indigenous Peoples Plan.

The Bagyeli say that their views are not being listened to, their land rights are being ignored, and the compensation due to them is being taken by the local Bantu villagers.

Survival International has written to the World Bank and to the Cameroon Oil Transportation Company urging them to see that the Bagyeli receive what is due to them, and to consult them properly over future developments.

- Survival International, Oct. 3



Germany

A Berlin car recycling center has a new way to win customers: car smashing.

"It's a form of stress relief for people who might otherwise need a therapist," said Schmidtke, the centre's manager.

For 4 DM, customers can swipe at junk cars with a sledge hammer for up to an hour. Schmidtke said most left with a smile after just 10 minutes of destruction.

- Reuters, Nov. 21

E.U / Australia

The European Commission will ban the sale of bull bars (large, cage-like fenders) from next year, because of the harm they cause to pedestrians and cyclist. This is in spite of the Australian National Party's Senator Boswell's "independent" study into bull bars, which rejected a ban. This renders "pedestrian friendly" bull bars irrelevant, as it was agreed that Australia would follow European standards.

- Pedestrian Council of Aus., Aug. 5

United Kingdom

Style" Home Zones For London

Unveiling his long awaited plan to curb road traffic, London mayor Ken Livingstone, defended his decision to introduce a £5 congestion charge for central London within two years. Singapore, Oslo, and several other Norwegian cities have similar charges for city centre drivers, but it is understood that London would be the largest city in the world to implement such a fee.

Livingstone plans to balance the tax by making improvements to bus routes, buying an extra 200 buses, and also having more bus conductors, cheaper fares, and new underground routes.

London is also finally adopting the 20-year-old Dutch idea of "home zones" [see Car Busters no. 12]. "It is about creating a new atmosphere so that children can play on the streets and neighbours feel able to stay outside their houses and can talk."

- The Independent/The Guardian

Climate Change Sinks Britain

Up to two million homes could be uninsurable within five years because of growing flood risks. Already, many vulnerable homes are being "red-lined" by companies; cover is blocked, or premiums are pushed up by 200 to 300 percent, making them unaffordable. There are fears that many families in vulnerable places will decide to go without cover to save money.

Global warming is blamed for a major shift in U.K. weather patterns, with the prospect of winters being wetter and more violent. A Datamonitor report on insurance warns that plans to build four million new houses over the next 15 years will put those new properties and existing homes at risk. Rainwater, which might have otherwise seeped into the ground, will be channelled by concrete, bricks and tarmac into already overloaded rivers and streams.

- The Daily Mail, July 4

Car-Free Milton Keynes!

A visionary plan is about to leave the drawing board: One of Britain's most maligned towns will be transformed with a car-free centre—boasting piazzas, promenades and pavement cafes and covering more space than 460 Manchester United football grounds.

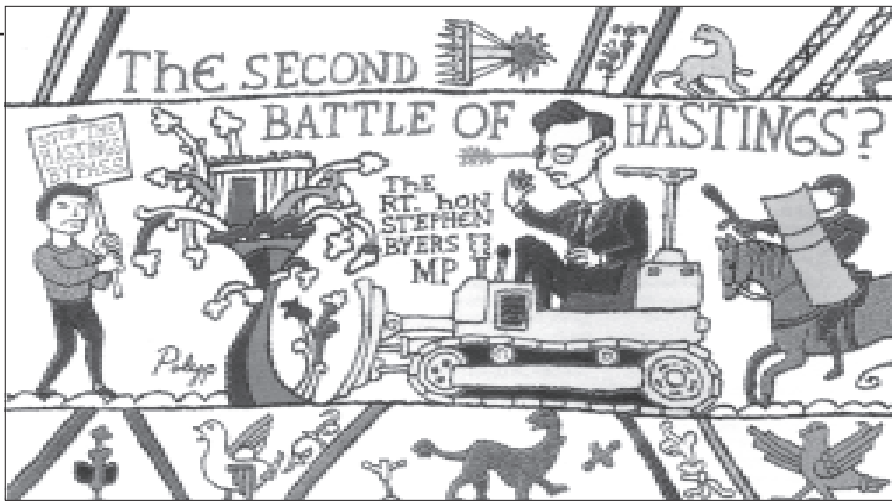
It will take 30 years to complete and has already been hailed by architects:

"This is a welcome reversal for a town predicated on the American model which puts the car on a pedestal," said Maxwell Hutchinson, former President of the Royal Institute of British Architects. "Its transformation will set a standard for the development of new housing."

- The Times, Oct. 20

Victory! Battle of Hastings II

In July, the Transport Secretary Stephen



Byers declared that the Hastings bypasses would not be built. It would have severely damaged two Sites of Special Scientific Interest, an Area of Outstanding Natural Beauty and a wildlife site. At that moment the long overdue arrival of governmental joined-up thinking seemed to have arrived.

- The Ecologist, Sept.

Racist Texaco, Appealing Ecuador Amazonians, and a Biased Judge

A landmark legal battle to force Texaco to clean up oil contamination that is devastating the Amazon rainforest of Ecuador took a new twist when leaders of affected Indian tribes blasted Federal U.S. Judge Jed Rakoff as biased for dismissing the case, the third time he has done so since it was filed in 1993.

The judge attended an all-expense paid environmental law seminar, funded partly by Texaco at a resort in Montana, where a former Texaco CEO was a featured speaker. Judge Rakoff never divulged this, and while this was under an appeal to the Supreme Court, he dismissed the case again.

Texaco admits that it dumped 4.3 million gallons per day of toxic oil waste water over a period of 20 years and left behind more than 300 open waste pits contaminated with heavy metals and other carcinogenic compounds, saving an estimated \$3 to \$4 per barrel. Texaco claims this caused no appreciable damage.

In their lawsuit, the plaintiffs cite a wave of deadly cancers, skin lesions and birth defects, and have now produced an advert to highlight Texaco's racist practice of doing to Ecuadorians what they couldn't in the United States. The ad features an image of a Texaco oilman driving up to a well-manicured suburban house in the U.S. and spraying black oil over the lawn while the parents and children watch in horror.

"This is what Texaco did to thousands of people of color in the rainforest in Ecuador," the ad asserts.

- Texaco RainForest, Aug. 9

Chevron-Texaco Deal Creates

Northern Winter 2001-2002 Car Busters

Pan-Corporatist

Chevron and Texaco have merged to create the world's fourth-largest investor-owned oil company, known as ChevronTexaco (CVX). The new company is worth \$97 billion. About 4,000 workers will lose their jobs.

- San Francisco Chronicle, Oct. 10

Michigan Road Warriors

United States

groups with "Road Warrior Awards" for their successful efforts to stop the I-73 highway. The award recipients are the Society to Protect Rural Areas, Wetlands and Lakes (SPRAWL) and Citizens Against Urban Sprawl Expressways (CAUSE). The "Road Warrior Award" salutes efforts to halt traffic growth and urban sprawl.

The disputed section would have been constructed from Jackson, Michigan, to Toledo, Ohio. The groups educated the public that there are better ways to reduce congestion and accidents, while maintaining the local character of the region.

- Friends of the Earth, Sept. 25

California: No More Freeways!

Standing in Fontana, atop eight lanes of grooved pavement and yellow stripes in the kind of distant Los Angeles suburb made possible by endless highway construction, Gov. Gray Davis dedicated the latest section of freeway to be built in California and declared that the project would be the last.

- New York Times, Aug. 20

If You Can't Beat 'Em, Pave 'Em

After years of police efforts battling "undesirables" in the United Nations Plaza, the City of San Francisco now plans to put a road through the middle of the plaza. In other words, let cars do what the cops can't.

"The idea is to break up the space, making it harder for the homeless to claim large areas as home," said Dept. of Public Works co-director Mohammed Nuru.

- San Francisco Chronicle, Oct. 7

Morocco

COP7—Selling the Earth and Air

While the world is hypnotised by the media spectacle of war, governments and corporations have been busy selling off the world at the climate conference in Marrakech (Oct. 29 to Nov. 9). Rather than address the causes of climate change and global inequalities, governments led by Canada, Japan, Russia and Australia have reduced the Kyoto Protocol to a set of investment projects to facilitate a market for trading greenhouse gases.

These nations had already reduced to almost nothing requirements for public access to information and public and NGO input into Compliance and Development matters. Australia advocated that countries should only be able to raise concerns about themselves, not others. They also opposed the involvement of the IPCC (the U.N.'s scientific body on climate change) in "carbon sink" projects, preventing independent scientific assessments of their effects.

We need to focus on phasing out fossil fuels, the source of three-quarters of greenhouse gases. Overcoming the powerful vested interests of oil companies is crucial. Already there are worldwide struggles by local communities against oil exploitation that destroys their environment and violates their rights. These same communities are among the most affected by climate change.

"It is not just global warming at stake, it's also issues of land rights, racism, clean energy and the inequality between North and South. These issues are intimately tied-up," said Paul Horsman of Greenpeace.

- Rising Tide and IMC, Nov. 9

West Papua, Indonesia

Dying for our Oil

About a million tribal people live in the mountains and jungles of the Indonesian colony of West Papua. Their way of life and their lands have been under attack from oil, mining and logging companies, protected by the Indonesian military, which has killed, with Western arms, over 200,000 Papuans—one-fifth of the population.

The trail of blood flows all the way to Western petrol pumps. Jet Petrol/Conoco is pushing ahead with its oil drilling in the Lorentz National Park, a UNESCO Biosphere reserve, encompassing over two million hectares of wilderness, over 350 bird species and eight tribes. Tribes occupied drilling equipment until the Indonesian military started killing local people. Since then villages have been razed, river systems polluted and forests cleared. Papuans believe boycotts in the West could help force Conoco out of Lorentz.

- The Ecologist, Dec./Jan.



Whatever Happened to the

It was dramatic opera, epic theatre. It was 1994, East London. Hundreds and hundreds of helmeted coppers with big sticks and riot gear were running into the street at Claremont Road to evict the protesters—a never-ending sea of black. Everyone was cheering them in. “Yay! Here we go. This is the beginning!” which confused the hell out of the police. There was a pause; everyone went a bit quiet. The people operating the sound system were waiting.

They kicked in with the opening lines of The Prodigy’s “Their Law”: “What We are Dealing With Here is a Total Lack of Respect for the Law” and 350 people started dancing!

“That moment in my life was just stunning, it blew me away,” recounted Justin. “There were all these police and you could just see the confusion on their faces. That total defiance, and the theatre of it all: they were there with their fucking big sticks and we were dancing!”

It’s been called the most successful revolutionary movement in Western Europe in the second half of the 20th century.

“Never before in this period have such radical aims been so comprehensively achieved in so short a time,” says Guardian columnist George Monbiot. “Never before has a central component of government policy, to which billions of pounds had already been committed, been not simply re-moved but almost wholly reversed, without a change of government, by citizen politics.”

All this was a grassroots response to Margaret Thatcher’s £23 billion blueprint for a greyer Britain—600 new roads—“the largest road building programme since the Romans,” as her transport minister boasted.

The road building issue came to national prominence in 1992 and 1993 with the fight to save Twyford Down, in the Hampshire countryside. This became Britain’s first full-time anti-road camp, and marked a turning point in the British road building programme.

The following year, residents joined protesters in protecting houses slated for demolition at Claremont Road in East London, reclaiming the street with a colourful combination of art, barricades, and camp-grounds; the charismatic 93-year-old Dolly (photo above) barricaded herself in her life-long home “like during the war,” until she was finally thrown to clear the way for the M11 Link Road.

A road protester named Swampy became a national celebrity after he emerged from an underground tunnel beneath the

planned A30 Fairmile Bypass; his “unsolicited fame made him an obligatory pin-up for the right-on teenager’s bedroom,” claimed The Daily Telegraph at the time. The roads protester was elevated to the status of (sub)



cultural icon, appearing in TV soap operas, novels and children’s television.

Eight years after Twyford Down, five years after the fight against the Newbury Bypass (the largest of the campaigns), these protests have all but disappeared. The obvious explanation—that the protesters won, and the over-zealous British road building programme was cancelled—is true but misleading, and only touches the surface of what’s been happening since Newbury:

New issues such as genetic engineering, globalisation and corporate dominance have risen to prominence while other issues, transport among them, are now seen as passé. Activists of the 1990s have abandoned the exhausting, unsustainable protest camp lifestyle, burning out or seeking to make a difference through other channels. At the same time, road building has shifted from new roads to widenings of existing roads, and activists haven’t challenged widenings because of their lesser impact on natural areas (although widenings have the same contribution to pollution, global warming and car dependence as new roads).

Today, as road building in Britain is once again on the rise, we at Car Busters interviewed a wide spread of British activist-organisers active in the mid-1990s, to find out what’s happened to the anti-road protests and what they think about the potential for the movement being revived.

We asked each of these activists the same set of questions. The responses are distilled below, with the full responses available on the Car Busters web site.

Car Busters: What are the reasons you think road protesting has declined?

WE WON!

Sheila [Reclaim the Streets] - The main reason is that it seemed that we had won. The Conservative Party’s road plans were cancelled by Labour (accept Birmingham

Northern “Relief” road, that is). Recently Labour has changed its mind and plans to build roads again. The most controversial one was the Salisbury Bypass which has now been cancelled after strong local and national protest. I have personal suspicions that they let us have this one so they could then get on with the rest while we celebrate victory. But maybe that is my cynicism.

Paul [co-founder of Undercurrents, a radical video producer] - Many of the roads in the national roads programme were scrapped, so the momentum went from the movement. We at Undercurrents turned our attention to open cast mining to highlight where material for the roads come from and build a movement around that.

NEW LAWS_

Roger [previously Reclaim the Streets, now a transport planner] - One also has to recognise the impact of the The Job Seekers’ Allowance. It has become so much harder to stay in full-time unemployment!

Kate [one of the best cartoonists we know and author of “Copse: The Cartoon Book of Tree Protesting,” the excellent book from where the graphics for this article were taken; cheers Kate!] - Well, there are still some environmental camps. One (Nine Ladies), situated near to where I’ve been living in Yorkshire still provides a place for people to escape to, meet each other, hang out in the mud and get a proper hit of living in forests and without electricity. Since it’s not a government target, but a much-opposed quarrying scheme on a national park, it stands a chance of winning. But yeah, there isn’t the buzz around the scene that there was five years ago. I think this is directly related to the success of the Criminal Justice Act, not in suppressing protest, but in suppressing free parties. The free party scene of the early 1990s seems in retrospect to be the most radical movement any generation has seen since WWII. A class-less movement (unique in British culture), ecstasy brought people together in a way which alcohol and marijuana does not, and it did it outside. I think that formed the base for the strong hippie movement which fed the road protests, and now it just isn’t there. In the few towns which still have a tolerated rave scene, there is generally a much stronger and more active protest culture.

LEFT POLITICAL TAKEOVER_

Andy [Earth First!] - I think we attracted a lot of people (mostly from the increasingly irrelevant left in search of relevance) for whom our tactics were attractive but our ideals and eco-perspective were not. Once they had become the majority, their interests took over.

MEDIA/ACTIVIST FASHION

Roger - New activists are born every day and for a few years (especially straight

Great British Road Protests?

after Newbury), many activists thought road protest “old hat” and saw all the flaws within it (and there were many!) without ever having experienced the amazingly wonderful bits.

Andy - For a lot of people, the mainstream media (owned almost entirely by five global corporations) are a “useful tool,” and thus it becomes necessary to always “move on,” lest the media zombies tire of you.

Merrick [author of “Battle for the Trees”] - There is obviously a tendency in a youth-oriented counter-cultural political scene for people to be transient, and to drop issues and move on to new and more trendy things and perhaps there is an element of this in what has happened. But far, far more significant in my opinion are the fact that we won, that people’s political opinions have matured away from a “single-issue” approach, that the specific individuals involved can no longer sustain the highly stressful and difficult lifestyle of living on site all the time and so on.

BURN-OUT

Merrick - Living [on a protest camp] is simply unsustainable. It’s very demanding, very intense, and then they come and take this place that is your work, your home, your ideals and trash it in front of your eyes. And then prosecute you. Nobody can live like that in an ongoing way. It’s like asking a marathon runner to keep going for 5,000 miles.

Roger - I ran out of energy to carry on a life of bulldozer-diving! Although I knew that working on the inside was going to be less empowering, etc. than direct action had been, I was faced with a choice between being at least reasonably useful to the cause of environmentally sound/socially just transport, or burning out altogether.

Bethan [former Car Buster and all-round British activist] - Also the pissheads and general nutters on protest sites made some sites difficult to keep going.

Phil [campaigner at Twyford Down, the M11 Link Road and Newbury] - The camp-based protests were hard to sustain. There are only a certain number of times that I could witness cherished beautiful places being destroyed before I needed to protect myself from it.

Helen [helped set up Road Alert!, active from 1993 to 1997, following on from Twyford Down; she has started writing a book on the history of the Twyford protest] - Burn out and fatigue on the behalf of the people who were the driving force of a lot of the protests played a big part. For me after five years without a break (and 10 as an activist), I needed a few months off to recover health, sleep and sanity. Although I have not been living up trees in the past few years, I have been involved with local anti-road protests. There are still some roads

being built at the moment, and the main opposition to them seems to be sabotage. I think many people became fed up with being arrested all the time and have moved to covert sabotage as a general tactic in environmental campaigning.

MOVIN’ ON

Matt - The environmental protest crew came to prominence in the ‘90s with roads, but the protests eventually broadened into other things: luxury housing on nature sites (Hockley) leisure developments (Crystal Palace Park multiplex, Lyminge Forest, Kent holiday village), open-cast mining and quarrying (Nine Ladies, Derbyshire, where there is still a camp), and new targets like waste incinerators (the new camp near Swansea). So it’s not just “anti-roads” now, it’s anti-development in areas of nature.



Bethan - People felt that it was time to move on, they had had their desired impact (I’m not saying I agree with that viewpoint), and most things in the activist movement only hold people’s (and media’s) interest for a limited time. Travelling to a big exciting demo in another country is often more exciting for people than struggling to organise local demos where it’s always the same people that turn up. A lot of former road protesters are off travelling, involved [with the] Zapatistas, sitting on a beach... Some are bringing up kids, we’ve generally all got older, and so we aren’t doing the activist, high-adrenaline thing of our earlier years. Lots more activists have gone into housing co-op/land projects.

Helen - Anti-capitalism/globalisation and genetics have undoubtedly been the main focus for activists in recent years. The former, with its broader view of the world, is to be understood and many of us initially involved in road protests are partly to blame for this shift, as we tried to think on a bigger scale than just one road through one hill or wood. Interestingly, I think as we see a new roads programme being drawn up, some new activists, who were never close to road protest, are quite interested in opposition.

Kate - Fighting for a patch of land in the face of road development was done at first with a genuine belief that we could win. Then it was done as a symbolic stand.

Now, perhaps, it seems more like fighting a symptom than a cause. “Anti-capitalist” actions seem more appropriate in that they address the real problem. The June 18 carnival in the City of London in ‘99 was great in that respect, in that it took the protest to the place where it needed to be heard. [Same goes for] the May Day guerrilla gardening action the following year, where the act of planting vegetables in Parliament Square made a positive statement about growing a new future. The international anti-capitalist demonstrations have also become the new sexy place to be, and it is a challenge to use pluralistic, diverse, inclusive and creative tactics at them. Climate change: That’s the real face, and I think we’ve all become more aware of what that means in the last few years. But are we doing anything to challenge it? Sitting in a tree was simple, but to still be sitting there? Wouldn’t we just be stuck?

Roger - There was increasing discussion about the need to take on the whole of capitalism: “There are no single issues” was an often-heard line at the time. I wholeheartedly agreed with this as a matter of principle, yet, thinking in terms of pragmatic campaigning strategy, I felt we were about to try to run before we could walk. We had been successful in broadening the debate out from “roads” to “cars” and I think that, given time, we could have broadened it out to encompass the whole of capitalism. After all, cars are a perfect encapsulation of what is wrong with capitalism, and an excellent “vehicle” (excuse the pun) for explaining the more abstract concepts of our movement’s main arguments against capitalism. But I feared that if we tried setting our sights on whole-sale revolution overnight (as many in the activist scene seemed to want to do), we were going to throw away our ability to communicate effectively and to carry on attracting a growing support base. I would love to have been proven wrong. Sadly I fear that, in the U.K. at least, support for and involvement in the activist scene has declined, not grown, since we “broadened out” in this way. I should add that this “broadening out” was also accompanied by increasingly strident advocacy of violence and (more disturbingly) aggressive condemnation of anyone who preferred non-violence for whatever reasons. I regret that this too made me feel increasingly uncomfortable in the activist scene, as time went on. The political rhetoric on transport issues was moving in the right direction and I realised that if the fine words had any hope of being turned into action, then some of us greenies had to get inside the system to make it happen. Given where I was at personally at that time, it seemed to make sense for me to take on this role.

Sheila - If we are talking strictly about roads then there is less interest.

However, some are still active in related things like cycling, Critical Mass, car-free days... Among Reclaim the Streets people there is a definite feeling that transport was part of our past. The excitement in being involved in inter-national events, big structures (capitalism, WTO, etc.) and issues that take in a different cross-section of society (strikes, privatisation, etc.). This means that they look on the roads protests as something from the dim and distant past. Many involved now were not around during those times any-way. Still for those that were and those who think they have missed out on the good times there are rumblings of a return to transport issues. Especially now that big international capitalism protests are getting dangerously violent. Perhaps now is a time to act more locally for a while, especially after September 11.

Merrick - Like most people, I cannot dedicate my life to one issue or campaign. There are a great many things wrong with the world that also need attention. Road building and the car culture are just one manifestation of a power structure and model of human activity that is destructive. Other manifestations must also be fought.

Andrew X - People from the anti-roads movement have gone on to be instrumental in the current wave of anti-globalisation stuff—global street parties, June 18, Prague, Genoa, etc., as well as the whole anti-genetics campaign here in the U.K., which has been very successful in stopping genetic engineering. Some people are setting up social centres, some people are just working or raising their kids, some people are doing organic gardening, allotment growing stuff, some people are currently taking action against the new war, some people are engaged in publishing projects like SchNEWS, Corporate Watch or Do or Die, etc...

CB: Is this "broadening" good or bad?

Helen - I don't think you can quantify these shifts within movements as good or bad, they are just natural and what keeps us dynamic and alive. As we have no official leaders or party line, people will always choose what interested them most (or what is cool, perhaps?) and that is fine with me. I like the fact we have grown to embrace many different issues and have a sounder political grounding than we used to. We still have the freedom in our movement to say "Hey, there are more roads being built and here are things we can do."

Andy - Bad because the reason for concentrating on roads in the first place has been forgotten and the "movement" has turned into "the direct action

movement" with no apparent cohesive ideas in common, save for being against something or other.

Roger - Despite my personal reservations about the shift from "single issues" to full-on anti-capitalism, I don't regret the fact that people moved on in this way. (Other ex-road protesters have opted to focus on other "single issues" such as genetics or climate change, and that too is entirely healthy.) On the other hand, the road programme is now rearing its ugly head again, and it's going to be hard to find the energy to re-live enthusiasm to tackle an issue which

is perceived by actual and potential activists (let alone media) as "old news."

Phil - It isn't good or bad, it just is. It is bad that there are new roads being built unopposed, but it's good that the

global arms trade, oil industry, financial futures markets, food industry and chemical agriculture are now centres for attention.

Merrick - This is very good—people making the connections, seeing that the people who push the road-building agenda are the same people pushing the aviation-expansion agenda. Furthermore, they're the mates of the factory farmers, the venture capitalists, those who'd take our civil rights, and so on. It's the forces of short-termist profit motive we're up against, fighting for something more sustainable, more fair, more human.

CB: Today, five years after Newbury, what are your impressions of what the British road protests achieved?

Sheila - In campaign terms we achieved the cancellation of the government's road programme. A tremendous victory! Though the government won't admit we had anything to do with it of course. Yes there is now, after a gap, a new roads programme, but it is not as ambitious as the old one and the government is much more cautious knowing what it went through before. Just as important, we have put road building on the map of environmental and social issues. There is far more awareness generally of the destructiveness of roads and cars. Also related issues like out-of-town developments and of course public transport are now seen as environmental issues—not just economic or "development" ones.

Roger - Very effective in the short term—we saw the national roads programme cut from 23 billion in 1994 to 1.5 billion in 1997, and local authority road building came to a virtual standstill. (In the light of

this, I particularly enjoyed the government's attempt to sue 11 of us for "wasting taxpayers' money!") Moreover, road protest also acted as a powerful catalyst for the wider spread of activism at that time. But five years later, we appear to have run out of steam and it seems that the gains we had made are now being eroded with frightening speed.

Matt - Some of the camps were violently evicted and the campaigns collapsed at the end of the '90s; the battle seemed lost. But in the last few months, the same sites have seen their developers go bankrupt, or at least get into big trouble economically. It seems that while the developers "won" two- or three-year battles to clear the site, the long-term economic attrition finished them off. Examples of this are Lyminge, Kent, Crystal Palace, Avon Link Road and now Hockley, where the housing developer, after illegally evicting the camp, is having to sell off bits of the land. And the "Battle of Hastings" around the Hastings bypass, that was supposed to happen early this year, never took place. A new incoming transport minister avoided the conflict by cancelling the project. In some cases, forces of nature finished off these controversial projects, especially roads. With the floods in winter 2000-01, developers lost big money as they couldn't get on site to build until March, by which time the trees had grown again on site. After the floods, the wisdom of building a lot of roads across flood plains came into question, meaning a lot of roads got cancelled. The "recession" we are supposed to be having now means that a lot more schemes will get cancelled.

Kate - Still today we have an incredibly supportive "tribal" culture. Many of us are involved in alternative energy and gardening and artistic projects, we still go skipping, squat and live on the road. Many are having children and they benefit from our vibrant extended family. I think we all feel that whether or not we are engaged every day in protesting at the moment, when we need to, we will be able to rely on the strength of our community to be effective again in whatever new, exciting direction evolves.

Phil - From conversations I've had and articles I've read I think they switched a lot of people on in terms of caring about our world. They inspired other people around the world as I'm inspired when I see people taking a stand elsewhere.

Merrick - The main argument—that road building does not solve traffic problems, it actually exacerbates them—had been accepted by everybody. They put environmental considerations higher up the agenda, especially for large infrastructure projects. They put rural issues on the political agenda. Whilst they made a lot of people finally give up on the Conservative Party, they also made a lot of people give up on party politics altogether. They saved a few trees. Last time I went to Newbury there was a bird's nest in the tree that I saved at Mary Hare. So it was worth it. As with any direct

action, for those involved it was a personal liberation, a taste of your own power, of—at last—being able to directly affect things that directly affect you.

Andrew X - The huge road building programme was cut to almost nothing. Exactly how much of this was due to the direct action protests is of course open to argument. Most of the roads or other developments that were protested against did get built. There were some notable exceptions where direct action clearly stopped the development (Lyminge Forest, Oxleas Wood, etc.) but mostly on the most direct level the protests failed. The main reason for this is, I think, that the government was unwilling to be seen to be backing down in the face of opposition, and so it threw money at the thing until it got built. The main example of this is Newbury. There was a big difference in this respect between big road schemes funded by the central government where they couldn't be seen to give in to us and where they also had all the resources of the central government to get the road built, and ones funded by a local council where it was far easier to exhaust their financial capacity to pay for security and extra police, etc. (e.g. Stringers Common in Guildford—a locally-funded road which they gave up on because they couldn't afford an eviction).

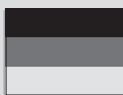
However, what everyone always says, of course, is that by forcing up the cost of road building and by making road building increasingly controversial and unpopular we stopped lots of other potential roads getting built, so that we probably can claim a fair degree of credit for the scrapping of the whole road-building programme. Basically the government is always looking for ways to save money, and road building had become so unpopular and such a vote-loser that it became the easiest place to make cuts.

The Earth First! network as it currently exists in the U.K. is a product of the anti-roads movement. For several years pretty much the only thing Earth Firsters were doing were the anti-roads protests. Now the wave of the anti-roads movement has receded but left behind by this receding wave is a whole network of people that know each other and have worked together over the years.

One of the things they achieved was to push a radical ecological philosophy. They were successful in gaining much wider prominence for this and making direct action a normal response to economic and political decisions that affect people. I think that the anti-roads movement had a big impact in this sense in that it is now far more "normal" and acceptable for people to set up camp, block-ade or shut down their local construction site/toxic waste incinerator, etc., than it was before. Also the anti-roads movement has forged an experienced, radical, thoughtful eco-logical movement where before one did not exist. It also undoubtedly changed the lives of thousands of people—radicalising them, transforming them, demonstrating that there can be other ways to live, in community, in harmony with nature and so on. The British anti-roads movement has clearly also had an international impact,

TRANSLATION

Übersetzung • Traducción

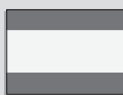


Die Straßenbau-Protestbewegung in GB

Sie wurde als die erfolgreichste revolutionäre Bewegung in Westeuropa in der 2. Hälfte des 20. Jahrhundert bezeichnet. "Niemand zuvor in dieser Periode sind radikale Ziele so umfassend in so kurzer Zeit erreicht worden", sagte der Kolumnist des Guardian, George Monbiot. Er sprach dabei über die Grassroots-Kampagnen gegen Margaret Thatcher's 23 Milliarden Pfund-Pläne für 600 neue Straßen. Das größte Straßenbauprogramm seit der Römerzeit, wie ihr Verkehrsminister stolz erklärte.

Tausende Menschen nahmen von 1992 bis 1997 an Protestaktionen teil, Proteste gegen Straßenbau wurden Landesweit zum Thema. Heute aber sind die Proteste fast verstummt. Wir haben britische Organisatoren von Straßenbauprotesten der 90er Jahre interviewt, um herauszufinden, was aus der Protestbewegung geworden ist und wie sie die Chancen für eine Wiederbelebung einschätzen. Die einfachste Erklärung, dass die Demonstrationen erfolgreich waren und Thatcher's Straßenbauprogramm gestrichen wurde, ist korrekt, aber irreführend; es wäre eine zu oberflächliche Betrachtung der Entwicklungen in Großbritannien seit der Mitte der 90er Jahre. Neue Themen wie Gentechnik, Globalisierung und die Machenschaften der Konzerne stehen auf der Tagesordnung, während andere Themen wie zum Beispiel Verkehr als gestrig eingestuft werden.

Die Konzentration auf den Kapitalismus selbst wird als Anpacken der Probleme an der Wurzel angesehen. Die Aktivisten der 90er Jahre haben ihren anstrengenden, wenig nachhaltigen Protestcamp-Lebensstil aufgegeben. Gleichzeitig hat sich der Schwerpunkt des Straßenbaus von neuen Straßen hin zu Straßenerweiterungen verschoben. Diese Verbreiterungen wurden nicht bekämpft, weil sie weniger Auswirkungen auf Naturgebiete haben (obwohl Verbreiterungen die selben Auswirkungen auf Umweltverschmutzung, Treibhauseffekt und Auto-Abhängigkeit haben wie neue Straßen). Aber die Aktivisten sehen eine Möglichkeit der Wiederbelebung der Bewegung in irgendeiner Form, weil die Erfolge der 90er Jahre mit Lichtgeschwindigkeit dahinschmelzen. n



Español

El asunto de la oposición a las carreteras

Ha sido considerado el movimiento radical más exitoso en Europa Occidental en la segunda mitad del siglo XX. "Nunca antes en este período se habían alcanzado tan plenamente objetivos tan radicales en tan corto período de tiempo" dijo el columnista de Guardian George Monbiot. Se refería a la respuesta de las organizaciones sociales al plan de carreteras de Margaret Thatcher (presupuestado en 23 mil millones de libras), para una Gran Bretaña más gris -600 nuevas carreteras- "el mayor plan de carreteras desde los romanos", como lo presentó su ministro de transportes.

Miles de personas participaron en las movilizaciones contra las nuevas carreteras desde 1992 a 1997; el asunto adquirió relevancia nacional. Pero hoy, estas movilizaciones han desaparecido. Hemos entrevistado a activistas británicos -organizadores de las movilizaciones de los años 90 para averiguar qué ha ocurrido con las movilizaciones anti-carretera y qué opinan sobre las posibilidades de un resurgimiento del movimiento. La explicación más obvia del declive del movimiento -que los opositores ganaron, y que el plan de carreteras de Thatcher fue finalmente desestimado- es cierto pero engañoso, y sólo contempla superficialmente lo que ha estado pasando en Gran Bretaña desde mediados de los 90: Nuevos temas como la ingeniería genética, la globalización y la hegemonía de las multinacionales han adquirido mayor relevancia, desplazando a otros temas, el transporte entre ellos, que ahora se perciben como superados.

Fijar la atención en el propio capitalismo se percibe como ir a la raíz del problema. Los activistas de los 90 han abandonado el tipo de acciones extenuantes e insostenibles como las acampadas-protesta. Al mismo tiempo, los planes de construcción de carreteras han pasado de la construcción de nuevos viales a la ampliación de los existentes, y los activistas no han encarado las ampliaciones debido a su menor impacto sobre los espacios naturales (a pesar de que las ampliaciones tienen la misma contribución a la contaminación, el calentamiento global y la dependencia del automóvil que las nuevas carreteras). Pero los activistas sí ven posibilidades de resurgimiento de alguna forma de movilización anti-carreteras, dado que los logros de los 90 "se desvanecen a la velocidad del rayo". n



changing ideas, strategies and tactics and inspiring thousands of people from Australia, Spain, and beyond.

Andy - They achieved a temporary diversion of the construction industry into middle-class housing; achieved a lot of contacts and good experience for those who took part; achieved some very powerful experiences for those people and probably set a few on the long road to freedom with a strength to go some distance. Many people will have learned to think for themselves and act autonomously, knowing they can do a lot if a few get together. A few will have learned a lot about the true nature (or non-existence outside our minds) of "government." Hopefully, as these lessons permeate and mutate through the movement, there will be enough people willing to stand up to leaders and boring political people to stop them from taking over (e.g., the recent Socialist Worker Party crap).

Paul - Building a network of activists, raising awareness of corporate control and creating an anti-car movement.

Helen - We kicked off environmental direct action in a big way in the U.K. and inspired people around the world. We contributed to some changes in legislation to protect the environment and people's homes. We changed people's lives and showed the power committed people can have.

CB: What were the main strengths/weaknesses of the tactics/strategies employed? What lessons have been learned for any future movement of this kind?

Roger - Our naivety was both a strength and a weakness! None of us were "old hands" from the peace movement or other previous campaigns. This gave us one important advantage: we weren't put off by the fact that the odds were insanely stacked against us—we just did it anyway! On the other hand, it would have been good to have had some experienced bods around to think about how we could maintain our momentum in the longer term. In the midst of so much manic action planning, we rarely if ever stopped to work out how to ensure the long-term growth and diversification of the movement we were building—how to enable the movement to spread yet remain coherent. I still don't really know the answer to this one! Nor are there any obvious "right answers" to the situation where the government (or whoever you are opposing) makes a short-term retreat and takes the wind out of your sails—as happened with road protest.

Paul - Diversity of culture and race was lacking. The strength was showing the carnival side of protest. Everything changes very quickly and eight years

seems like a lifetime when we look back at what we have been involved in. Passing on the lessons and recording our own history for future generations of activists is vital.

Sheila - Strengths: the people, the life, the energy, the excitement, the commitment, the creativeness—and from that creativeness such specific tactics as tree houses, tunnels and towers all of which were new to us. But other tactics such as office occupations, phone trees, bike messengers, were not new to us but were used creatively. Weaknesses: disorganisation, poor communication, missed opportunities, over-work, burn out, the general squalor and the inability to convince and involve even more people. And yet from that disorganisation came a do-it-yourself anarchy which still labels and defines us years later.

Phil - It felt like the tactics and strategies were evolving continuously. Initial protests involved occupying threatened areas physically and camping on or near them and getting in the way of surveyors, workmen and machinery.

The main strength of camping at threatened sites is that it gives a full-time presence (if there were big enough numbers of people around), so any destruction will be seen quickly. Full time occupations also act as a good focal point for new people to gravitate towards. The weakness of camps is that they

are hard to sustain, there is a constant fear of eviction and attack, and they can become alienating to the people you want to attract. Another problem is that once people become attached to a particular camp then they are often reluctant to take proactive action elsewhere. For example stopping bulldozers elsewhere on the route of the road, or disrupting work in contractors' offices. There was occasional tension between people wanting to do sabotage on building sites and people anxious that that would give the law an excuse to come in heavy handed. Some people attracted to camps had serious emotional needs and the high-stress situation wasn't really the best place for them. The types of action broadened to ambushing contractors convoys with blockades, blocking them into their works compounds, occupying their offices in other towns, disrupting company annual general meetings as shareholders, sabotaging machinery, visiting the homes of company directors and the under-sheriff responsible for evictions, sending junk mail and ordering loads of consumer crap in the name of particularly pivotal individuals within the road builders chain of command—this was simply to waste their time. These actions broadened the face of resistance, which I

think is crucial. The strength of these actions is that they are open to people who aren't able or don't want to live up a tree or in a tunnel underground. They aren't defensive like occupations, which are really unlikely to halt the road alone. In terms of a coherent strategy, the main one is mobilise people and let the imagination do the rest. Look for weak points in the overall hierarchy building the road and exploit them. Legal action through the courts, against roadbuilders and contractors can really slow the process down.

Helen - Weaknesses: We never recruited more than a few hippies, the legislation was changing anyway, and cash-saving probably contributed more to the government cutting the road programme than we did, and we are still a hopelessly disorganised movement. Strengths: Our tactics were varied. Camps and squats were essential, as you have to live somewhere near the site to defend it, and they are defensive in themselves. But they were unbearably grim to live in—often damp, sexist, filthy and unpleasant. Bulldozer diving was great until the 1994 Criminal Justice Act made it very illegal, and put lots of people off. Sabotage has always been difficult to gauge and probably can be effective, although often isn't! The tree-sitting, tree-eviction tactic that received the most attention (because it looked so dramatic on TV) was only one of many tactics. Breaking up annual general meetings, occupying offices and blockading vehicles were all as effective, but much harder to get people along to because they weren't sexy or as dangerous as hanging in a tree.

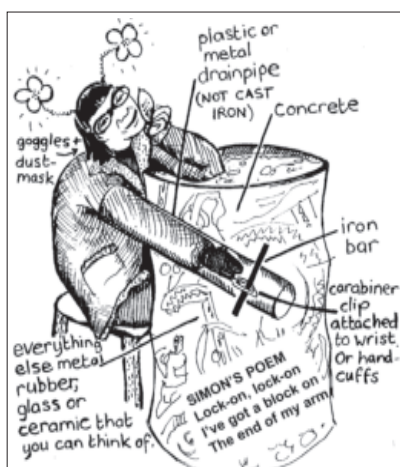
Merrick - Lessons? The politicians are all bluffing. We know as much as they do. Morals and motivation are enough.

CB: Given that the British road-building programme continues, should the movement be revived? If so, how?

Andy - Yes, but it might be difficult, given that the big voices in the movement seem to view road protests as passe.

Phil - Yes but don't get stuck with the idea that what's been done before is all there is to do. If you stick with old tactics you will have a spectacular defeat. New campaigns need to evolve new approaches.

Roger - I'd love to see a revival. But it would need to be done differently. We can't afford to depend on a "hardcore" of full-time eco-warriors to do all the direct action on behalf of a supportive public who merely applaud from their living rooms and send in the odd donation! I think we need to latch onto a particularly large/offensive infrastructure project (and it doesn't have to be a road, it could equally well be an airport or a detention centre for asylum seekers, especially if private finance is involved), and spend months beforehand giving talks to whatever groups will listen, in community centres and other such venues around the country. This is what the Wilderness Society (in Australia) did for a whole year before direct



action began against the Franklin Dam in the early '80s—there is a book about this which is one of the most inspiring things I've ever read. They spoke to their audiences about the efforts they were making to stop the dam through legal/political channels. But they also left their listeners in no doubt that they shouldn't place faith in these channels, and urged them to start thinking about the possible need to get personally involved in direct action. Result: when construction work began, I'm pretty sure it was over 1,000 people who turned up, did training, and went to prison! The project was stopped six months after construction had started—an awesome achievement, and one that I think we have a lot to learn from!

Paul - Road shows bringing our videos and showing people what is involved in stopping these new schemes.

Bethan - Working with lots of "normal" people (straights) makes me realise how low awareness is, how people don't even question their car dependence and are often too caught up with their own life, or having strong opinions about Bin Laden and Afghanistan, or chatting about TV programmes to really notice or care. Sometimes I think the answer is hiring a marketing company for a few days and getting them to do a huge, expensive, glossy ad campaign on why cars are shite and alternatives are cool (some full colour pics of global warming floods etc with a couple of statistics on how cars affect it). But even that would only work if real transport alternatives were provided and were so good that even the lazy majority would use them.

Sheila - Yes, but not everyone involved before would be interested this time around. They see their days of making tree houses and living on camps as wonderful times but not repeatable. This is not to say that others, or even some of the same people, wouldn't.

Phil - There is no change in the fact that new roads create new traffic jams and should be stopped. Reviving the old anti-roads movement is a nostalgic idea, but I think it is for those feeling passionate enough to attack road building now to decide any new movements form. The politics has changed and expanded from the 1990s and I don't see how to build a replica movement. I don't think that would necessarily be desirable. I think a broader movement taking direct action against all facets of destructive "progress" including road building would be better.

Andrew X - There is obviously a question about whether, if the whole road building programme is revived, we are capable of opposing it as effectively now that we are all older, more boring and less crazy than we were. The people who fought road building back in 1994 are now more settled, less transient, staying in one town, not hitchhiking all over the country from one site to the next, living in proper houses, not up trees and working regular jobs, not living on stolen vegetables and mud. However, my feeling is that the people are still there to oppose new

road building projects. Certainly, with our local Hastings bypass, before it got called off again, the feeling was that people were prepared to take direct action.

One interesting thing here is that the whole anti-roads movement has made it more acceptable to be against road building per se. The movement succeeded in pushing the whole spectrum of opinion in a more radical direction, so that previously where Friends of the Earth or local Stop the Bypass groups would have argued about which alternative route to support, now it's far more normal and acceptable within the mainstream just to oppose all new road building. This might in itself make a re-emergence of anti-roads direct action less likely, since these more liberal single-issue groups are now opposing new road building more vociferously than they might once have done, thus meaning that new roads might get stopped in the planning stages.

Helen - The road building programme is being re-born, rather than continuing unbroken—it is different now and tied into local regeneration money in all sorts of things like that. Yes, we need to get our arses into gear, thanks for the kick up. How? By talking to each other, thinking up tactics, doing actions—the only things we know how to do. Don't do it like we did, start earlier and keep it as local as possible, rather than developing a core group (or groups) of activists who travel from one protest to another, then go mad, become Buddhists, go to live up mountains or generally have nothing to do with activism ever again, because the experience fucked with their heads. Target companies big time and remember, it is a long slog and, in the words of Simon Fairlie "Planning is boring." Oh, and don't bother with the big environmental groups, except on a local level; road building is only a small part of their agenda and whilst they might give odd bits of help, you need to be very clear where you stand with them from the start.

CB: Do you agree with the idea that a person working on a specific topic is "single-issue" and don't have a broader political perspective. Or does something get lost in the details in being too abstract? More concrete struggles, or revolution now?

Andy - It isn't possible to (actively and constructively) oppose (or be "for") everything all at once. The "single-issue" slur is usually thrown by people who happen not to agree with the particular issue or tactic. Globalisation is a single issue, as much as any by-pass, and one way for a small group of people to oppose globalisation is to try and stop a bypass. The bigger the single issue you take on, the more chance there is of you being sucked up into a hierarchical structure and becoming what you dislike (also cumbersome, waged and neutered).

Civilisation (or capitalism if you like) is going to take care of itself pretty soon. We should all just make trouble any way we like and enjoy, and not view our own role in its downfall too seriously. All we can do is little bits to make the downfall sooner so less damage gets done. Well, no, we could also help spread disillusionment in the hope that humanity voluntarily abandons this system before it catastrophically abandons us. That would be plan A I reckon, long shot as it is.

Sheila - There is a further question: where does any protest go after September 11? Some say we should drop everything and concentrate only on peace. They are in the minority but the rest are pretty unsure of how to approach things now. This includes NGOs as well.

Roger - I was running out of energy, and I feel that this was partly because, once I identified myself with the wider anti-capitalist cause, I could no longer handle the number of issues about which I felt I should be "doing something"; it was just too much to get my head round! So I decided to revert to my original "single-issue" of transport. It was the issue that



first brought me into the green movement, and then into direct action. I am incredibly glad that, through participation in the activist scene, I encountered and absorbed a much wider anti-capitalist perspective. Although I have unashamedly reverted to "single-issue"/"reformist" mode, I try to bring that wider perspective into my life and work as far as I feel able. I do think that, if you look at, say, transport from a purely "single-issue" viewpoint, you can get all sorts of things wrong. In particular, solutions based on economic (or even "environmental economic") thinking can seem terribly seductive. Measures like road pricing may indeed enable us to get us a step nearer to where we want to go, but they are also fraught with problems and are clearly not "solutions"—we'd have to get rid of them again if we were to actually achieve social as well as ecological harmony. So, I believe that "reformist" action needs to be accompanied by "revolutionary" perspectives, but I also believe these are entirely compatible and, in terms of movement-building strategy, they can perfectly well compliment one another. I speak as one who started off as a cycle campaigner, with no understanding of the bigger picture. If I'd been confronted at that time with the kind of condemnation of "middle-class reformism" which I've subsequently heard bandied about, it would probably have put me off activism for life! The important thing is for those who have a more radical perspective to carry on communicating with (and not simply condemn) those whose views and/or actions stop short of ideologically pure anti-capitalism! If we aren't reaching

out to people who are potential allies and/or “converts” to the wider cause, then we are actually condemn-ing ourselves to remain in our little ghetto—righteous and utterly isolated! This may sound obvious, but if we are going to make progress, we have to start from where we are starting from! And that has to influence the way we communicate with our families/colleagues/neighbours, with “reformist” NGOs and indeed with the wider public, through whatever media we choose to work with. May a thousand flowers bloom! What-ever appeals to people to get involved in is right. But I do think that some campaigns focussed on “single issues” will help us to maintain our breadth of appeal, and draw more new faces into the activist scene.

Paul - Roads can involve everyone; it is a useful campaign to re-energise a struggle.

Bethan - There is no point only working against something unless you are working for something, too—even better only work for something and forget the confrontation. I am setting up farmers markets—people love it and listen to it ‘cos it is something that will help their quality of life and pleases the narrow opinions of rural British. I am not fighting supermarkets or lorries, but hopefully each farmers market I set up will help reduce those things. Get to know your local community inside out, go ‘round local traders in smart clothes with smart hair; find an influential local sector to get on your side. And don’t treat the local government like an enemy, it may just be your friend.

Sheila - I think people confuse working on a single issue with having a single-issue mind. This is surely true of some people. But capitalism too can become a “single issue.” People can forget that there are many victories to be won—that are well worth winning—before the whole system is changed. Nevertheless, I think the move from road protests to challenging huge structures like the World Bank, the WTO and the system itself has been a fairly organic and natural one. Also it follows the greater development and use of e-mail and internet.

More abstract campaigns do lose the clear focus. This means the press, the “general pub-lic” and even we ourselves find it difficult to sum up what the protests are all about. There is also much more scope for disagreement on the final aims. Therefore it is even more difficult to get a coherent plan of action, and because the people involved have an even wider range of views. Ultimately I don’t see it as just transport but many issues vs. “the system” campaigning. Ideally it should not be an either/or choice. Specific issues: transport, forests, mining, airports,

dams or whatever could be linked nationally and internationally. We should be aware of how corporate power, political decisions and international structures impact upon the specific and the local. Beyond that there is the philosophy of what we think the goal of our “civilisation” is anyway. What is progress? What is development? What world are we interested in keeping and what changing? And now after September 11, what role does war play in it all?

Phil - It’s easier to set achievable goals by focussing on “single-issues.” It’s possible to get into campaigning on a single issue and then have your eyes opened to the other interlinked issues and overarching root causes. I think this is a good process for individuals to move through. So yes, some people don’t have the broad view; lucky them, it can be really scary. It can be difficult to find a suitable target for direct action



when you’re looking in wide vision.

Transport is a very tangible tendril of the capitalist system, which makes it an appealing target. However, it’s not the root of the problem; that lies far more in the hands of the international finance trade, the oil industry and the attitude of the exploitative few. Maybe we should focus our rage there whilst keeping a protective eye on our own backyard.

Merrick - We have to work on things that: a) we feel real passion for, so that when it gets tough we don’t crumble but feel the strength from that inexplicable absoluteness

of principle that some issues invoke; and b) things we can make a difference at. Spending your life fighting an idea, an “ism,” is a losing battle, whether it’s fascism, capitalism or—for fuck’s sake—terrorism. We have to see the bigger picture and know that it “is” the ideas and motivations we’re fighting, but be clear that they manifest in many ways and fight

those “single-issue” manifestations. You can certainly fight on a single issue and have a broader analysis. Pretty much everyone I was on the tree camps with had a broader perspective. Someone who fights Third World debt but doesn’t see the intrinsic problem in Western capitalist domination of the world is not looking hard enough. Someone who

wants to fight capitalism but is dismissive of people just boycotting Nestle is living in the abstract and not seeing that a wall is made of many small bricks. Principles must become deeds if they are to have meaning. Deeds must have principle if they are to effect positive change in people’s hearts.

Concrete campaigning or revolution? Both. One encourages the other. And I’d include to go on to single campaigns on other issues too. Roads are not the most important issue; they are one of many. To give it the commitment it needs, we have to fight on the few issues that really fire us up inside. If that’s roads for you, go for it. If that’s the nuclear industry, go for it. Don’t get tricked into thinking your issue is “the” issue, for then you only see “what” you’re doing and lose your vision of “why” you’re doing it. One of the problems with the way things have worked out is that people have gone from having a “single-issue” perspective and opposing a specific concrete thing (e.g., a road) that can be effectively fought on the ground, to having a broader anti-capitalist perspective. But then the action that has gone along with this has been rather abstract “days of action against capitalism,” not really connecting with anything specific that you can actually get to grips with. The ideal thing is to have a very intelligent, well-rounded political perspective, but to take action against specific concrete manifestations of capitalism where you can actually have an impact. We are seeing this happening, but perhaps not enough.

Helen - You can focus on a single issue and yet have a fully cognisant awareness of the broader political scene. The options within this are enormous and depend on the individual. I think it is good for people within the movement to discuss broader politics and to act on them where possible, but sometimes we have to focus on single issues because of the destruction they do. Focussing on the big picture too much can make it difficult for people to relate if they don’t share our political cosmology and does appear too vague. But coming back to roads, it is good to stress that roads get built because of the corporate-industrial-military system we live in.

I have never been good at predicting the future—it takes such unforeseen turns and when we sow little seeds of thoughts we never know what they grow into. It is essential we bring roads back up the environmental agenda (I think the break has done us good), but it will be new tactics (I hope) and new emphases. We have no choice but to fight both the single issues and see the big picture, to think about and practice the alternatives, to fight the specific manifestations and to fight the big machine. It is all inextricably linked and if we try to pretend it isn’t, we will lose sight of what we are doing and where we are going. n

- Joe Dodds and Randy Ghent

“ Capitalism too can become a ‘single-issue.’ There are many victories to be won—and worth winning—before the whole system is changed. ”



Critical Mass Around the World

PAUL DUȚESCU

Since the tactic's introduction in 1992, Critical Mass bicycle rides have quickly spread all over the planet. It's probably the most common tactic used in car-free activism. Yet, as the years go by and the rides continue on a monthly basis, some problems sometimes crop up:

With Critical Mass, people sometimes get the feeling that they're repeating the same ride every month, and popularity declines. So which cities are successful in maintaining the energy and excitement, and avoiding other problems. How exactly do they do it?

So What Is Critical Mass Anyway?

The name "Critical Mass" comes from Ted White's documentary film about bicycling, "Return of the Scorcher." Part of the film shows the following phenomenon: In China, cyclists often cannot cross intersections because there is automobile cross-traffic and no traffic lights. Slowly, more and more cyclists amass waiting to cross the road, and when there is a sufficient number—a critical mass—they are able to all move together with the force of their numbers to make cross-traffic yield while they cross the road.

Critical Mass is a "monthly coincidence" in which cyclists join together in a mobile celebration, collectively asserting their right to use the streets. There are no real organisers; people just show up each month and organically decide where the ride will go. The rides have occurred in some 230 cities around the world. Over 100 cities hold Critical Mass regularly, usually on the last Friday of each month.

The first Critical Mass ride was on September 25, 1992, in San Francisco. There were 48 people. By 1993, Critical Mass had almost 500 riders and was becoming well known among bicyclists in the city, although city officials still hadn't registered its existence. A couple months after that, people in other North American cities and across the world took notice and began other Critical Masses. The first one in Britain was in April 1994 in London, quickly spreading through Western Europe, and, as we shall soon see, is now making inroads (no pun intended) in Eastern Europe. The first Critical Mass in Australia was

in October 1995, in Sydney.

What you see above is a fairly standard description of Critical Mass, but it is not one that holds true outside of the English-speaking world. As we will see, Critical Mass varies a lot from place to place, and people have adapted the original idea to fit their cultural and political contexts. To explore this we interviewed a number of Critical Mass participants from all over the world. Three Critical Mass models emerged, each of them described below:

The North American Model

(San Francisco, Melbourne, London, etc.)

Critical Mass has of course spread outside North America, but in English-speaking countries the rides seem to be organised in more or less the same way—the same anarchistic way the rides were first envisioned back in 1992: No one is in charge; everyone is an auto-nomous being, able to make decisions for themselves or attempt to influence the entire group. Participants exchange ideas and announcements through "xerocracy"—the passing out of flyers. The atmosphere generally tries to be cheerful and carnival-like. People often decorate their bikes, dress in costume, or bring along musical instruments.

Discussions occur in Internet list-serves and sometimes at meetings. Group decision, when they are made at all, are made by consensus.

London, U.K.: Critical Mass, Winter 1999:

The London ride now tops a thousand participants during the summer months and spreads the cycling message to citizens and tourists in its unique and friendly style as it meanders its way through the famous streets. Critical Mass meets on the last Friday of every month. People start arriving at about 6 pm and the mass leaves some time soon after. The Mass gives cyclists a rare chance to ride around the city streets free from cars and lorries, simply by getting enough bikes out there.

"Over Blackfriar's Bridge, strangely silent, no music this month, and no other traffic than us," recounted one participant. "Lovely view down the river. Somewhere along the way, we'd picked up six police motorbikers and a van by this point, all of whom were very well behaved. Police were very good this month; we even overheard one of them shouting at a motorist 'cyclists have a right to move too,' which almost made me fall off my bike."

"Everyone seemed to enjoy this ride, the first one for a few months not to be freezing cold, and where we had getting on for 200 people there, which helps," said a report from <www.come.to/londoncm>.

San Francisco, U.S.: San Francisco of course is the home of Critical Mass and so hosts one

of the largest regular Critical Masses. As in London, people meet on the Last Friday of the month (5:30 pm, setting off after 6 pm). In the summer of 1997, two very different types of rides took place, showing that a Critical Mass is "exactly as you make it":

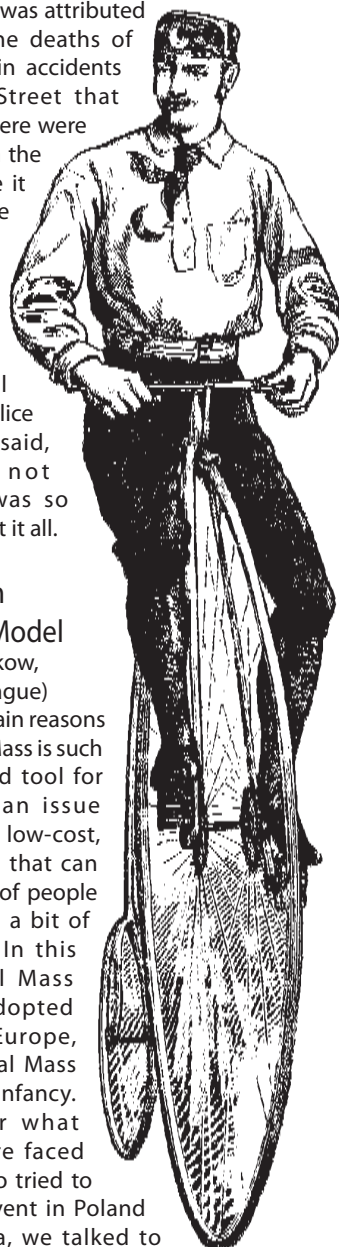
In July 1997, about 5,000 cyclists took over the streets after Mayor Willie Brown talked of squashing the ride through legal and police action. The atmosphere was confrontational with some fighting between cyclists and motorists. The result was traffic grinding to a halt and a hard evening's work for the police with over 100 arrests.

The next month was a more peaceable affair. For the most part, the 1,500 cyclists in the monthly Critical Mass ride pedalled with traffic instead of obstructing it. The bikers rode in loosely organised groups, as requested by police, to create a series of "mini masses." The more subdued atmosphere was attributed in part to the deaths of two cyclists in accidents on Market Street that week. And there were fewer cars on the road because it was the eve of the long Labor Day weekend. Anyhow, the result was a "total success," a police spokesman said, although not everyone was so ecstatic about it all.

The Eastern European Model

(Warsaw, Krakow, Bratislava, Prague)

One of the main reasons that Critical Mass is such a widespread tool for promoting an issue is that it is a low-cost, visual action that can involve a lot of people through just a bit of organising. In this way Critical Mass has been adopted in Eastern Europe, where Critical Mass is still in its infancy. To discover what problems are faced by those who tried to adopt the event in Poland and Slovakia, we talked to participants of the Warsaw and Bratislava Critical Mass rides:



Warsaw, Poland: "I find that bicycle rides, in general, are quite an effective way of demonstrating," said Aleksander Buczynski of Warsaw's Green Federation. "There [are fewer legal hassles] involved than with a mass walk, and with fewer people we can take up a larger space than as pedestrians, making us more visible. Through our actions we have been able to get new people involved in the movement. Although they originally came just for the cycling, some have now become involved in other environmental campaigns as well."

Although "Critical Mass was popular in 1998 and 1999, recently it has begun to decline in popularity," Buszynski explained. "The first Critical Mass in Warsaw made it to the front pages of the main national newspapers, but as time went on the papers were increasingly silent."

"Critical Mass may reappear sooner or later—there are people still interested in it," Buczynski continued. "But it should be prepared well enough to either be really massive or precisely aimed. It is rather hard to explain to someone in a bus stuck in a traffic jam caused by Critical Mass that you are fighting for better conditions for him. Also I am very sceptical about doing anti-capitalist Critical Masses, especially in Central and Eastern Europe. The connection between cycling and capitalism is way more vague than the connection between cycling and cars, and—due to the extreme environmental illiteracy in the region—for many people the first one is hard enough to figure out."

Bratislava, Slovakia: "The first Critical Mass in Slovakia, or at least in Bratislava, was in 1998," said ride co-organiser Matus Bakyta. "Its aim was to show the public, the authorities and the mass media that there are no conditions [sic] for bikers, in-line skaters and wheelchair users."

That first ride was organised by BICYBA, a loose coalition of organisations and individuals, in collaboration with a union of wheelchair users. In Bratislava, there is always a theme for every ride, ranging from protesting at the mayor's house to riding to a lake for a swim.

"Because it was very well organised, with lots of outreach and publicity, the first Critical Mass was given lots of media support and there were 400 to 500 participants," Bakyta estimates. "However, the authorities were not too impressed; the police fined lots of people for not using the roads properly. Many people are still fighting these cases."

The coalition has since organised a few similar events, on World Car-Free Day in 2000 and 2001. And since June 2001, Critical Mass has become a regular monthly event in Bratislava, although the popularity of the monthly ride has decreased since then.

The Brussels Model

In Brussels, Belgium, the group Placeovélo organises its monthly Masse Critique with a changing theme, usually

linked to specific political demands and strategically timed for maximum effectiveness and "media friendliness." The group sends out an e-mail bulletin (doubling as a press release) before each ride, including a route map and at least one full page of supporting text—not only explaining the theme, but supplying meticulously compiled information on the context and politics. For example, on the first ride of 2000, titled "Le Parcours des Anes," cyclists wearing donkey ears protested the fact that some one-way streets were open in both directions only to donkeys, and not to cyclists. (This despite an existing law allowing the city to permit cyclists in both directions on such streets.) Placeovélo cited German studies which found that cycling against car traffic is actually less dangerous than riding with traffic. So the Masse rode against traffic in donkey ears to deliver an official letter of complaint.

Brussels' Masse Critique seems to have mastered the formula for achieving



maximum media interest month after month, although of course this doesn't always result in coverage.

"We had four [photo opportunities]... but the press didn't show up," complained the March 2000 post-ride report. (The March 2001 ride shifted tactics, calling for cyclists to stage sit-ins in the street at places where cyclists or pedestrians had recently been seriously injured or killed.)

Anyone wanting to organise a Critical Mass should give the Critical Mass section of the Placeovélo web site a long, hard look: <<http://placeovelo.collectifs.net/massecritique.htm>> (in French).

Organising a Creative, Well-Publicised, Successful Mass

Participants from Western countries usually see Critical Mass as largely self-run "through organic, anarchistic participation by all," while Eastern Europeans—living in a cultural context in which personal initiative is historically less common—emphasised that sustaining a monthly ride can be tough work for those in the usually small group of organisers. Still, this East/West distinction is not always so pronounced. Nearly all the Critical Masses in the French-speaking world are organised by associations, rather than by autonomous individuals. Many of them stem from bike demos that pre-date Critical Mass (some by decades), going by names such as Véloration or Manif à Vélo.

Unless you have a large following of

dedicated riders or you manage to spread the workload among a dozen or more people, it is much harder to hold a regular event than a successful one-off demonstration, and many obstacles will try and stop you. A major challenge is to maintain interest in Critical Mass month after month. Some places try to maintain a feeling of excitement by having a changing theme or focus of political attention.

"We have trouble maintaining interest here in Seattle, especially in the winter when it is often rainy and/or windy," said Karl, a rider. "[So] we have attempted to do a costumed ride on the Critical Mass closest to Halloween. We have also made up many different small hand-out fliers trying to interest many different people: commuters, radicals, punks, etc., by the different flyer designs. We've attempted to attract people who are taking part in political causes as well, like having the Critical Mass nearest to Buy Nothing Day have some awareness of that and try to interfere especially with consumer traffic."

In London, a May Day "Guerrilla Gardening" Reclaim The Streets action was combined with a Critical Mass. They just asked people to bring along a seedling or sapling (or ten), a container, some soil and a bottle of water. The aim was to carry some seeds, seedlings and saplings in bike baskets and trailers and give out fliers and free seeds to everyone.

During Bike Summer '01 in Vancouver, Canada, underwear-clad activists held a "Wholesome Undie" bike ride in good-humoured protest of the Molson Indy car race. They chanted "Indy no, Undie yes, slow and sexy is the best!" and "Indy out, Undie in, Wholesome Undie always wins!" And in the mid-'90s in Arcata, California, Critical Mass participants would sometimes spice things up by riding through the automatic sliding doors of the local Safeway, decrying consumerism or the overly vast sea of parking outside. The reaction from managers was more good-humoured when the tactic was used at the Arcata Co-op natural food store.

Police, Aggressive Drivers and Other Annoyances

"Even if confrontations with the angry car drivers, the over-zealous anti-terrorist actions of the law enforcers, the similarities between one Critical Mass event and the next, and of course the weather (imagine the misery a Critical Mass on a wet, cold and grey February evening) are all not really very motivating prospects that will get people out on their bikes for the next Critical Mass, it seems that once is started, Critical Mass is such an institution that it would always be picked up again," responded one British bike rider.

Police officers behave differently towards Critical Mass in different cities and countries. Sometimes they just shadow the participants with a police car or two. Most places they seem to ride motorcyclists, sometimes revving their

engines to speed the Mass along, but in Melbourne they ride bikes themselves and interact on a usually friendly basis with the ride participants.

"With our first run-in with the police (ticketed for no bike licenses), a few of us [complained] to city councilmen and the police chief," explained Gene Richards of Fresno, California. "A helpful councilman helped us set up a meeting with some senior police officials. We pretty much worked things out; I think we have a good working relationship with the police now. They have assigned one officer as a liaison, who sometimes comes to the [bike] coalition meetings. I think this is the key to successful bike politics—get the police into a working relationship and on your side (the bike cops are especially sympathetic)."

"Much of the time, cyclists and the police stay out of each other's way, and there's little trouble," says Joe Hayes in Berkeley. "Unfortunately, the police have a habit of riding behind the Mass and picking off the stragglers, citing them for things like running stop signs. They'll also pick off people who are corking [holding side traffic at bay], because these people end up near the end...The Berkeley and newly established Sacramento Critical Masses have recently enjoyed great leaps forward in establishing cordial relations with the police."

Elsewhere police seem to think that roads are just for cars. "Since our first [monthly] Critical Mass (June 2001) we have had a legal conflict with the mayor, and have been fined €600 'for using the road for other than the common purpose,'" says Matus Bakyta. "According to our lawyer, we are right—of course we are! Since then, we have handled the police differently every time. On the third monthly Critical Mass, police told us not to take over the whole lane as we don't have that controversial permission 'for using the road for other than the common purpose.'"

Another controversial point in Bratislava is whether the ride needs to have "organisers." In the majority of the Western Critical Masses this is not an issue; people just gather and establish the route and the important points before every ride, at a meeting beforehand, or over e-mail. But according to Bakyta, "People in the East (in Slovakia at least) are not used to organising themselves, so, it's up to us—experienced gurus—to organise them and tell them what to do to save the world."

There is hope for Eastern Europe however. The same phenomenon Bakyta describes occurred earlier in 2001 when the monthly Prague Critical Mass was just getting started: Some people were taking the role of the organisers, and others would expect these "organisers" to make decisions for the group. Fortunately, after several months the ride is becoming more self-running.

In Los Angeles, aggressive drivers don't seem to be too much of a problem, as they are "best handled by a friendly wave, deliberately misinterpreting their honking as a cheerful greeting," says L.A. Critical Mass participant Catherine Feeley.

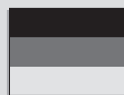
"Aggressive cyclists? I've seen them reprimanded or momentarily ostracised, either for disregarding pedestrians' safety or for escalating existing conflicts with motorists," says Joe Hayes in Berkeley, California. "But aggressive cyclists are a pretty rare concern."

"I participate in Critical Running Mass, a spin-off in which runners run alongside the cyclists every month," said Running Mass co-founder Scott Metzger. "We haven't had any problems with aggressive drivers or cyclists. Occasionally, we get a snide remark or two from cyclists (e.g., 'Did someone steal your bike?' or 'Run, Forrest, Run!'). But we don't really mind these comments, because at least we're getting noticed. However, we do wear t-shirts that are a parody of the 'One Less Car' t-shirt (ours say 'One Less Car, One Less Bike'), and a few cyclists don't realise it's just a joke. Overall, the cyclists are very supportive and think our t-shirt is funny." n



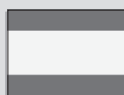
TRANSLATION

Übersetzung • Traducción



Seit der Einführung von Critical Masses 1992 haben sie sich in Windeseile weltweit verbreitet und bereits in ca. 230 Städten stattgefunden. Sie sind zur meistverbreitetsten Taktik der

Autofrei-Bewegung geworden. Mit der Zeit und der, oftmals monatlichen, Wiederholung der Fahrten treten manchmal Probleme zu Tage: Manche Teilnehmer bekommen das Gefühl, die selbe Veranstaltung jedes Mal zu wiederholen und die Popularität schwindet. Anderswo aber wird die Spannung gehalten, zum Beispiel durch monatliche Auswahl eines Themas. Bisweilen gibt es Konfrontationen mit der Polizei oder Autofahrenden, während es andernorts gelungen ist, die Happenings freundlich und konfrontationsfrei zu bewahren. Schlechtes Wetter ist ein weiterer Faktor. Im Allgemeinen ist es deutlich schwieriger ein regelmäßiges Event abzuhalten als eine einzelne, erfolgreiche Demonstration; viele Leute und Probleme werden Steine in den Weg legen. Gleichzeitig gibt es viele Success Stories: Die größten und vielleicht besten Critical Masses sind großteils Selbstläufer durch gewachsene, "anarchistische" Teilnahme aller und brauchen daher nicht viel Organisation zur Erhaltung. Jedenfalls gibt es überall Verbesserungsmöglichkeiten, nicht zuletzt durch den weltweiten Austausch von Ideen. n



Español

Desde la introducción de las marchas de protesta en bici o "bicifestaciones" en 1992, su práctica se ha extendido rápidamente por todo el planeta, y actualmente se producen más o

menos regularmente en unas 230 ciudades. Se trata del tipo de acción más comunmente empleado por los activistas anti-coche. Sin embargo, con el correr de los años y la celebración sistemática de bicifestaciones con carácter mensual, van surgiendo algunos problemas: la gente tiene la sensación de que se repite la misma marcha todos los meses, con lo aparece el cansancio y la participación descendiendo. En algunos sitios consiguen mantener la expectación, por ejemplo dotando a las marchas de diferentes lemas y contenidos políticos cada mes. En algunas ocasiones se producen confrontaciones con la policía o los conductores, otras bicifestaciones consiguen transcurrir en un ambiente festivo y no-violento. El mal tiempo es otro factor negativo. En general es más difícil mantener movilizaciones que se repiten con una periodicidad regular que organizar un acción puntual, y muchas personas e innumerables problemas tratarán de evitar su desarrollo. Pero al mismo tiempo, hay muchas historias exitosas –las más masivas y probablemente las mejores bicifestaciones suelen ser las que se auto-organizan con la participación de todo un colectivo, y por lo tanto no requieren mucho esfuerzo de mantenimiento. Pero todavía hay margen para mejorar, y para el aporte de nuevas ideas a las bicifestaciones que se realizan por todo el mundo. n

Skill Sharing

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How to Start a Critical Mass

Don't have a ride in your city? Then start one!

"What's this all about?" ask amused and bemused pedestrians as hundreds of noisy, high-spirited bicyclists ride past, yelling and ringing their bells. There are a wide variety of answers: "It's about banning cars." "It's about having fun in the street." "It's about a more social way of life." "It's about asserting our right to the road."

Critical Mass is many things to many people, and while many concepts expressed may evoke memories of past political protests, Critical Mass is above all a celebration, not a protest.



The Structure of Critical Mass

Critical Mass has no leaders. It's an event, not an organisation [Ed.: from our experience here in Prague, people seem to need some "organisers," at least in the beginning.] There is no national group that licenses local rides. In every city that has a ride, one or more cyclists just picked a day and time and started handing out fliers. If your city doesn't have a ride, that's what you'll do. You don't need anyone to authorise your ride. You just do it!

Xerocracy: Ideas are spread, routes shared, and consensus sought through the ubiquitous copy machines on every job or at copy shops in many neighbourhoods—a "xerocracy" in which anyone is free to make copies of their ideas and pass them around. Leaflets, flyers, stickers and magazines all circulate madly both before, during and after the ride, rendering leaders unnecessary by ensuring that strategies and tactics are understood by as many people as possible.

Effectiveness

Critical Mass can be fun, but in and of itself doesn't bring about much political change. The rides are more effective when combined with more direct advocacy. If all you and your cohorts do is ride your bikes

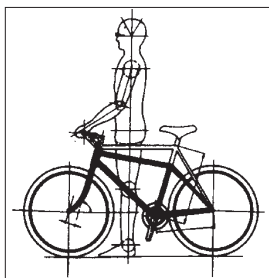
around once a month, don't be surprised when nothing changes. But Critical Mass does help build a local cycling community, the creation of which can result in plenty of political activism.

Decide on a Recurring Time, Day and Location

Your ride needs to happen at a consistent time and place each month so that people always know where and when it is. The last Friday of the month is traditional, but many groups have chosen other recurring days. We have it in Prague on every last Thursday in the month at five o'clock. 5:30 pm is a good time for the Mass, because it gives people who work until five a chance to get there, while leaving enough daylight in most months for a decent ride. A well-known public area, easily accessible to most bicyclists, where large numbers of people can congregate before the ride is perfect.

Follow the Legal Procedure?

This is always a question. When local police learn of your ride, they may insist that you get a permit, perhaps a parade permit. Don't do it. But let them escort you, if they want. The point of Critical Mass is that biking is a right, not a privilege. Cars don't need permits to ride on the streets, and neither should cyclists. They may threaten to arrest you if you ride without a permit. At that point you'll need to consider whether you're willing to get arrested to make your point. If you're not, and you choose not to ride or choose to get the permit, then you've allowed them to "put cyclists in their place." It's not an easy choice for some. Some Critical Mass rides (in Austin, Texas) were told it needed a permit, refused to get one, and then suffered arrests of riders. They went to court and either won their cases, or had them thrown out of court.



What Route to Take?

Most Critical Mass rides don't have a set route—they go through the city centre randomly, with whoever happens to be in front leading the way. Of course, you can set a route if you want to, but don't think that you have to. Some time it is better to have some proposals in advance and choose one just



before you start. Don't cycle the same route every month; it's boring and the drivers and the police will know your plans.

Learn the Traffic

Laws

If your ride draws any appreciable number of riders, you can expect attention from the police. Riders may or may not choose to follow the law, but you still need to know what the law is so you know whether or not you're breaking it. Get a copy of your local traffic laws from your state and/or city offices or web sites.

Most U.S. states require cyclists to obey all the same rules as cars (e.g. Stop signs and red lights). You'll probably also be required to have a headlight after dark, to cycle in a line or there may be limits to how many bikes side by side you can ride. Some riders ignore laws that have no safety consequences (e.g., riding three abreast instead of two abreast).

Will You Block Traffic?

The most controversial aspect of Critical Mass is the extent to which it blocks traffic. Participants are fond of saying "We're not blocking traffic, we are traffic!" Just because bikes are legitimate road users doesn't mean they don't slow down other road users, especially when they go out of their way to do so by taking up multiple lanes.

How many lanes should you take? We generally suggest leaving at least one lane open for cars. (So if you're on a four-lane road, take no more than three lanes. But if you're on a one-lane road, obviously you will take the whole lane.) Taking all the lanes, all the time, may be fun, but it certainly brings the heat down on you quicker. It also doesn't win you any friends.

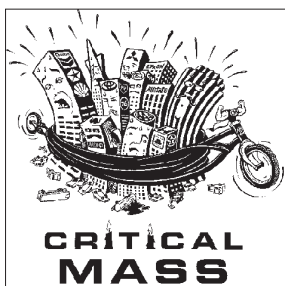
Are you doing Critical Mass to show drivers how much fun biking can be, or are you just trying to piss them off because it makes you feel good? Critical Mass riders can only answer these questions for themselves. Also remember that your local laws may have a say about that—though some riders choose to ignore them. Even if you decide that you don't want to go overboard with taking lanes, understand that you can't control everyone on the ride; some riders may want to take all the lanes all the time. If this is not the flavour you want for your ride, then make that clear in the flyers you



make for the ride, and get other cyclists to apply gentle peer pressure when a few cyclists stray. Of course, if a lot of cyclists stray, then that's the kind of ride they want, and that's the kind of ride that will happen.

Confrontation with Motorists

Harassing car drivers doesn't help anyone. You can assert your right to the road without being bad about it. Many cyclists make it a point to be friendly to motorists, such as smiling and waving, even smiling and waving back when motorists are honking and cursing at them. Some go even further, handing out flowers, holding signs saying "Sorry for the delay," or passing out fliers apologising for the minimal once-a-month delay, and explaining why they ride. If you want to avoid confrontation with motorists, put something to that effect in the flyers you use to promote the rides.



Make Flyers and Promote the Ride

But the most important thing is to have a clear message and good ways of spreading it: leaflets, banners, talking on a megaphone...and try to make every ride different, so it doesn't get boring.

The best advertising is flyers placed directly on bicycles; you know a cyclist is going to see it. Make several strips per page to save paper. (You can attach the flyers to the bike in many ways such as squeezing the brake lever to open it, slipping in the flyer, then releasing the brake lever—or you can thread the flyer between the brake and gearing cables on the top tube.) Hand them out to pedestrians who are staring at you, but take care to not scare them by cycling too fast around them. Also put up flyers at local bike

shops. If your city has local bike media (like newsletters), don't forget to inform them as well. Set up a simple web site and let people know about it.

Be Ready for the Media

If your ride is big enough to take the attention of the local media they will come; although it is better if you invite them. So, be prepared for them. Usually there are special people for talking to them, chosen in advance—the most informed ones, with good communication skills.

Be Prepared for...Police Intervention!

The police may or may not show up at your ride. (But if you consistently take every single traffic lane or harass drivers, then they almost certainly will.) If they show up, they may harass you for breaking traffic laws, or they may harass you even if you're not breaking any laws. Your best defense against unreasonable police action is a video camera. (Though in some cases, police have improperly confiscated cameras and tapes.)

Be Creative!

Critical Mass can be festive. Many riders wear costumes or decorate their bikes extravagantly. Try different themes such as music, games, face painting, circus acts, ballroom dancing. Light candles if evening. Use your imagination. Make the rides more fun.

Happy Riding!

- adapted from World Wide Critical Mass,
Reach Out Publications and Scorcher
If you want more information go to:
<criticalmasshub.com/howto.html>
<www.reachoutpub.com/cm/>
<www.scorcher.org/cmhistory/howto.html>



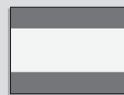
TRANSLATION

Übersetzung • Traducción



In Deiner Stadt gibt es noch keine Critical Mass? Dann starte eine! Wir zeigen Dir, was Du wissen musst und wie Du selbst eine organisieren kannst. Eine Critical Mass hat keine

Anführer, es ist ein Ereignis und keine Organisation. Ideen und Routenvorschläge können von jedem geäußert und zum Beispiel auf Zettel kopiert und verteilt werden. Erwarte von Deiner Fahrt, dass sie die lokale Radfahrendengemeinde stärkt, indem Leute zusammengebracht werden, aber erwarte keine direkten politischen Ergebnisse. Deine Critical Mass sollte regelmäßig zu einem bestimmten, gleichbleibenden Zeitpunkt und von einem ebenso gleichen Ort stattfinden. Dadurch wissen immer Alle, wann und wohin sie kommen sollen. Wähle einen allseits bekannten, gut zugänglichen Platz, auf dem sich auch größere Gruppen von Menschen versammeln können. Die meisten Fahrten beginnen am letzten Freitag des Monats um 17:30 Uhr. Wir beschreiben, wie einige bestehende Critical Masses organisiert sind, welche Probleme und andere Vorkommnisse (Polizei, wütende Autofahrende, aggressive Radfahrende, Medien...) es geben kann, auf die man vorbereitet sein sollte, und wie man das Ganze kreativ und lustvoll werden lässt. Critical Masses variieren stark von Stadt zu Stadt: einige sind groß, andere klein, einige sind kreativ und freundlich, andere weisen mehr Konfrontationen auf. Die Qualität der Fahrt hängt davon ab, welche Personen beteiligt sind und wie sie die unau-sweichlich auftauchenden Probleme meistern. n



Español

¿No hay bicifestaciones en vuestra ciudad? ¿Pues montaros una! Aquí os mostramos de qué va el asunto y como organizarla vosotros mismos. Las bici-festaciones no tienen jefes; son un evento, no una organización.

Las ideas y propuestas de recorridos se realizan mediante "xerocracia" —todo el mundo es libre de hacer copias de sus ideas y distribuirlas entre el personal. El objetivo directo a conseguir es promover la constitución de una comunidad de usuarios de la bicicleta en la zona, juntando a la gente, pero no esperéis resultados políticos concretos de las marchas ciclistas. Las bicifestaciones se deben realizar con periodicidad regular empezando en el mismo lugar, de manera que la gente sepa cuando y a qué lugar acudir. Escoger como lugar de encuentro un sitio bien conocido y accesible donde se pueda congrega mucha gente. Muchas marchas ciclistas se desarrollan el último viernes del mes a las 5:30 p.m. Os contamos cómo se organizan algunas de las marchas más interesantes, que problemas y contratiempos (policía, conductores cabreados, ciclistas agresivos, medios de comunicación...) hay que preveer, y cómo hacer que las marchas sean creativas y divertidas. Las bicifestaciones varían un montón de un sitio a otro: unas son grandes, otras pequeñas, algunas son creativas y festivas, otras tienen un aire más de confrontación. El tipo de marcha depende de la gente que las organiza, y de cómo afrontan los problemas que inevitablemente surgen. n

Studies & Reports

Rapports • Berichte • Reportes



You don't need a PhD to find out what the PhDs are doing. Car Busters guarantees 100% non-academic language in this section—or your money back.

It's Not the Hands

Hands-free devices for cell phones do not appreciably reduce driver distraction, according to a study that suggests laws mandating the use of such devices may be ineffective.

The study, conducted by University of Utah (USA) researchers, concluded that driver distraction is caused by concentration on the conversation, rather than dialling or holding the phone.

The study involved 64 participants in a simulated driving environment. The participants talking on their cell phones missed twice as many simulated traffic signals. There was no significant difference, however, between drivers using hands-free devices and those using hand-held phones.

The National Highway Traffic Safety Administration estimates that driver distraction—talking, eating, reading or even changing radiostations—is involved in 20 to 30 percent of all crashes.

- SF Gate.com

The study is available at the web site www.nsc.org/library/shelf/inincell.htm.

Liveable Neighbourhoods

The Western Australia government has a new policy to combat high car dependency, lack of public transport and poor walking conditions in suburban sprawl. The paper gives an overview of the urban design and structuring principles behind a policy called Liveable Neighbourhoods.

The policy is based on an urban structure built with walkable, mixed-use neighbourhoods. These neighbourhoods cluster around a town centre to give sufficient "population catchment" to support Main Street retail, office and community facilities, and support public transportation. Liveable Neighbourhoods overcomes the disconnected street system, lack of footpaths, unsafe routes and long walking distances to most destinations that characterise conventional suburban development.

- World Transport Policy & Practice, Volume 7, No. 2, Summer 2001

No Accidents!

The British Medical Journal has banned the use of the word "accident" and suggests the alternatives of "motor vehicle crashes" or "collisions" instead. The June issue of the journal says: "The word 'crash' indicates in a simple factual way what is observed, while 'accident'

seems to suggest in addition a general explanation of why it occurred without any evidence to support such an explanation."

- London Cyclist, Aug./Sept. 2001

Time to Pay Up

Most road users and rail passengers are not paying enough for their travel, according to a study commissioned by the British Department for Transport, Local Government and the Regions.

The study looks at whether the charges—such as fares and road freight rates and the taxes paid by transport users—cover the environmental and social costs they cause by their journeys, in terms of congestion, pollution, infra-structure maintenance and accidents.

- Institute for Transport Studies

The study "Road Users and Rail Passengers Aren't Paying Their Way" is available as a PDF file in the Latest News section of www.its.leeds.ac.uk.

Car Makers on Mobility and Sustainability Issues

Surprisingly, a report paid for by seven car companies and two oil companies reveals that more than 96 percent of the world's transportation depends on petroleum. The report was prepared by Massachusetts Institute of Technology and Charles River Associated for the World Business Council on Sustainable Development.

The report, titled "Mobility 2001," is meant to provide a true picture of the current trends in mobility versus sustainability all over the world, and hint at possible solutions. It also warns that commuters in the developing world's congested megacities will push greenhouse gas emissions from transport beyond the level in the industrialised world by 2015.

Air transport is responsible for 8 to 12 percent of transport-related carbon emissions, but the potential impact on global warming is twice as great because the carbon is emitted at high altitude.

Read the 188 pages of "Mobility 2001" at www.wbcsdmobility.org.

European Transport Found Unsustainable

As a shift towards greater use of cars and planes continues, passenger and freight transport is growing at a faster rate than the economy as a whole, says a report by the European Environment Agency.

Moreover, growth in energy use and greenhouse gas emissions from transport is jeopardising the E.U.'s ability to meet its own targets under the Kyoto Protocol on combating climate change.

The study, titled "TERM 2001," includes the following findings and projections:

- Energy consumption by the transport

sector has increased 47 percent since 1985, compared with 4.2 percent for the other economic sectors.

- Transport is responsible for 24 percent of the E.U.'s total man-made emissions of carbon dioxide, the main greenhouse gas, with transport by road alone accounting for an 84 percent share.

- The number of cars scrapped each year is expected to grow from 11.3 million in 1995 to 17 million in 2015.

- The E.U. car fleet grew by 64 percent between 1980 and 1998 to 451 cars per 1,000 inhabitants.

- Transport fatality rates are falling, but road accidents still claim 41,000 lives a year. The number of people injured is about 40 times the level of fatalities.

- Probably more than 30 percent of the E.U. population is exposed to traffic noise levels that can be annoying or harmful to health.

Find out more at the following web site: <http://reports.eea.eu.int/term2001/>.

It's Official: Bikes Are Faster

Journeys by bike are much faster than those by car in central London, according to Transport for London, while road traffic speeds have fallen below 10 mph. For door-to-door journeys of 1.7 miles in central London, cyclists take 18.5 minutes and car drivers 28.9 minutes.

Bikes also proved quicker for short journeys—2.1 miles—in inner London. Even in short radial journeys of 3.9 miles, bikes take only 34.8 minutes, while cars average 40.4 minutes. The times include walking to and from the car or bicycle, and parking the car. Road traffic averages just 9.8 mph during the morning rush-hour in central London, down from 12.3 mph 20 years ago, and 9.6 mph in the evening. Speeds fall to 9.0 mph in the day off-peak.

- London Cyclist, Aug./Sept. 2001

Catching Them Young

This 1998 research project in Greater Manchester intended to discover if it is possible to influence young people's attitudes on transport choices through a short-term intensive educational intervention.

The University of Manchester and Greater Manchester Transport Resource Unit specifically targeted the intervention at young people between the ages of 12 and 23, and focussed on shifting attitudes in favour of transport modes that are more sustainable and have a less damaging impact on the environment. The project has proven that positive results can be achieved, especially with younger groups.

- University of Manchester

More info at www.art.man.ac.uk/transres/resrch1.htm.



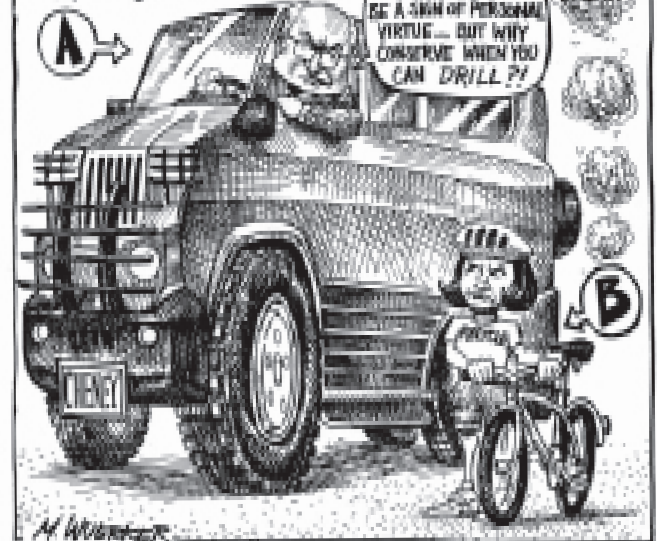
POLICE VIDEO CAMERAS PLACED AT INTERSECTIONS CUT DOWN ON TRAFFIC VIOLATIONS. THIS SUCCESS LEADS AMERICANS TO EMBRACE THIS EXCITING TECHNOLOGY AT HOME...



Good Citizen Cam
GET YOURS TODAY!

THIS WEEK'S BRAIN TEASER

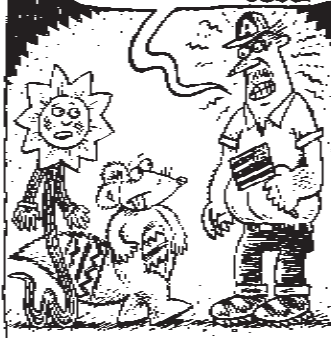
QUICK! WHO'S THE "CONSERVATIVE" IN THIS PICTURE...



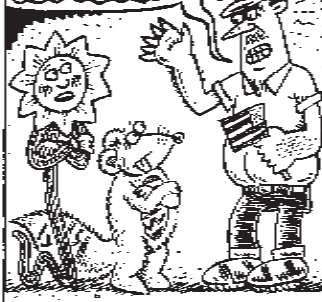
ROADKILL BILL

BY KEN AVIDOR

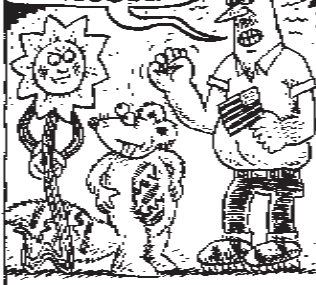
WE NEED TO SPEND BILLIONS OF DOLLARS TO KEEP THE AIRLINES FLYING... BUT WE NEED TO SPEND EVEN MORE TO MAKE THEM SAFE!



...WE GOT TO BEEF-UP SECURITY AT THE AIRPORTS. WE NEED TO GO THROUGH LUGGAGE WITH A FINE-TOOTH COMB, WE NEED TO INTERROGATE PASSENGERS AND SEARCH THEIR BODY CAVITIES...



...THERE SHOULD BE ARMED U.S. MARSHALS ON ALL PLANES AND IF THAT DOESN'T STOP THE HIJACKERS, WE HAVE TO BE PREPARED TO SHOOT THE AIRLINERS OUT OF THE SKY WITH F-16S AND MISSILES!



HAVE YOU CONSIDERED SPENDING MONEY ON MORE TRAINS?



THIS IS AN INTERNATIONAL CRISIS THAT REQUIRES A PROMPT AND DECISIVE ACTION!



...WE CAN'T ALLOW A SMALL GROUP OF INDIVIDUALS TO ENDANGER THE LIVES OF INNOCENT PEOPLE ALL OVER THE WORLD!...



...THE UNITED STATES NEEDS TO CREATE AN INTERNATIONAL COALITION TO FIGHT THIS THREAT...



IT'S A GLOBAL PROBLEM THAT CRIES OUT FOR A GLOBAL SOLUTION!



Resources

Ressources • Materialien • Recursos

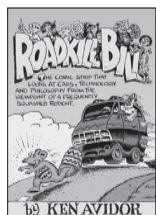


Here you have 'em, in reverse chronological order. Check out our new self-published release "Roadkill Bill" by Ken Avidor, and "New City Spaces" by Jan Gehl et al.

Roadkill Bill

Ken Avidor, 2001, 108 pages

€10, £6.50, US\$10, AU\$18, CZK 150



It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first time. Roadkill Bill is just as much about what we're doing to nature as what we're doing to ourselves.

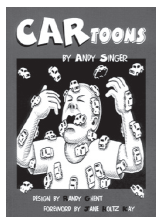
Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok. A new release from Car Busters.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics

Book: €10, £6.50, US\$10, AU\$18, CZK 150

CD-ROM: €4, £2.50, US\$4, AU\$8, 80 CZK



The long-awaited book compiles Andy Singer's transport-related cartoons and makes them available to a wider audience (and free for nonprofit reuse). Also features seven chapter texts and a compilation of hard-hitting quotations. A personal and provocative look at our relationship with the automobile, from Ford's first assembly lines to today's "drive-through" society. CARtoons doesn't just take a bite out of car culture, it chews it up and spits it out.

New City Spaces

Jan Gehl and Lars Gemzøe, 2001, 263 pages

hardcover: €50, £30, US\$45, AU\$90, CZK 1,665

This beautiful, thoughtful and informative book details the development of public space and public life worldwide over the past 25 years. Through colour photos, descriptive text and diagrams, it highlights 39 public spaces around the world that have been won back from traffic. It also focuses on nine public space strategies that have been successful in working towards a unified vision of public space.

Divorce Your Car

Ending the Love Affair With the Automobile

Katie Alvord, 2000, 320 pages



€20, £12, US\$18, AU\$32, or CZK 680

Divorce Your Car! speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change. From commuters crazed by congestion and "soccer moms" sick of chauffeuring, to environmentalists looking for auto alternatives, *Divorce Your Car!* provides all the reasons not to drive and the many car-free alternatives.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!

Anna Semlyen, 2000, 160 pages

€8.25, £5, US\$7.50, AU\$13, or CZK 280



Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut

CarFree Cities

J.H. Crawford, 2000, 324 pages, hardcover

€33, £20, US\$30, AU\$55, or CZK 1,100



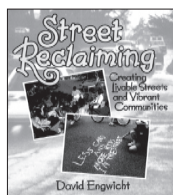
An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life worldwide. It gives practical suggestions for gradually implementing Crawford's car-free reference design in existing cities, and for creating new ones.

Street Reclaiming

Creating Livable Streets and Vibrant Communities

David Engwicht, 1999, 207 pages

€19, £11, US\$17, AU\$28, or CZK 600



Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen, whether you're a city official or a resident. A quantum leap beyond traffic calming, the book contains a host of ideas and tools for reclaiming your streets.

Sustainability and Cities

Overcoming Automobile Dependence

Peter Newman and Jeff Kenworthy, 1999, 350 pages

€44, £27, US\$40, AU\$70, or CZK 1500

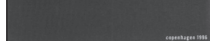


The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing our car dependence will we be able to successfully accommodate all elements of the sustainability agenda. Includes an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrate how cities around the world are overcoming automobile dependence.

Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1999, 96 pages

€26.50, £16, US\$24, AU\$42 or CZK 900



This beautiful book filled with colour photographs and maps describes the remarkable qualitative human-scale improvements that have taken place in Copenhagen over the past 34 years, and how they have been accomplished. It presents a method of assessing urban quality and gives a thorough insight into how people use urban public spaces.

Alice in Underland

Wolfgang Zuckermann, 1999

€11, £7, US\$10, AU\$18, or CZK 350



"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America." Entertaining and insightful.

Wise Fool Basics

K. Ruby, Wise Fool, 1999, 96 pages

€12, £7, US\$11, AU\$18, CZK 400

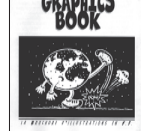


Giant puppet building, masks, street theatre tips, stilt-making...A fantastic book full of useful information and inspiration for

Car Busters Graphics Book

Car Busters, 1999, 44 pages

€5.50, £3.5, US\$5, AU\$10, CZK 180



Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive fliers, posters, etc. The graphics can be reproduced freely.

Direkte Aktionen oder

Die kleine Blockadefibel

Anonymous, 1999, 52 pages, €3.50 or equivalent

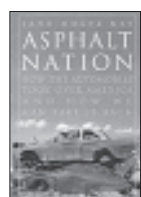
Das Beste aus dem berühmt-berüchtigten Buch Road Raging: Top Tips for Wrecking Road Building. Hilfreiches für Protest-camps, Strassen-parties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppenprozessen.

Asphalt Nation

How the Automobile Took Over America

Jane Holtz Kay, 1998, 440 pages

€20, £12, US\$18, AU\$32, or CZK 680



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 to the problem, Holtz Kay shows that radical change is entirely possible.

Home from Nowhere

Remaking Our Everyday World for the 21st Century

Janes Howard Kunstler, 1998, 320 pages

€15.50, £9, US\$14, AU\$24, or CZK 525



Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*. A powerful writer, 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.

The Age of the Bicycle: A Novel

Miriam Webster, 1998, 270 pages

€6.60, £4, US\$6, AU\$10, or CZK 150

A quirky novel of love, magic, river gods and the mysterious end of the Automobile Age. Combining fairytale possibilities with sharp social satire to produce a novel to entertain children and adults alike.



Direct Action Manual

Earth First!, 1998, 152 pages

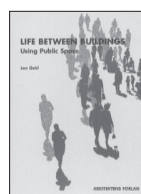
€6.60, £4, US\$6, AU\$10, or CZK 150

This is an almost comprehensive guide to direct action tactics developed around the world. Lots of useful diagrams and illustrations.

Life Between Buildings

Jan Gehl, 1996, 192 pages, third English edition

€20, £12, US\$18, AU\$32, or CZK 680



A classic is republished and revised. This book is the best source for understanding how people use urban public spaces. Published in many languages since 1971, it is a standard text-book in architecture and planning schools, and continues to be the undisputed introduction

Bike Cult

The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
€26.50, £16, US\$24, AU\$48, or CZK 800

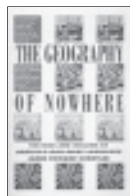


Bike Cult sets its target on being the bike book of the century, and does a pretty good job. Packed with pictures and information on every aspect of bikes and cycling, it is a complete guide to (and celebration of) cycling as transportation, recreation, sport and way of life. Author Perry

goes beyond just bikes and addresses HPVs of every kind—from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Geography of Nowhere

The Rise and Decline of America's Man-Made Landscape
James Howard Kunstler, 1994, 304 pages
€15.50, £9, US\$14, AU\$24, or CZK 525



Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. One of the most popular books on the subject of transportation reform. The predecessor to Kunstler's *Home from*

Nowhere.

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
€44, £27, US\$40, AU\$70, or CZK 1500



Far more than a means of transportation, the automobile has become a cultural icon for our times. Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status, glamour and power—and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages
hardcover: €11, £7, US\$10, AU\$18, or CZK 350



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 moralistic message.

The End of the Road

From World Car Crisis to Sustainable Transportation
Wolfgang Zuckermann, 1991, 300 pages
€11, £7, US\$10, AU\$18, or CZK 350



There are half a billion cars on the planet, and this is one of the earliest books to take 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, traffic calming, alternative transport modes, restructuring public transport and rearranging our lives.

An Intl. Sourcebook on Automobile Dependence in Cities 1960-1990

Jeff Kenworthy, Felix Laube et al., 1999, 737 pages
€110, £65, US\$100, AU\$200, or CZK 3,700
Detailed data on land use, private and public transport, energy, environment, and economics in 46 metropolitan areas in the U.S., Australia, Canada, Europe and Asia for 1960, 1970, 1980 and 1990. Includes many tables, diagrams and colour maps to gain a global perspective on how different cities perform according to various factors. For cities not included in this book, a comprehensive methodology chapter is provided, describing how to develop comparative data for other locations. A useful tool for policy development, presentations, teaching and further research.

"FREESOURCES"

A growing selection of free articles and studies are available in several languages from the Car Busters website <<http://www.carbusters.ecn.cz>>:

- "Energy and Equity" by Ivan Illich
- "The Social Ideology of the Motorcar" by André Gorz
- "Hypermobility" by John Adams
- "The Secret History of Lead" by Jamie L. Kitman
- "American Ground Transport" by Bradford Snell
- "Time Pollution" by John Whitelegg
- "The Importance of the Car to the Modern Economy"
- "Depaving the World" by Richard Register
- "Road Raging: Top Tips for Wrecking Roadbuilding"

STICKERS

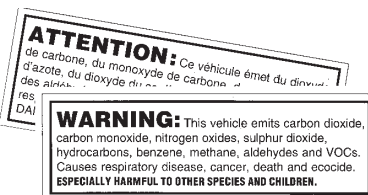


"One Less Car" Bike Stickers

Available in Czech, Dutch, English, Finnish, French, German, Norwegian/Swedish/Danish, Polish, Romanian, Serbo-Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant.

Ten stickers: €2, £1.30, US\$2, AU\$3, or CZK 40

The famous "One Less Car" sticker has become multilingual. Show drivers that your bike is not a part of the traffic problem.



"Cancer Warning" Stickers

Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish, Serbian/ Croatian and Czech.

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



Stop-Sign Improvement

For one: €0.50, £0.3, US\$0.50, AU\$1, or CZK 15

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. You can see them all over in Berkeley, California and Chapel Hill, North Carolina, USA. Why not your town, too?

PAYMENT INSTRUCTIONS

MAIL-ORDER RESOURCES

Shipping is included in all listed prices (surface rate outside Europe). We accept U.S., British, French and Australian cheques, even Czech cheques—but please, NO EUROCHEQUES. We also accept international postal money orders, and even cash in the currencies listed below (and haven't had problems with this so far). Germans and Austrians can send bank transfers c/o Daniel Sokolov, KontoNr. 00032097298 bei Erste Bank, BLZ 20111. (Verwendungszweck: "CB ORDER", dein Name und E-mail-oder Postadresse.)

Send payments to: Car Busters, Krátká 26, 100 00 Praha 10, Czech Rep.

Bank transfers to: Bank Austria Creditanstalt Czech Republic, a.s.; Pobočka Praha - Valdek, Jugoslavská 29, 120 01, Praha 2, Czech Rep.;

MAGAZINE SUBSCRIPTIONS

COUNTRY	ONE YEAR	TWO YEARS
Australia	18.50 Dollars	32.50 Dollars
Canada	18.50 Dollars	32.50 Dollars
Czech Rep.	130 Korun	230 Korun
Eurozone	15 Euros	26 Euros
U.K.	7.50 Pounds	13 Pounds
U.S.	15 Dollars	26 Dollars

CAR BUSTERS MEMBERSHIPS

Member: €30, £20, US\$30, AU\$40, CN\$40, 300 CZK
Supporter: €50, £30, US\$50, AU\$60, CN\$60, 500 CZK
Saviour: €100, £60, US\$100, AU\$120, CN\$120

Membership benefits/premiums are described on the following page.

The prices above are calculated for "First World" residents, in each of the currencies that we accept. Single copies cost €/US\$3 or equivalent. Eastern Europeans and "Third World" residents wanting magazine subscriptions can pay one-third the Western rate.

Distribution Orders (5 or more copies): €/US\$2 each or equivalent (you sell at €/US\$3 and keep the difference). In Eastern Europe and the "Third World," you buy at €/US\$0.66 and sell at €/US\$1. This is beginning to sound like the stock market...

OTHER

MATE Booklet and Map

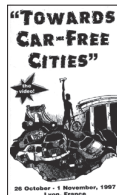
(Map of Activities on Transport in Europe)
A SEED Europe, 2000
€7, £4, US\$7, AU\$12, CZK 250



A comprehensive guide to what is happening in the spider-like murky web of European transport including an overview of TENs and TINA projects. It comes complete with a colour, easy-to-use 100x80 cm² supermap.

Towards Car-Free Cities

1997, 36 min., European PAL format
€4, £2.50, US\$4, AU\$7, or CZK 150



This video documents the work and actions of the first "Towards Car-Free Cities" conference. Includes France's first Reclaim the Streets party, car walking, various creative actions, interviews and more.

Not Finding What You're Looking For?

Detour Publications carries over 130 books and other resources on transportation and urban ecology, all available at a 10% discount to Car Busters members/subscribers.

www.detourpublications.com



CAR BUSTERS AIMS TO BUILD AND MAINTAIN THE INTERNATIONAL CAR-FREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. CAR BUSTERS AIMS TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

JOIN CAR BUSTERS TO-

o **Member - US\$30/€30/£20***
[includes a one-year magazine subscription, a copy of Andy Singer's "CARtoons," and an assortment of bike stickers]

o **Supporter - US\$50/€50/£30***
[includes a one-year magazine subscription, a copy of "CARtoons" and a copy of "Roadkill Bill" by Ken Avidor]

o **Saviour - US\$100/€100/£60***
[includes a two-year magazine subscription, a copy of "CARtoons" and a copy of "Bike Cult" by David Perry]

o US\$15/€15* - Subscription Only: 1 Year

o US\$26/€26* - Subscription Only: 2 Years

o _____ - Donator (Economic Liberty Rate)

o I'm enclosing _____ for the following books or resources: _____

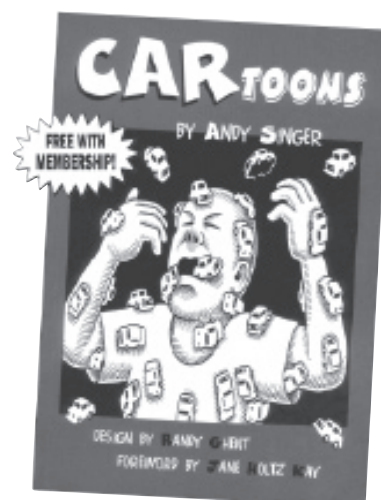
o I want to receive your monthly e-mail bulletin, so here's my e-mail address (written clearly): _____

Name: _____

Address: _____

Signature: _____ Date: _____

* or the equivalent in AUD or CND. Car Busters accepts U.S., Euro, British, Czech and Australian cheques. Credit card payments can be made on the Car Busters web site. Other payment options listed on p. 29.



ä Car Busters, Krátká 26, 100 00 Praha 10, Czech Republic - e-mail: carbusters@ecn.cz web site: www.carbusters.ecn.cz

Announcements

Annonces • Anzeigen • Anuncios



Have something to announce? Send it in by the next deadline. Believe it or not, it will cost you nothing.

Eco-Jobs in Europe

Various paid volunteer opportunities are available in 2002 through European Youth for Action (EYFA), a network of youth environmental groups and individuals from across the continent. The programme is called European Voluntary Service (EVS), and is funded by the European Union's youth directorate.

Unfortunately, due to the funder's conditions, there are some limits in accepting applicants. Some general criteria: you need to be under 26 years old, available from February 1, and from a European Union country (or Iceland, Liechtenstein, Norway, Bulgaria, Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Macedonia, Poland, Romania, Slovak Republic or Slovenia). You can only involve yourself with projects outside of the country in which you live.

Here are some of the projects that are taking part. Send an e-mail to the contact address listed and they will send you more details about how to apply.

a) There are two six-month positions for organising the Ecotopia Bike Tour.

For info on this year's biketour, see <<http://tpn.dreamhost.com/biketour/index.html>>, and for the next one e-mail <btour2002@yahoo.com>.

b) Zielone Mazowsze/Green Federation-Warsaw is looking for reliable and motivated volunteers. The organisation is non-

hierarchical, following the principle of consensus. The federation deals mainly with transport and waste management issues and the activities vary from legal procedures and publications to demonstrations and direct actions.

For more information, check out <www.zm.most.org.pl/en/evs.htm> and/or write to <warszawa@fz.most.org.pl>.

c) EYFA Office (Amsterdam, the Netherlands) is offering an office job, which inevitably has to do with a lot of paper, as well as in-front-of-the-computer work, involving tasks related to project/organisational management.

Contact <eyfa@eyfa.org>.

d) Green Pepper magazine (Amsterdam, the Netherlands) is looking for a creative, inspired and energetic person to coordinate the magazine, to crash through the boundaries between information and art, and to experiment with new ideas from magazine content and theme to layout and distribution.

E-mail: <greenpep@eyfa.org>.

Conferences and Workshops

• Annual Conference of Environmental Association for Universities and Colleges, March 26-27, Leeds, U.K.

The theme of the conference is transport and will cover work-based travel plans, sustainable transport, health campaigns, alternative fuel vehicles, and promotion of cycling, walking, working with public transport.

If you are interested in participating as a workshop leader or speaker, contact <andy.nolan@e-volve.org.uk>; tel: +(44) 7946-594607; fax: +(44) 8701-374743.

• Workshop on Children and Traffic, May 2002, Copenhagen

The aim of the workshop is to offer relevant researchers the opportunity to present their work and to accumulate "state of the art" knowledge on the subject. The workshop will include a variety of perspectives on children and traffic, including health, mobility, mode choice, socialization, safety, freedom, etc.

E-mail: <tut@teksam.ruc.dk>.

• Walk 21: Steps Towards Liveable Cities, May 9-10, Donostia-San Sebastian, Spain

The Third International Walking Conference will discuss and propose how we can reclaim the city for pedestrians, increase urban quality and create liveable cities "in a humanistic way."

Those who wish to present a paper are invited to send an abstract as soon as possible: fax: +(44) 1782-747167; e-mail: <r.s.tolley@staffs.ac.uk>.

Cycle Cuba

Back by popular demand, the original Cycle Cuba! Join us for the trip of a lifetime, cycling 400 km across this most beautiful of Caribbean islands. Enjoy the lush, tropical landscape, sandy beaches, fine architecture and warm, friendly welcome of Cuba.

Experience this most enthralling of countries the way most Cubans travel—on a bike! By taking part in this event you are not only guaranteed the adventure, but will raise vital funds for The National Deaf Children's Society.

Call +(44) 807-129-0111 or e-mail <challenge@ndcs.org.uk>.



Bust-

Announcements

World Car-Free Days 2002 (September 13—27)

In 2000, Car Busters initiated the world's first global car-free day, a victorious day of actions on four continents reclaiming our streets and our lives from the automobile. And next September, people around the world will join together for World Car-Free Days 2002—two weeks of actions and events calling for an end to the hundred-year reign of the automobile.

It all starts with the anniversary of North

America's first car fatality (Henry Bliss, New York City, 1899). It includes September 22, the European Car-Free Day, which has taken place annually since 2000. On a more negative note, there's September 23, the day of Hitler's ground-breaking of the first autobahn in 1933. And finally, it all culminates with September 26-27, the ten-year anniversary of the first Critical Mass bicycle ride (San Francisco, 1992), taking a stand against automobile hegemony on our streets. It's up to you to fill in the days in between. Are you ready? You have just ten months to prepare!

For a continuing stream of information, graphics, posters and other resources to help you organise your events, see the Car Busters monthly bulletins and web site throughout the coming months.

Graphics Book To Be



Updated and Digitalised

Yes, that's right. You heard it here first! (Hype, hype...) The Car Busters Graphics Book, put together by Wlad Quénu in 1999, will be updated and expanded. It will be made available in print form with an optional accompanying CD-ROM of TIF files. We may even put a low-resolution version on our web site, so that people can request specific graphics.

Feel free to submit any graphics to us for consideration, preferably as 300-dpi resolution files, or paper originals. Basically we're looking for high-quality transportation-themed graphics that can be made available for free reuse by activists and campaigners around the world, for their flyers, posters, newsletters and other graphic materials. Please send them as e-mail attachments to <carbusters@ecn.cz>



4x4 BRUTOS Surmontez **tous** les obstacles.

Version	Motorisation	Transmission
4x4	1.700 cc 105 CV	Manuelle 5 vitesses
4x4	1.700 cc 105 CV	Manuelle 5 vitesses
4x4	1.700 cc 105 CV	Manuelle 5 vitesses

Le 4x4 Brutos est une véritable machine à tout faire. Elle est conçue pour vous offrir une expérience de conduite unique et vous permettre de surmonter tous les obstacles.

Renault 4x4 Brutos est une véritable machine à tout faire. Elle est conçue pour vous offrir une expérience de conduite unique et vous permettre de surmonter tous les obstacles.

Le 4x4 Brutos est une véritable machine à tout faire.

